

THE PLAINDEALER.

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J. J. BENJAMIN, Manager.

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JUNE 6, 1898.

We are coming Father William with 75,000 more.

Let's have a hat to ship named after each State in the Union.

First it was disappearing guns, now Spain has disappearing ships.

Farmers in the east are advertising for harvest hands, and offering \$5.00 per day.

Cervera may not be any great shakes as an admiral, but has proven himself to be a great skipper.

Put Roosevelt's Rough Rider after that Cape Verde fleet. They will get a jump on it, in short order.

Cervera's squadron appears to be about as thoroughly disposed of as is that of Admiral Montojo at Manila.

Some one suggests that Cervera's fleet could be located if in Santiago harbor by means of a balloon. If the matter is delayed a short time a diving bell would do better.

If you want the war news from "our boys in the Philippines," you should subscribe for the PLAINDEALER, as it is the only paper in Douglas county, which will receive regular communications directly from the camp in the field.

Roseburg's public schools close Wednesday. Owing to the unsettled condition of the schools, growing out of the resignation of Prof. Hamlin, there will be no exercises of any kind. The school year has, however, been a very satisfactory one considering the unfavorable consideration.

The many friends of Simon Caro, are very much disappointed, at the fact that he did not secure the position in the Roseburg land office, for which he was an applicant. No man who ever applied for an appointment from the State of Oregon, had better endorsements or more enthusiastic supporters than had Simon Caro. He has again shown his loyalty to the party, by his support of the republican ticket, under circumstances which would have made many men waver in their fealty. His reward will yet come to him.

It is stated that the Eastern mail contractor who has the contract for carrying the Roseburg-Oregon Hay mail is having a hard time to sublet his contract. There is no one in this section who is acquainted with difficulties in carrying this mail, that will accept the job at even more than he did on it. This is as it should be. A contractor who will bid blindly on a mail contract, not knowing what he will have to contend with, should get out of his proposition. What we want is better pay for the service and then better service.—Landon Recorder.

Why can not Roseburg have an old fashioned Fourth of July celebration? Surely the time is propitious. These are war times and the spirit of patriotism pervades every nook and corner of our land. We already have the splendid victory of Admiral Dewey, to celebrate, and in all probability, the coming month will bring other equally significant victories for both our army and navy. There is yet ample time to arrange for the greatest celebration ever witnessed in Roseburg if immediate steps are taken to start the matter moving. Shall we do it?

The ladies of the emergency corps, are entitled to the lasting gratitude, not only for the bodies of soldiers who have passed through Roseburg, but of every loyal person citizen of Roseburg. The life of a soldier even in a time of peace, is exposed to hardship and disease in camp, and wounds and death in the field, his life becomes one of hardship, suffering and peril, and the women who are engaged in alleviating these conditions should have the encouragement and cooperation of all our people in their work of love and mercy.

Last week, Hon. J. T. Bridges was appointed and confirmed as register and J. H. Booth as receiver of the United States land office at Roseburg. Both of these young men are too well known to the people of Douglas county, to require any introduction from us. Mr. Bridges second term as representative from Douglas county closes with the election of his successor today. He has been one of Oregon's most successful business men, where he has been extensively engaged in the mercantile and lumbering business. Mr. J. H. Booth was born in Douglas county, his father Rev. Booth being one of the pioneer ministers of the Methodist church, on the Pacific coast. J. H. Booth although young in years has made his mark as a successful and honorable business man. Both Mr. Bridges and Mr. Booth have most charming and cultured wives and their advent among us will be an acceptable acquisition to Roseburg society.

REAL HEROISM

How the Merrimac Was Sunk at Santiago.

INTERNAL TORPEDO DID IT

Lieutenant Hobson and Seven Men Volunteered

On board the Associated Press dispatch boat Danahess, off Santiago, June 2, via Kingston.—Rear-Admiral Sampson Friday morning decided to close the narrow harbor entrance to Santiago by sinking the collier Merrimac, loaded with coal, in the channel. He called for volunteers to go to almost certain death, and 100 men offered themselves. Lieutenant Hobson and seven men volunteered, and at 4 A. M. Friday morning the Merrimac, under her own steam, entered the channel under a terrible Spanish fire. The vessel was riddled with projectiles, but she anchored and swung around. Lieutenant Hobson then set off an internal torpedo with an electric attachment. There was an explosion, the Merrimac sank, and the channel was closed. Apparently Cervera will be unable to escape.

Experience of Hobson's Crew.

Kingstown, Jamaica, June 4.—Hobson and the hero crew of the Merrimac were saved in the following manner:—Unable, after sinking their vessel, to make their way back through the storm of shot and shell, they rowed into the harbor and up to the Spanish flagship, and were taken on board unharmed.

The Spanish admiral, under a flag of truce, Friday sent word to the American admiral that he offered to exchange prisoners, adding that in the meanwhile Hobson and his party would be treated with the greatest kindness.

Lieutenant Hobson appears to have carried out his plan to the smallest detail, except as regards the method of escaping. The rowboat in which the crew were to attempt to escape was either blown up or shot to pieces, for Lieutenant Hobson and his men drifted ashore on an old catamaran, which was along over the ship's side at the last moment, as an extra precaution.

The men were sent to Santiago city under guard. Later they were taken to Morro castle, where they are now.

Captain Oviado, Admiral Cervera's chief of staff, who boarded the New York under a flag of truce, did not give further details of the capture. The bravery of the Americans evidently excited as much admiration among the Spaniards as it did among the men of the American fleet. The prisoners will be perfectly safe, and will probably be well treated while they remain in Morro castle.

The fleet will with delight tonight over the termination of the most daring expedition since the destruction of the Confederate ironclad Albemarle by Lieutenant Cushing, in 1864. The admiral is just as glad as the youngest jackie. Captain Chadwick, of the flagship New York, who is usually most conservative, in speaking of the incident, said: "Splendid! Splendid! Too much cannot be said about it."

The general opinion is that no man ever deserved recognition by congress for personal bravery more than does Lieutenant Hobson. His work was well done and his men are safe. When he started on the expedition, few thought he could accomplish his object. It is probable that the Spaniards will try to blow up the Merrimac, but it is improbable that they will succeed. Speculation is rife as to the exact details of how Lieutenant Hobson managed to blow himself and ship up and live to tell the tale. His heroism has cleared up the situation well. The Spaniards are now doubly humiliated.

Cadet Powell, who was the last man to see Lieutenant Hobson before his start, and who had charge of the launch during its perilous trip, after much pressure told the story of his experience. He said:

"Lieutenant Hobson took a short sleep for a few hours, which was often interrupted. At a quarter of 2, he came on deck and made final inspection, giving his last instructions. Then we had a little launch. Hobson was as cool as a cucumber. About 2:30 o'clock, I took the men who were going on the trip into the launch and started for the Texas, the nearest ship, but had to go back with one of the assistant engineers whom Hobson finally compelled to leave. I shook hands with Hobson the last of all. He said:

"Powell, watch the boat crew when we pull out of the harbor. We will be back, rowing 30 strokes to the minute." "After leaving the Texas, I saw the Merrimac steaming slowly in. It was only fairly dark then, and the shore was quite visible. We followed about three-quarters of a mile east. The Merrimac stood about a mile to the westward of the harbor, and seemed a bit mixed, turning completely around. Finally heading east, they ran down and turned in. We were then chasing him, because I thought Hobson had lost his bearings. "When Hobson was about 20 yards from the harbor, the first gun was fired from the eastern bluff. We were then half a mile off shore, close under the batteries. The firing increased rapidly. We steamed in slowly and lost sight of the Merrimac in the smoke which the wind carried off shore. It hung heavily. Before Hobson could have blown up the Merrimac, the western battery picked up and commenced firing. They shot wild, and we only heard the shots. We ran in still closer to shore and the

gunners lost sight of us. Then we heard the explosion of the torpedoes on the Merrimac.

"Until daylight, we waited just outside the breakers, half a mile to the westward of Morro, keeping a lookout for the boat or for sailors, but saw nothing.

"Hobson had arranged to meet us at that point, but thinking that some one might have drifted out, we crossed in front of Morro and the mouth of the harbor to the eastward. About 5 o'clock we crossed the harbor again within a quarter of a mile and stood to the westward. In passing, we saw one spar of the Merrimac sticking out of the water. We hugged the shore just outside of the breakers for a mile, and then turned toward the Texas, when the batteries saw us and opened fire. It was then broad daylight. The first shot fired dropped 80 yards astern, but the other shots went wild.

"I drove the launch for all she was worth, finally making the New York. The men behaved splendidly."

The news of Lieutenant Hobson's safety lifted a great load from Powell's mind.

Probably no other details of this marvelous trip will be known until Lieutenant Hobson gets back.

Some heavy firing was done shortly before midnight by the New York and New Orleans, aimed at what was thought to be a small gunboat, which had disappeared.

This splendid stroke, which leaves the government at Washington free to act without further fear of the Spanish fleet, was planned by Lieutenant Richmond Hobson, who commanded the expedition. With him went Daniel Montague, George Charette, J. E. Murphy, Oscar Seaman, John P. Phillips and John Kelly, all commissioned or enlisted men.

Admiral Cervera's Appreciation.

With the American fleet off Santiago de Cuba, June 3, via Mole St. Nicholas, Hayti, June 4.—All the members of the Merrimac expedition are safe. Only two of them were slightly injured, and their names are not known. Lieutenant Hobson was not hurt. All the Merrimac's men are held as prisoners of war.

The news of their wonderful escape was sent to Rear-Admiral Sampson by Admiral Cervera, the Spanish admiral being so struck with the courage of the Merrimac's crew that he thought Admiral Sampson should know that they had not lost their lives. Admiral Cervera's chief of staff, Captain Oviado, boarded the New York under a flag of truce, bearing the announcement of the safety of the Merrimac's men, and returning with a supply of provisions and money for the prisoners.

Launching the Davis.

Exactly at the stroke of 4 o'clock Saturday afternoon, the United States torpedo-boat Davis started down the ways at the Wolf & Zwicker iron works at Portland and a few seconds later she was floating like a swan on the Willamette. As the last restraining shore was knocked off from beneath her keel, the last line severed, and a quiver of her bow told that she had cleared for her first voyage, Miss Helena Wolf dashed a bottle of champagne against her port bow, and, as the beverage went foaming down the steel sides, the words, "I christen thee the Davis" gave the little craft the name to which every one hopes she will bring additional lustre.

Fully 10,000 people, crowding the Madison-street bridge to the danger point, swarming about the boat and covering every possible point of vantage within a radius of 1000 feet, broke forth in a cheer as she began to move, which was prolonged till long after the way gathered in the brief journey to the river had been lost in the resisting current. A score of steamers near by added their hoarse whistles to the din, and the mills and factories along the river took up the sound and carried it far along either bank.

Description of the Davis.

The Davis is a torpedo-boat of the first class. Her length is 110 feet, with a beam or width amidships of 15 feet 2 inches. The normal draft is five feet. Her displacement is 120 tons, and she has a coal carrying capacity of 30 tons. The load on trial is 20 tons. Two triple expansion engines, developing 1550 horse-power, will drive her at the rate of 22½ knots per hour. The engines are supplied by two Thornycroft water tube boilers in compartment forward and abaft of the engine-room. She has twin screws, five feet in diameter. The shell is built of quarter-inch steel, over a frame of angle iron ribs, 2½ inches. She will carry three officers and 18 men. Her radius of action is 2000 miles.

The armament of the Davis will consist of three 17 pound rapid-fire guns, three tubes for 18-foot torpedoes, two modern navy rifles and 21 revolvers. The cost of the boat was \$81,547. She was authorized June 1, 1896, and the contract signed October 6 of the same year. She was to be finished August 6, 1897, but the time was extended for one year owing to defective steel castings, which were made for her in the East. After completion she will be delivered at the Mare island navy-yard, where she will go into commission. It will require a month or more to make her ready for her trial trip.

Peace Signs Multiply.

WASHINGTON, June 4.—Peace signs have been multiplying. There has been a notable change in the tone of the Spanish press and, although to this moment, no advances have been made to the state department by any of the European powers, there is an indefinable suggestion in the air that any moment may bring forth overtures of this kind. For this reason, the campaign against Porto Rico will probably be hurried in order to increase its possession by the United States before peace is attained.

In the Senate.

WASHINGTON, June 3.—The senate has agreed to substitute the Wolcott amendment to the war revenue bill for the finance committee's provision in regard to the coinage of the silver seigniorage to the extent of \$42,000,000, which is to be the amount first coined. The vote stood 48 to 31.

The Wolcott amendment adopted today provides for the coinage of all the silver bullion in the treasury at the rate of not less than \$42,000,000 a month, and an issue on account of the seigniorage derived of not exceeding \$42,000,000 in silver certificates.

The senate agreed to the amendment of the republican minority finance committee substituting the bond provision for greenbacks, as reported by a majority vote of 45 to 31.

WASHINGTON, June 3.—The senate today concurred in the house amendment to the bill removing all disability imposed by the 14th amendment to the constitution. Consideration of the war revenue bill was resumed at the conclusion of a brief colloquy, Jones of Arkansas expressed the opinion that all the revenue features of the bill ought to be completed, and passed upon before the bond provision was taken up, because the amount of revenue raised might have great weight in the determination of some other pending amendments.

Teller reviewed legislation during the past few days, and said it was evident that this bill was not to be a temporary measure. It was, he said, to all intents and purposes, to be a permanent law. The expenses of the war would be large, but they would not close with the ending of the war. It was proposed to have a great navy commensurate with the dignity and development of the country and in addition all the cities along the Atlantic and Pacific coasts had a right to demand protection from foreign invasion.

The One-Pounder.

NEW YORK, June 3.—The navy department will make an exhaustive test this week at Indian Head proving grounds of an automatic one-pounder rifle said to be capable of firing 180 shots a minute, says the Washington correspondent of the Tribune. The tremendous advantage to be gained by such a weapon may be appreciated when it is said that the best guns now in the naval service capable of throwing one-pound projectiles are operated with well-drilled crews at a speed never exceeding 15 to 20 shots a minute, and at that rate for a very brief period.

The terrific effect on slight armor of such a gun can hardly be overestimated, especially in action against torpedoes which would be rendered altogether useless in the daytime and perhaps at night if a vigilant watch was maintained against their close approach. The effective range of a torpedo is scarcely half a mile, and until a torpedo-boat can approach within that distance of a battle-ship or other object of attack, its presence may be practically ignored. Projectiles from a one-pounder, however, can penetrate any armor it has been feasible to place on torpedo-boats, and a gun that can throw over a hundred one-pound shells within a minute would annihilate any existing torpedo-boat if it should enter the requisite half-mile circle.

Building Up the Navy.

NEW YORK, June 3.—A Tribune special from Washington says:

An even dozen is the preponderant figure in the designs just practically completed by Chief Constructor Nicholson for the four coast-defense vessels authorized in the latest naval appropriation bill. These vessels are to be the most formidable ever constructed for their particular purpose, and will be novelties in modern naval architecture. Under the provisions of the bill, the cost, excluding armament, is limited to \$1,250,000 each. They will have 12 knots speed, 12 feet draught, 12-inch barbettes, 12-inch guns, 12-inch armor, and each of their twin screws will be driven by 1200 horse-power engines. Their displacement will be just twice 1200 tons. The guns will be mounted in pairs in turrets placed a little forward of 'midships, and will have an arc of fire of 90 degrees.

Monterey Leaves.

VALLEJO, Cal., June 3.—The monitor Monterey left Mare island this afternoon for San Francisco. She will probably sail Sunday. As the vessel steamed away from the dock she was greeted with cheers from hundreds of sailors and people on the shore who witnessed her departure. All the steam whistles in the vicinity saluted the vessel as she passed down the bay. The collier Brutus, which is to accompany the Monterey to Manila will leave for San Francisco tomorrow and the two vessels will probably sail from San Francisco on Saturday or Sunday.

Cow Boys at Tampa.

TAMPA, June 3.—Colonel Woods' regiment of rough riders went into camp today in West Tampa. The men fully armed and equipped, made a magnificent appearance, and many favorable comments were passed by the veterans who watched the Westerners as they rode by on their bronchos.

Troops at Sea.

MOBILE, June 4.—The five transports carrying the Twenty-fifth Infantry, Third Infantry and troops A, C, D and F, of the Second cavalry, steamed down Mobile river this morning on route, presumably, to Tampa, but really under sealed orders. The transports are the steamers Matanzas, Stillwater, Breakwater, Arkansas and Morgan. With

scenes along the river front were witnessed. The whistles of all the bay and rivercraft and the mills and the ringing of bells kept up an unceasing din as long as the transports were in sight.

The troops were quartered by 10 o'clock last night and had a good night's rest. Ravellie was sounded at 9 this morning, and the last preparations were made. Some 600 horses had to be loaded this morning and other work delayed the departure. The five vessels pulled out nearly together and formed a procession down the river. The last seen of the transports was from the custom-house as they passed the channel, the vessels being about half a mile apart.

POSTAGE TO MANILA

Mail will be Carried by the Transports.

Letters intended for Oregon volunteers who have gone to Manila, should be addressed to company and regiment, Manila, Philippine island, via San Francisco. They will go forward as speedily as the government can send them. The ordinary postage is sufficient. Letters written by soldiers will be forwarded without postage, which, however, must be paid by the recipients. Many persons are now putting 5-cent stamps on letters for the Philippines, when 2 cents is all that is required. The following order, which was issued by the postoffice department May 24, was printed in The Oregonian Wednesday, May 25:

"In view of the existing hostilities between the United States and Spain, which necessitates the presence of United States forces in service at and near the Philippine islands, and of the fact that postal communication with said islands, as one of the Spanish colonies, is prohibited by my order, No. 161, dated the 20th ult., it is hereby ordered that articles of mail matter for or from persons connected with said United States forces shall be subject to the postal rates and conditions applicable to similar articles in the domestic mails of the United States. The articles shall be sent to commanders of forces by every opportunity by the sailing of a United States vessel for said forces. The sailing dates of the vessels cannot be announced in advance, and the articles should, therefore, be forwarded promptly to San Francisco, in order that they may be dispatched to their destination at the first opportunity.

Death of Hon. Fielding Lemmon.

The following account of the death of Fielding Lemmon, who died at Reno, Nevada, May 24, 1898, will be of interest to many old settlers, as he lived in this county for a number of years:

Yesterday afternoon, at the residence of his daughter, Mrs. R. S. Osburn, after a brief illness, the well known pioneer, Fielding Lemmon, passed from labor to reward. The deceased was born in Tennessee, February 2, 1831, being at the time of his death a few months past 74 years of age. With his parents he came to live in Missouri in early life, where he married his wife, Matilda Foley, who preceded him to the home beyond a little over three years ago. He crossed the plains in 1851 to Oregon, where he lived for ten years, when he moved to Nevada, settling at Peavine in 1862, where he resided up to the time of his death.

Very few men in our state are better known than he, having served two terms in the legislature and taken a very active part in all that pertained to the public welfare. He was eminently adapted to the life of a pioneer, being endowed with an indomitable energy that enabled him readily to grapple with the difficulties incident to a new country and overcome them. As a neighbor he was most kind and always considerate of the poor. He was of a singularly forgiving spirit and this coupled with his genial manner enabled him to retain the many friends that he readily made. He was a firm believer in the truths of Divine Revelation, though like many others who have come to the new country, he never affiliated with the church. His illness, which lasted about six weeks, was severe. All that physicians skill and the care of loving friends could do to prolong his life was done, but in vain. For the last few days it was evident that the oil of life's lamp was fast burning low, when at 1:45 yesterday afternoon as the descending sun was sinking toward the setting mountains which he loved so well, the last flickering spark of life went out.

"As fades the summer cloud away,
As gently shuts the gates of day,
As dies the wave along the shore,"

Such was the close of the life of Fielding Lemmon. He leaves two sons, W. F. and Louis F. Lemmon, together with three daughters, Mrs. J. Bowman, Mrs. R. S. Osburn and Miss Fannie Lemmon, to mourn his loss, all of whom reside here and were with him when the end came.

Investigate This.

I offer for sale 152 acres of land on the Upper river at Kellogg, Douglas Co., Oregon, 25 acres in cultivation 25 acres alfalfa, 3 bars for hay and stock, 3 springs of rising water, place all fenced, a good fishery on river, an unlimited mountain range for stock close by. Price \$1100, \$300 cash, balance on time at 6 per cent interest.

W. H. Buse,
Oakland, Ore.

City Treasurer's Notice.

Notice is hereby given to all persons holding Roseburg city warrants indorsed prior to September 25, 1893, to present the same at the city treasurer's office in the city hall for payment, as interest will cease thereon after the date of this notice.

Dated at Roseburg, Ore., this 12th day of May.
Geo. Carby,
City Treasurer.

ANOTHER TRAGEDY AT SEA.

Schooner Bound for Alaska Goes Down with 34 Passengers.

Seattle, Wash., June 1.—The schooner Jane Gray, which sailed from Seattle for Kotzebue sound on May 19, with 61 people on board, foundered Sunday, May 22, about 90 miles west of Cape Flattery at 2 o'clock in the morning, while lying in a moderate gale under foremast. Ten minutes after the alarm was given she lay at the bottom of the ocean, with 34 of her passengers. The remaining 27 succeeded in unboarding in a launch, and reached this city this afternoon.

The Jane Gray's passengers were prospectors, with the exception of Rev. V. C. Gammel, a missionary, who with his wife and child was on his way to St. Lawrence island, in Behring sea. He refused to place his wife and child on board the launch, saying:

"The vessel is doomed, and we will die together."

Among the prospectors was a party of 16, headed by Major Ingraham, who were outfitting by Prince Luigi, of Italy, for a two years' prospecting trip in Alaska. Of this party the only survivors are Major Ingraham, L. M. Lessey, C. H. Packard, and G. H. Pennington.

NOTES OF INTEREST.

Bring your job work to this office. Caro Bros. are the boss merchants.

Go to the Roseleaf for the best cigars. Crescent, highest grade, champagne, \$75.

For a good 5-cent cigar call on Mrs. N. Boyd.

County claims and warrants bought by D. S. West.

For first-class dentistry go to Dr. Little of Oakland.

Rugs in infinite variety at Alexander & Strong's.

Matron in one-pound cartoons at Zigler's grocery.

Key West, imported and domestic cigars at the Roseleaf.

D. S. West does insurance. Office opposite the post office.

Ride a Crescent bicycle. The easy-running, durable kind.

10,000 men wanted at the Rose Store to select great bargains before it is too late.

Facts—not fakes—is what our advertising columns represent. The Rose Store.

F. W. Carpenter is authorized to receive and receipt for subscriptions to the PLAINDEALER.

All our goods are new and of the latest styles. No show-worn goods on hand at the Rose Store.

At Oakland, T. L. Graves is authorized to receive and receipt for subscriptions to the PLAINDEALER.

A large and fine assortment of children's shoes just received at Parrott Bros. Call and see them.

Money to loan on city and country property. D. S. K. Beck, Marsters' Building, Roseburg, Ore.

The Square Deal store has just opened up a beautiful line of W. L. Douglas shoes, which prove to be the best shoe made. Come and inspect them.

J. W. Beckler & Co., the butchers, will keep only the choicest of meats where to supply the Roseburg public, but monthly settlements will be required.

For prices and quality call at the old original stand. Fresh and dried fruits, candy and nuts, cigars and tobacco at prices to suit all. Mrs. H. Easton.

Don't annoy others by your coughing, and risk your life by neglecting a cold. One Minute Cough Cure cures coughs, colds, croup, grippe and all throat and lung troubles. A. C. Marsters' & Co.

Children and adults tortured by burns, scalds, injuries, eczema or skin diseases may secure instant relief by using De Witt's Witch Hazel Salve. It is the great file remedy. Marsters' Drug Store.

Mrs. J. H. Rhuge has been appointed representative for the West Coast in this city. Any one desiring information in regard to, or wishing to procure the remedy, will please call at her residence on Pine street.

Suits of clothes, all wool, heavy weights, \$5.00; regular price \$9. Boys' clothes from 5 to 15 years for \$1.00 and \$2.00. All styles and colors for \$2.00, regular price \$3.00. All these goods are only to be found at the Rose Store.

After years of untold suffering from piles, B. W. Purcell of Knutsenville, Pa., was cured by using a single box of De Witt's Witch Hazel Salve. Skin diseases such as eczema, rash, pimples and obstinate sores are readily cured by this famous remedy. A. C. Marsters' & Co.

A few dozen of those Kentucky made pants, substantial and well made, no shoddy. Also a few dozen women's, men's, boys' and children's shoes, regular wearers. Hats for sunshade and shade, underwear for hot and cold weather, and various other articles at living prices, at H. C. Stanton's.

Notice is hereby given to the public by the undersigned that I do not allow dead animals to be buried on my premises, at Roseburg, Oregon, or garbage dumped thereon or sand or gravel taken therefrom, unless the party taking and or gravel first contract with me for the right to do so.

Trespassers will be prosecuted according to law. Aaron Rose, Roseburg, Oregon, March 17th, 1895.

The daylight ride along the Columbia cannot be but interesting at this time of the year. Passengers taking the Spokane Flyer, leaving the Union depot at 2:45 p. m. daily, get this view lasting over five hours. But that is not all. The O. R. & N. give through service to Spokane, and a direct connection with the train from Spokane to Kootenai country. Palace sleepers and modern coaches operated daily without change.

Travelers To Spokane, To Roseland, To Palouse Towns, To Coeur d'Alene Towns, To all Eastern Washington Points, To all Northern Idaho Points, Take the O. R. & N. Spokane Flyer, and Save Time. Leave Union Depot Daily at 2:45 p. m. V. C. Loxton, Agent, Roseburg, Oregon.

Everybody Says So.

Cascarets Candy Cathartic, the most wonderful medical discovery of the age, pleasant and refreshing to the taste, acts gently and positively on kidneys, liver and bowels, cleansing the entire system, dispels colds, cure headache, fever, habitual constipation and biliousness. Please buy and try a box of C. C. Candy today; 10, 25, 50 cents. Hold and guaranteed to cure by all druggists.

Resolutions.

RIDGE, Ore., May 21st, 1898.
WHEREAS, It has seemed good to the Almighty Dispenser of Events to remove from our midst our late and esteemed brother Old Fellow, James W. Mayes, warren of this lodge, and WHEREAS, The intimate relations held by the deceased with the members of this lodge render it proper that we should place upon record our appreciation of his worth as a true Old Fellow and his merits as a man. Therefore

Resolved, That we deplore the loss of Brother James W. Mayes with deep feelings of regret softened only by the confident hope that his spirit is with those who having fought the good fight here are enjoying perfect happiness in the Grand Lodge in the better world.

Resolved, That we tender to his afflicted relations our sincere condolence and our earnest sympathy in their affliction at the loss of one who was a good citizen, a devoted Old Fellow and an upright man.

Resolved, That a copy of the foregoing resolution, signed by the Noble Grand and certified by the secretary, be transmitted to the relatives of the deceased.

LAWRENCE McHALES,
BRIE L. STEPHENSON,
Geo. W. RIDGE,
Committee.

Accident at Empire City.

EMPIRE CITY, Ore., June 4.—This morning, about 9 o'clock, the Cape Arago lighthouse keeper, Thomas Wynum, and his daughter, Jon Yonker and John Colwell, attempted crossing from the mainland to the light house in a basket running on a wire cable. When about half way across the cable broke, letting the occupants fall into the surf about 60 feet below. Three of the party fell into deep water and ceased with slight injuries, but Wynum struck on the rocks, and one ankle was badly broken. Signals of distress were displayed at the lighthouse and were answered by the lighthouse tender Columbine, which was trying to land some material for a bridge to take the place of the cable. She floated a raft of lumber to the unfortunate people took them aboard and brought them to this city for medical treatment.

DIED.

SINGLETON—Grace, the youngest daughter of T. J. Singleton of this city, died at Corvallis Tuesday night, May 31st, 1898, aged 19 years, 7 months and 7 days.

The funeral was held at the Baptist church in Corvallis at 10 a. m. after which the interment was had at the Masonic cemetery. The funeral was attended by a large concourse of friends and relatives.

DAYENPORT.—In this city June 2nd, 1898, Mrs. Elizabeth A. Dayenport of Myrtle Point, Coos county, aged about 73 years.

Mrs. Dayenport had been in poor health for some