

# FAVOR WAITING FOR A RAILROAD

## Central Oregon Has Rich Resources and Irrigation Schemes Progressing.

### SETTLERS ARE ON THE LAND

#### One Company Has 140,000 Acres Covered by Canals—Railroad's Delay Hinders Development Work.

C. C. Hutchinson, land commissioner, of the Deschutes Irrigation & Power Company does not think much of Mr. Harriman's policy of first getting the country developed and then having a railroad follow the people. Mr. Hutchinson represents a firm that has built canals in the country which he claims is farther away from a railroad than any other valuable lands in the United States. He believes that a railroad into Central Oregon is necessary to the development of this rich section of the state and refutes the statement that the country is not sufficiently populated to warrant the building of a railroad.

### WOULD BUY CITY WATER

#### THAT IS SOLUTION OFFERED IN MOUNT TABOR SITUATION.

#### Management of Suburban Plant Demands Portland Furnish Water to Annexed District.

There is but one real solution to the water famine at Mount Tabor, said J. M. Arthur, of the Mount Tabor water plant yesterday, "and that is for the Portland Water Committee to let us have Bull Run water enough to supply that portion of Mount Tabor which was voted annexed to Portland."

Mr. Arthur went into details yesterday in explaining the situation at Mount Tabor and the efforts he has been making to give the people water. He took over the plant more than ten years ago, not from any choice on his part, but because he was compelled to do so. For many years it hardly paid expense, but it has done a good business for some time. The situation is one of great perplexity and constant amercement now that water is short and must be shut off every night to allow it to be stored in the reservoir.

### RESCUED FROM REEFS

It was thought that the steamer Lewiston could make regular runs, owing to the fact that she was just rebuilt. Word was received from Captain Works to-night that the boat reached Astoria and had to tie up, owing to the stage of water being too low to get over shallow places. The steamer returned to Riparia to remain until the river rises.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

# WATER BOARD UNDECIDED

## TIE VOTE ON EXTENSION OF SUBURBAN MAINS.

#### Action Upon Numerous Petitions for Additional Water Service and Mains in Residence Parts.

There was a lot of discussion before the Water Board yesterday relative to permitting any further extension of mains beyond the nine residents lived on in the vote upon the proposition, with the Mayor undecided.

The question came up in the form of various petitions of residents for permission to take an additional pipe and another pipe line located on the south side of the Section Line road instead of the north side. It being set forth that six or nine residents lived on the south side. Bates and Raffetto favored granting E. L. Peterson, Mrs. Corbin, Crooks and others the privilege of connecting with the city mains, while Ladd and Joseph opposed. The Mayor took the matter under consideration.

Bids for laying 672 square yards of asphalt pavement on the dams at reservoirs three and four were opened as follows: Warren Construction Company 99 cents a square yard, or \$66.24; Trinidad Asphalt Paving Company, \$1.40 a square yard, or \$94.56. The bids were referred to the superintendent and engineer for examination.

The following petitions were granted: Oregon Real Estate Company, mains on Cleckhaman street, between 1st and 2nd streets; G. M. Haves and others, Clinton street, between Twelfth and Fifteenth streets; and six others, on Waverly street, between Peninsula avenue and Bayard street, and H. H. Crozier and others, East Washington, between East Thirty-fifth and East Thirty-sixth streets.

### WOULD BUY CITY WATER

#### THAT IS SOLUTION OFFERED IN MOUNT TABOR SITUATION.

#### Management of Suburban Plant Demands Portland Furnish Water to Annexed District.

There is but one real solution to the water famine at Mount Tabor, said J. M. Arthur, of the Mount Tabor water plant yesterday, "and that is for the Portland Water Committee to let us have Bull Run water enough to supply that portion of Mount Tabor which was voted annexed to Portland."

Mr. Arthur went into details yesterday in explaining the situation at Mount Tabor and the efforts he has been making to give the people water. He took over the plant more than ten years ago, not from any choice on his part, but because he was compelled to do so. For many years it hardly paid expense, but it has done a good business for some time. The situation is one of great perplexity and constant amercement now that water is short and must be shut off every night to allow it to be stored in the reservoir.

### RESCUED FROM REEFS

It was thought that the steamer Lewiston could make regular runs, owing to the fact that she was just rebuilt. Word was received from Captain Works to-night that the boat reached Astoria and had to tie up, owing to the stage of water being too low to get over shallow places. The steamer returned to Riparia to remain until the river rises.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

# WATER BOARD UNDECIDED

## TIE VOTE ON EXTENSION OF SUBURBAN MAINS.

#### Action Upon Numerous Petitions for Additional Water Service and Mains in Residence Parts.

There was a lot of discussion before the Water Board yesterday relative to permitting any further extension of mains beyond the nine residents lived on in the vote upon the proposition, with the Mayor undecided.

The question came up in the form of various petitions of residents for permission to take an additional pipe and another pipe line located on the south side of the Section Line road instead of the north side. It being set forth that six or nine residents lived on the south side. Bates and Raffetto favored granting E. L. Peterson, Mrs. Corbin, Crooks and others the privilege of connecting with the city mains, while Ladd and Joseph opposed. The Mayor took the matter under consideration.

Bids for laying 672 square yards of asphalt pavement on the dams at reservoirs three and four were opened as follows: Warren Construction Company 99 cents a square yard, or \$66.24; Trinidad Asphalt Paving Company, \$1.40 a square yard, or \$94.56. The bids were referred to the superintendent and engineer for examination.

The following petitions were granted: Oregon Real Estate Company, mains on Cleckhaman street, between 1st and 2nd streets; G. M. Haves and others, Clinton street, between Twelfth and Fifteenth streets; and six others, on Waverly street, between Peninsula avenue and Bayard street, and H. H. Crozier and others, East Washington, between East Thirty-fifth and East Thirty-sixth streets.

### WOULD BUY CITY WATER

#### THAT IS SOLUTION OFFERED IN MOUNT TABOR SITUATION.

#### Management of Suburban Plant Demands Portland Furnish Water to Annexed District.

There is but one real solution to the water famine at Mount Tabor, said J. M. Arthur, of the Mount Tabor water plant yesterday, "and that is for the Portland Water Committee to let us have Bull Run water enough to supply that portion of Mount Tabor which was voted annexed to Portland."

Mr. Arthur went into details yesterday in explaining the situation at Mount Tabor and the efforts he has been making to give the people water. He took over the plant more than ten years ago, not from any choice on his part, but because he was compelled to do so. For many years it hardly paid expense, but it has done a good business for some time. The situation is one of great perplexity and constant amercement now that water is short and must be shut off every night to allow it to be stored in the reservoir.

### RESCUED FROM REEFS

It was thought that the steamer Lewiston could make regular runs, owing to the fact that she was just rebuilt. Word was received from Captain Works to-night that the boat reached Astoria and had to tie up, owing to the stage of water being too low to get over shallow places. The steamer returned to Riparia to remain until the river rises.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

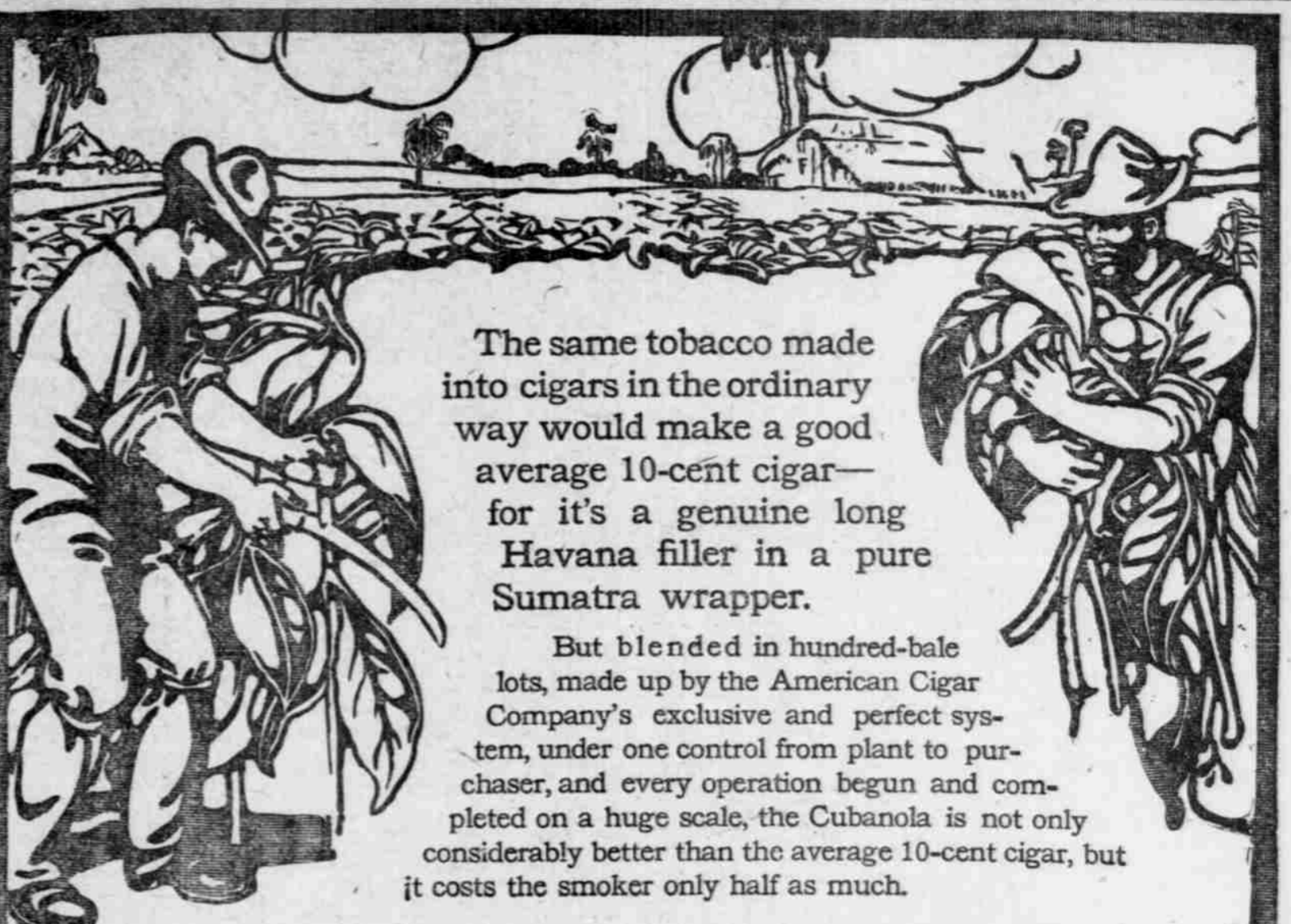
### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.



The same tobacco made into cigars in the ordinary way would make a good average 10-cent cigar—for it's a genuine long Havana filler in a pure Sumatra wrapper.

But blended in hundred-bale lots, made up by the American Cigar Company's exclusive and perfect system, under one control from plant to purchaser, and every operation begun and completed on a huge scale, the Cubanola is not only considerably better than the average 10-cent cigar, but it costs the smoker only half as much.

# CUBANOLA CIGAR—5c.

If you will give it the tobacco expert's test, you need not leave anything to your imagination. Just smoke it with your favorite 10-cent cigar—both at once, a few puffs of that and a few of this, and make your own comparison. If the Cubanola doesn't prove to be actually a better smoke than the other, your favorite 10-cent cigar is a good bit better than the average, that's all.

Cubanola cigars are delivered to the dealer in perfect condition, direct from the humidors,—every box separately cased in a dust-tight, weather-proof, paraffine wrapper. The Triangle A on the Cubanola box stands for perfect cigars. It is a merit-mark that means science, system and cleanliness in every process, and better cigars for less money. Cubanolas are sold by all dealers in good cigars.

Trade Supplied by MASON EHRMAN & CO., Portland, Ore.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

### ABERDEEN SHIPPING NOTES

ABERDEEN, Wash., Aug. 9.—(Special.)—The steamer *Norwood*, which is in port from San Francisco, has been placed in the Gray's Harbor yard yesterday. The steamer brought 100 tons of freight and 40 passengers.

### THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.—(To the Editor.)—The Oregonian is to be congratulated for its frank and truthful review of the Harriman banquet in this morning's editorial. And it is to be congratulated for its review of the banquet from the point of view of the city. He also seems to have had the courage and backbone to hear the lion in his den.

### MR. HARRIMAN DEPARTS

#### Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 2 o'clock yesterday afternoon, his special train at that hour starting for the trip to San Francisco. A number of people were on hand to see the magnate as he departed. The special train was composed of the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the regular traveling office and hotel of the dominating figure in the railroad affairs of Wall street. Mr. O'Brien was the only official of the Oregon lines accompanying the financier as he departed.

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr. and child, of Bend, are registered at the Portland.

**The Best Hot Weather Medicine**  
SALE TEN MILLION BOXES A YEAR

**Cascarets**  
CANDY CATHARTIC  
THEY WORK WHILE YOU SLEEP

PREVENT ALL SUMMER BOWEL TROUBLES

**Twenty Years of Success**

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, tropical ailments, Bright's disease, etc.

**Kidney and Urinary**  
Complaints, painful, difficult, too frequent, milky or bloody discharges, cured without the knife, pain or confinement.

**Diseases of the Rectum**  
Such as piles, fistula, fissure, ulceration, mucous and hemorrhoidal discharges, cured without the knife, pain or confinement.

**Diseases of Men**  
Blood poison, gout, stricture, unnatural losses, impotency, nocturnal emissions, no failure, cure guaranteed.

Dr. Walker's method is regular and scientific. He uses no patent nostrums or resin-made preparations, but cures the disease by thorough medical treatment. His New Compound for Private Diseases sent free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call on or address

**DR. WALKER, 181 First Street, Corner Yamhill, Portland, Or**