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The Editor of the PLAINDEALER has no intention of making a false statement reflecting upon the life or character of any person, officially or otherwise, and any statement published in these columns will be cheerfully corrected if erroneous and brought to our attention by the aggrieved party or parties. Our intention is to publish an article published of a personal or political nature shall be new matter of general interest and for the welfare of the state at large.

OCTOBER 22, 1903.

A LITTLE PLAIN TALK.

After eight weeks of trial the PLAINDEALER Publishing Company is able to state that the PLAINDEALER is today on a more solid basis than it has ever been since its first issue. The entire plant is clear of incumbrances and it is one of the first in the state. The equipment consists of one large two revolution Cottrell newspaper press, two first-class job presses, six horse power gasoline engine, one water motor, belting and shafting, paper cutter, new newspaper and job type and a daily growing list of subscribers of which we are proud, for during the trying time our subscribers have stood by the PLAINDEALER closer than a sick cat hugs a hot brick; this is a homely and trite expression but it suits the case in hand. We could give our readers an insight into the real facts in the case, but now that the difficulty is over we draw the mantle of charity over a man who was well born and bred but got down to scoundgunning—scalawag methods and as a republican he got the democrats to do dirty work of which they are today ashamed. So far as the financial standing of the paper is concerned, our home in Roseburg is paid for or rather the last payment is provided for, and every cent of indebtedness on the office has been wiped out. We make this statement to refute the statements which have been made in Douglas county by a "what is it" who is in the employ of the Review to blacken the character of the Editor of the PLAINDEALER and to tear down our business for which we have the "what is it" own written statements. We have no quarrel with the Review or its Editor—while it is mainly to resent wrong-doing it is godlike to have charity and forgive the offense of something beneath you mentally, morally, spiritually or physically, and when such an affair as the Review when enabled by a holy thought, takes a full view of itself in the glass the size of its self righteousness dwarfs into pimpy proportions and its malevolent, cowardly and cringing nature stands forth and it sees the shadow of a thing so low, so vile that it would strike a loving parent a blow by attempting to hold him responsible for the indiscretions of a grown up son. To carry such a brutish spirit is in itself its own punishment for it is a fate far worse than the old Roman method of chaining a slave who had murdered a slave to the corpse of the dead so that the living man would inhale the fumes of the dead to such an extent that his body would be poisoned and before death put an end to the struggle it would be a veritable mass of living yet dead corruption. Every time that the Review strikes like it did in last Tuesday's issue it only binds the spiritual nature to that of a dead, vicious, cowardly being and when it looks in the glass and sizes up the situation no wonder that the appearance of the Review upon the streets reminds the citizens of the face of a body snatcher or ghoul. We know of no good reason why the Review should be so small, for since we assumed charge of this paper we have never referred to it in any manner, but all the time it has been pluming for a newspaper fight, but we will not oblige it because there could be no credit to a man for spanking an infant because it yelled for Widow Winslow's Soothing Syrup or Pitcher's Castoria, sold at Fullerton & Richardson's drug store, near the passenger depot. If the Review is cutting its teeth we are now able to supply it with a rubber ring and kidding bib, and if it has the colic we are quite willing to donate a few yards of diaper. If its head itches we still have ten cents to purchase for the brat a face comb, and if it is internal parasites causing the trouble, draw on us for the price of a bottle of vermifuge; yes for anything or everything except for the stripes from a birch rod to be applied on the malicious fool's back.

OREGON'S LAND FRAUDS.

If there are abuses of the timber land business in Oregon none are more anxious than the Register that they should be stopped. If local commissioners have been guilty of forgery and other irregularities while serving Uncle Sam they should, and by right ought, to be properly punished for so doing. But the larger question arises,

with the lax provisions of prevailing land laws, easily violated in spirit but not in letter, how are those who have taken advantage of the bad laws to be punished for making the most of a golden opportunity offered through the medium of land laws that have left an open caseway for all who desired to acquire lands without strict conformity with the real intent of the timber and stone act, a measure capable of almost any kind of an interpretation even to that of a new version by the secretary of the interior on the word "speculation" as appearing in the law.

After all the noise that has been made at Washington about the land business in Oregon the only case yet to reach the stage of investigation is that of the former local commissioner at Eugene who is yet to be proven guilty of any crooked work while in office and who, if guilty, is not guilty through any collusion with local people in getting claims nor with any Lane county citizen in violating provisions of the law. In fact the charge lays at the door of Horace McKinley, a timber locator, whose interests lie outside of Lane county and whose crookedness, if any, does not incriminate local people who, for themselves, sought to acquire claims. The people of Oregon will await, with interest, the outcome of land matters now before the Federal grand jury. If anything is wrong it will involve a few speculators and not the settlers. Eugene Register.

The man Hitchcock is of about the caliber of a man who would jump on a woman. The real thieves are being protected by the Interior Department, whose action is to raise a howl for Hitchcock and thus protect the grafters.

Russia Had Better Look Out.

New York, Oct. 20.—The Russians are very indignant with the United States government for concluding a treaty for opening Mukden to the commerce of the world, cables the Chefoo correspondent of the Herald. They say, he asserts, that the St. Petersburg Government will protest and maintain that the opening of this new treaty port will never take place. The Port Arthur Russian newspaper Novoe Krai has published a strongly worded article on this subject. It declares that the treaty is proof of the aggressive nature of the policy of United States. This policy, the paper declares, infringes the rights of Russia founded on her construction of the Manchurian Railway and the concessions by China to Russia of the sole commercial exploitation of Manchuria.

The Russian fleet has returned from Dalny. The garrison there and 20,000 Chinese laborers are building barracks for over 10,000 men. The defenses to the north of Talien Wan are being strengthened.

Extra Session Called.

WASHINGTON, D. C. Oct. 20.—President Roosevelt today issued a proclamation calling an extra session of congress for Monday, November 9.

The President's proclamation recites: "Whereas, by a resolution of the Senate of March, 19, 1903, the approval by congress of the reciprocal commercial convention between the United States and Cuba, signed in December, 1902, is necessary to become effective, and

"Whereas, it is important to public interest that said convention become operative as early as possible.

"Now therefore, I, Theodore Roosevelt, by virtue of the power vested in me by the constitution, proclaim and declare that an extraordinary occasion requires the convening of both houses of Congress on November 9th, at noon, to determine whether approval shall be given said convention."

Burglars in Roseburg.

On Tuesday night Roseburg was visited by a burglar or burglars who entered two houses and altogether secured \$85.50 and a piece of pie.

A. D. Thompson who lives on Mill street, heard a noise about 1 o'clock and at first thought it was the cat but as the noise increased he got up and went to the window and there found a box up against the house where somebody had entered, and as he went back to bed, discovered that his pants were gone.

Wednesday afternoon the pants were found in an alley back of his house with nothing taken except his purse and \$13.50 in money.

The second burglary was at the residence of Jasper Wilkins, who resides on the same street and about half a block distant from Mr. Thompson. The first evidence Mr. Wilkins had that he had been robbed was when he arose in the morning and discovered that somebody had taken his pie, of which Jasper is very fond, and a little later upon putting his hand into his pocket, he discovered that his purse, which contained \$70 the evening before, was empty. Investigation then showed that the burglars had forced an entrance through the parlor window (leaving plain tracks of grass and mud upon the floor) and had then gone up stairs, with the result that Mr. Wilkins is now \$70 poorer.

Several hoboes around town have been searched, but so far no clew to the thieves has been found.

Photographer Bradford left Monday morning for the mountains when he had taken views of some timber claims for some timber men. He will be gone about a week.

HARRIMAN SPENDING MILLIONS TO BETTER HIS RAILWAY SYSTEM.

FIGURES FROM LATEST REPORTS SHOW THAT \$86,603,938 HAS GONE INTO SOUTHERN PACIFIC AND UNION PACIFIC LINES WITHIN THREE YEARS.

HOW THE SALT LAKE CUT-OFF WILL SAVE TIME FOR TRANSCONTINENTAL TRAVELERS—ENOUGH NEW FREIGHT CARS TO MAKE A TRAIN 128 MILES LONG—NEW DEPOT AT ALAMEDA MOLE TO BE BUILT SOON—LOCOMOTIVES FOR MOUNTAIN CLIMBING.

Evidently, President Harriman meant what he said when he told the merchants of San Francisco during his last visit that he proposed to make the Southern Pacific and Union Pacific systems second to none in the world. He may not have said just those words, but he gave that impression. Judging from recent reports taken from official records, this new moving power in western railway affairs does not propose by any means to distribute all his profits in dividends to the stockholders. These figures show that during a period of less than three years up to June 30, 1903, the aggregate expenditures for betterments and equipment on all lines in the Harriman system was \$86,603,938. Some idea what this means is gained by noting that this amount is more than the total estimated expenditure necessary for the completion of the Panama Canal.

The work has been going on steadily for about three years on all the lines of the system between San Francisco and Portland and between here and New Orleans. Into all these main lines as well as upon the branches, some of the millions of money have gone, all the expenditures being with the idea of establishing a railway system equal to tons of the directors will not stop here for the work now actually under way will increase the figures above stated by several millions. The rapid development of the Pacific coast and western territory, and the remarkable awakening and increase of Pacific commerce, are the causes of these expenditures which put the railways on the footing demanded by the possibilities of the traffic, and the outlook, in the judgment of the far-seeing officials, warrants every expense in the future.

The combined lines concerned are the Southern Pacific, the Union Pacific, the Oregon Short Line, the Oregon Railway and Navigation Company, Chicago and North Western, the Great Northern, the Northern Pacific and the Kansas City Southern. In the following detailed statement it is to be noted that the proportionate expenditures for new equipment on the Southern Pacific are far greater than on any of the other lines.

Notes—Expenditures for Southern Pacific Company are for three years to June 30, 1903, all other lines acquisition of property.

MILLIONS IN IMPROVEMENTS.
These figures are interesting as figures, but Californians and all residents of the country tributary these railroads are likely to be interested in knowing just what these figures mean. Where has all this money gone, and what has it accomplished? The Southern Pacific and Union Pacific systems alone to \$5,933,387. As noted above, it has gone into various ramifications of the system under the following headings as follows: Betterments, \$46,115,587; changes of lines, \$14,532,237; equipment, \$43,200,545, making the total above noted of \$104,848,369.

SIXTY MILLION TONS OF STEEL.
The chief railway construction work involved has been what is generally known as the Salt Lake cut-off. Besides there is the cut-off on the coast line at Clatskanie Park, the removal of steel bridges and steel rails and the purchase of a vast quantity of rolling stock, construction of new railroad sheds, round-houses and depots. The Oregon and Salt Lake cut-off, which will be completed and over which cars will be running by the first of the year, has cost to date \$14,532,237. Over sixty million tons of steel has been put into the line of the Southern Pacific system, making a continuous string of first-class steel bridges, capable of carrying with the greatest safety and ease, the heaviest stock all the way along the lines from Ashland, Oregon, to Houston, Texas, and from San Francisco to Ogden.

MILES OF FREIGHT CARS.
The new passenger coaches number two hundred and forty-five, including one hundred and twenty-five modern chair cars, each of the seating capacity of between sixty-four and seventy passengers. New freight cars numbering 15,616, have been purchased and delivered, an increase of fully fifty per cent of the freight car rolling stock. These cars, if strung together, would make one train 128 miles in length, and the 337 new locomotives upon one track would form a line four miles long, fifty-three new small depots and station buildings have been built at Redwood, Niles, East Oakland, Capitola, and other points, each costing all the way from \$10,000 to \$50,000. These depots do not include the up-to-date brick and steel structure at San Antonio, which cost with yard and grading something like \$100,000, the new train shed at Houston, Texas, costing \$41,000, or the projected depot at San Bern which will cost \$100,000.

CUTTING OUT CURVES.
Curves have been straightened, and on all the main lines of the Southern Pacific 75 and 80 per cent of the track has been replaced. Sixty miles of the rail delivered this year being of German manufacture, thirty-three feet in length, of standard gauge, and it is to wonder the engineers and officials now feel proud as a hen with ducks at having the satisfactory completion of this great work. Latest reports show that the work of construction is all closed except nine-tenths of a mile of trestling. This cut-off line takes out all the steep grades, running as high as ninety feet to the mile and leaves no grade greater than twenty-one feet to the mile. There is practically no curvature, the new engineering reducing curves and cutting out fully four thousand degrees of curvature.

The distance across the two arms of the Great Salt Lake is twenty-six and one-half miles. East of Promontory the section is embanked except for one opening of six hundred feet, provided for the outlet of Bear river. West of Promontory the line is being embanked except eleven miles on a distance of nineteen and a half miles. The trestling here is substantially done, and the engineers plan to fill in steadily, making a permanent embankment long before the piling begins to show signs of age.

With the completion of this Ogden-Lincoln cut-off, rail men say that the saving in time on the main overland line will be such that the traveler may leave here at 5 o'clock in the afternoon, instead of 10 o'clock in the morning as at present on the Overland Limited, and arrive in Chicago at the same time, thus effecting a saving of fully seven hours in the overland travel. In other words, the Harriman interests have expended very close to five millions of dollars in order to save the cross-continent traveler seven hours of time in his journey. The Harriman interests have across the Salt Lake will be attractive for travelers. The breeze being of refreshing coolness after the sand and sun of the desert, and the view of the mountains and the sea.

OLD TRACK ABANDONED.
Upon the main central overland line, besides the Ogden-Lincoln cut-off, much of the track has been rebuilt, amounting between Reno and Lucin to 282 miles of new road. This is actual construction, not merely relaying of modern 30 pound steel on old grades, but nearly all of the old roadbed through the desert has been abandoned. More than over 13,000 degrees of curvature have been cut out of this line of road and 3,000 miles of old track have been abandoned. The new road, as it is called, has been cut out, a grade amounting to as much as the famed climb over the Sierrita mountains from Caliente to Yavapai, Arizona, and the grade is not as great as the total reduction made in this rebuilding of the line east of Reno. This construction work on the central line has been accompanied by the building of new bridges with masonry abutments requiring over eight million pounds of steel, the principal bridges being those over the Truckee, Humboldt and Weber rivers. Between Reno and Lucin, four tunnels have been constructed, with an aggregate of 10,100 feet or nearly 2 miles; these tunnels being in length respectively 1,000, 2,000, 3,000 and 1,700 feet. The principles of railroad engineering have ruled here, the railroad no longer seeking the best grade, involving the least expenditure, but the most direct and most level grade, modern railroad science no longer corkscrewing its way about the hill, but plunging boldly through the mountains, in order to get the track on as level a grade as possible.

A railroad official, speaking of the new construction on the central line, said the other day that the curves of the new line are so much better than the old, the heaviest rolling stock moving at any speed.

CHATSWORTH PARK CUT-OFF.

The most important construction work besides that beyond Reno, is the Chatsworth Park cut-off, shortening the coast line between San Francisco and Los Angeles. This cut-off will save much time in the constantly increasing traffic between the two cities. It is planned to cut through the hills between Chatsworth Park and San Francisco, and save much curvature and grades. There is a new tunnel here, 7300 feet in length—400 feet long, the present San Fernando tunnel. There are other similar tunnels of 900 and 600 feet in length, respectively. In addition to the work near Chatsworth Park, the coast line has been practically rebuilt, all the way from Elwood to San Buenaventura. Here, where the railroad skirts the picturesque beach, the old line, which was built to prevent the inroads of the sea, and not only to prevent possible disaster, but by the showing of strength, to overcome any possible fear on the part of travelers over this picturesque section of the line. Much of the light rail has been removed and the work of removal is still in progress, and when it is completed all of the coast division will be laid with 75 and 80 pound steel. Over 40 miles of double track has been built on the coast line and many new stations and new depots are being built.

NEW BRIDGE AT SALINAS.

The new bridge over the Salinas river near Bradley will cost over \$100,000; while that over the Morongo river on the Monterey division, near Castville, will cost over \$75,000. A new double track bridge over the San Francisco creek, near Palo Alto, is being constructed. Between San Francisco and Ashland, Oregon, thirty-five or more steel bridges have been put in new or brought up to date, and the same is true of the western division and its branches, including the lines between Sacramento, San Francisco and Fresno, as well as along the coast division and the San Joaquin valley. Double track bridges have been built above and below the city of Los Angeles, being completed, and the entire Tucson division from Los Angeles to El Paso has been brought up to date by the building department of the system.

NEW BRIDGES IN TEXAS.

Several elaborate steel structures are going up on the Galveston, Harrisburg & San Antonio branch of the system, from El Paso to Houston, including those crossing the Castle canyon, Devils river, Seminole canyon, Elm creek, and the Rio Grande. The bridge between Texas and Louisiana, crossing the Calcasieu river. New bridges cross the Allemand and Trinity rivers, and the Colorado river, and the Rio Grande. It is interesting to note that during the last three years, one hundred and seven bridges have been built, involving one hundred and fifty miles have been

bridged by the Southern Pacific engineering department.

LOS ANGELES MACHINE SHOPS.
Other betterments within three years include the new steel and brick machine shop at Portland; the new rolling mill, hammer shop, paint shop and other buildings at Sacramento; the machine shop at Ogden, the new yard at Los Angeles, with a brick round-house that will accommodate forty-four locomotives. These improvements at Los Angeles are being made for the future of this fast growing section of the country. The machine shop measures 100x500 feet; the boiler shop, 100x250; car repair shop, 170x200. There are also paint shops, office building, and other shops, said houses and other appurtenances, demanded by the growing traffic of that region.

NEW DEPOT AT ALAMEDA MOLE.
That big aggregate expenditure that figures up into \$104,848,369, will be greatly increased by appropriations already made for the work now under way, and not least in appreciation by the fact that the new construction of the new depot at Alameda mole. There is no question but that this is going to be built and built soon. It will cost about \$100,000, according to the projected plans, and will consist of an elaborate frame and steel structure with a steel dome. This will be welcome news to Alameda residents. Another project of interest to cross-bay residents is the proposed brick and terra cotta depot at the foot of First street, Oakland, to cost \$100,000, which will be constructed during the coming year. The widening of all tunnels on the narrow-gauge line, between Los Gatos and Santa Cruz has already been begun, and will continue as rapidly as possible, thus fitting this attractive bit of railway for carrying coaches and freight cars of the standard gauge.

The new freight cars, numbering 15,616, are most of them forty and fifty tons gross, longer and higher and capable of carrying twenty per cent more freight than the old equipment.

LOCOMOTIVES AND FREIGHT CARS.

The larger number of the 337 new locomotives are designed for the freight service, weighing 100 tons each, or, with tender loaded with water and coal about 325,000 pounds. The order includes also many of the Atlantic type of locomotives with 84-inch driving wheels for passenger service. These locomotives carry 110,000 pounds on four drive wheels, and are guaranteed by their builders to draw ten or twelve passenger coaches at a speed of seventy-five miles an hour over average track. The new locomotives also include some of the ten wheel, high-speed passenger engines for the principal terminal points. These monsters carry upon their drivers a weight of 144,000 pounds. There are also a number of very heavy switch engines for the principal terminal points, which carry upon their drivers 130,000 pounds. It is interesting to note that a few years ago a weight of 90,000 pounds was considered the limit for a locomotive, and now the average capacity of this new power is fully thirty-two per cent greater than the average capacity of the old power.

OIL BURNING LOCOMOTIVES.

Oil burners and burners have been added to 492 locomotives, a change which it is claimed has the virtue of economy, as well as the comfort for the passenger riding behind such locomotives. It is estimated that it takes half as much oil to make one ton of coal. Oil costs one cent a gallon; coal over \$1.00 a ton; hence the economy. The comfort is claimed because of the lack of cinders from the smokestacks to set fire to grain fields or grass near the railway.

MAKING THE TRACK DUSTLESS.

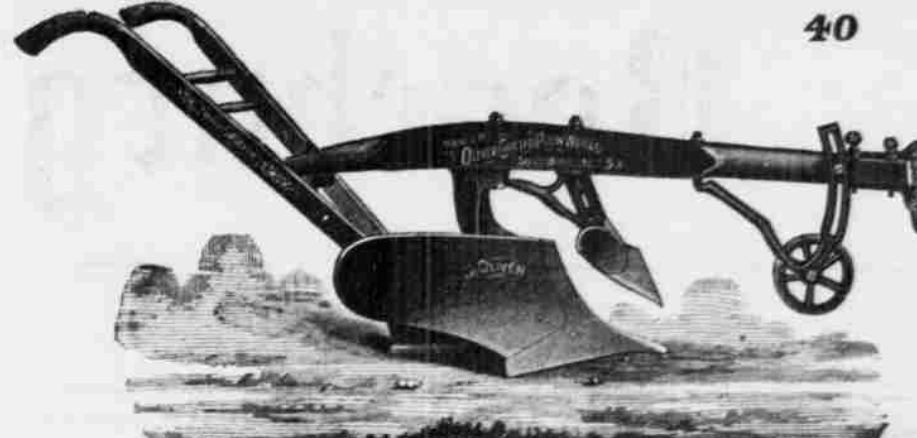
In Arizona, over a hundred miles of track are now oiled. The original expense of this oiling has been about \$5 a mile, but the second year it is claimed the expense will be but half as much. It is planned to oil all the sandy and dusty track through California, Arizona and New Mexico, and also to oil the grounds about the stations where there is so much travel as to make disagreeable dust. This oiling of station grounds at various points upon the coast line has proved most satisfactory.

SAFEGUARDING AGAINST DISASTERS.

About 279 miles of the Southern Pacific system are now protected by the automatic block signal system. All obscure and dangerous points are guarded, and the system is being extended to the line between San Bruno and San Jose. It covers also the line between West Oakland and Porterville, between Rocklin and Truckee, and between Santa Margarita and San Luis Obispo. The present plans contemplate the adoption of this system wherever there is congestion of travel demands this protection for the safety of travelers. During the past two years eighteen modern steel turntables have been placed at various points on the system.

DEVELOPING THE STATE.

But not only in construction and those improvements, which railway reports usually hide under the term of betterments, does the new Southern Pacific policy demand expenditure. In making known the opportunities of California and the country tributary to the vast system, more money is being spent than for a long time. Pamphlets with such titles as "What a Man with \$500 Can Do in California," "California for the Settler," "The Prune Primer," "California for the Farmer," "California for the Sportsman," and a list of miscellaneous literature calculated to lure and lead the man who likes to travel and see things, are being printed and sent broadcast throughout the world. Elaborate plans are in progress for the display at the St. Louis Exposition next year. Development, promotion and publicity are three terms which compel a large amount of the burning of the midnight oil on the part of railway writers, illustrators and talkers. The railway men are known as colonists, now in effect, are drawing this way crowds of interested sightseers and they are being supplied by the corporations with all sorts of picture books and general literature. No small part of the railroad's expenditure, present and prospective, is devoted to securing for California the various conventions of semi-public bodies, which are held annually in the various cities of the country. It is largely due to the efforts of a corporate body, the California Association of the Grand Army, of the Knights Templar, of the forerunners of those men of night and money, the American Bankers' Association, of the Epworth Leagues, of the American Plumbers



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with their lead pipe cinches, are held in California. It takes two or three years sometimes to influence an organization to come westward, but more and more the lure of California with its charm of sky, sea and air, more readily wins in competition with older countries and climes.

Wreck off Blanco.

RANDON, Or., Oct. 20.—The steamer South Portland, bound from Portland for San Francisco, struck Cape Blanco reef at 5 o'clock yesterday afternoon and sank within a few minutes. Ten of the fourteen passengers and 21 of the crew of 24 are drowned or missing. Captain McIntire is among the survivors. Two lifeboats and a raft were launched after the vessel struck and before she sank. Both of the boats capsized. Seven persons succeeded in regaining one of the boats, and these are the persons saved. The raft was seen in the breakers this forenoon with twelve people on board. Efforts are being made to rescue these, so it is possible the list of missing may yet be reduced by this number. The raft is now obscured by fog and mist.

RANDON, Or., Oct. 20.—3:45 P. M.—A raft carrying 11 survivors of the wreck was towed into Port Orford this afternoon. Assistant Engineer Hixon was among those on the raft. He died just after being landed. Another raft with six people has just been sighted.

MAESFIELD, Or., Oct. 20.—In a blinding fog the steamer South Portland, bound for San Francisco from Portland with a cargo of grain and carrying a crew of 24 men and 14 passengers, struck Cape Blanco reef at 5 o'clock p. m. yesterday, while steaming at the rate of seven knots. The South Portland struck bow on and her forward parts were lifted high out of water. Then she settled aft, and later slid off the rocks and immediately began to fill with water.

The captain, seeing that all hopes of saving his ship were gone, gave orders to man the boats with all possible haste.

Two were lowered, as was also the life raft. One boat carrying the captain and 17 others capsized as they were getting away from the sinking steamer, and only seven of the 18 were able to get into the boat again. The other boat also capsized, and was seen drifting away in the thick fog without a living being in sight.

The seven survivors of the ill-fated steamer reached Port Orford last evening, chilled to the very bone from exposure to the cold winds and waves. They have little hope for the remainder of the passengers and crew. The survivors are: Captain J. McIntire, John Reamer, a sailor, of San Francisco; Emanuel Pasomensis, chief cook; William L. Wilson, Jr., of Baltimore; L. Baker, of Alameda; Guy Bent, aged 12 years, of Nova Scotia; Al Bailey, of North Dakota.

A heavy fog hung over the scene of the wreck nearly all this morning. It lifted slightly at one time, when the South Portland's life raft, with 12 people on board, was seen in the breakers. The Simpson Lumber Company's tug has gone to the rescue of these people, but the raft has disappeared again in the fog.

The South Portland was an iron steamer, 185 feet in length, and was formerly known as the Caroline Miller. She was owned by W. A. Scannell, of San Francisco, and sailed from Astoria October 18 with a few passengers and a cargo of grain. Randon, the point where she went ashore last night, is a remote place on the Southwestern Oregon coast.

Sad for Yoncalla.

The efforts of the enemies of right and decency have been crowned with success, and the fair name of Yoncalla is blotted and stained with the record that she has a saloon.

The city council refused to license a saloon, but our Government gave a license to sell in certain quantities in spite of this and the efforts of the best people in the neighborhood to keep the abominable thing out of the town. We believe it is here in the shape of a secret sentiment in favor of a dramsop, those who like to have a convenient place to satisfy their depraved appetites hoping the citizens will say "We had better give him a license and let the money." You who are opposed to this

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changing horses at Camas Valley preparatory to returning to Myrtle Point, Geo. E. Brown, a stage driver, became engaged in an altercation with Sheridan Croy and wife, and as a result is now lying at death's door.

It appears that a few days previous to the fight above noted, while Brown was driving along the road that one of Croy's dogs rushed at the stage horses and that Brown struck the dog with his four horse whip. This made Croy angry and he began at once to abuse Brown. Brown then told him that he could not leave his stage and that he would settle with him later.

Yesterday when Brown's stage arrived at Camas Valley and Brown was assisting the hostler in changing horses preparatory to returning to Myrtle Point, Croy and his wife arrived on the scene armed with a fence rail and a razor and began at once to settle the business.

Of course fighting against both the man and the woman, Brown was soon overcome. At latest reports he had six large slashes and was badly cut up about the bowels and body in general. Dr. Hoover was called last night to cut up about the head and foot, but he will recover unless something untoward occurs.

Yesterday afternoon at Camas Valley. Stabbing after about 1 o'clock, while