PLOT DEATH TO KING ED

Man Is Arrested Who Says He Was Sent to Forest to Shoot Gentleman Who Hunted There—Monarch Was Near Scene.

(United Press Leased Wire.)

London, Oct. 26.—What is thought to be a plot to assassinate King Edward was discovered today by the arrest of John Pearce, who was loitering near Ernest Cassel's Chippenham Park residence, where the king is hunting.

"I was sent to shoot a gentleman who comes here hunting," was the only explanation the prisoner made.

The Prince of Wales is due to arrive at the hunting grounds shortly. The arrest is connected with an incident of last Saturday, when a closed carriage made a dash for the king's carriage, but was stopped by detectives and the suspicious occupants driven away. The police are trying to learn the details of the plot from Pearce.

OFFICERS WILL FIGHT PLAGUE

Government Sending Experts to Seattle to Aid in Stamping Out Disease.

(United Press Leased Wire.)

Seattle, Oct. 26—There are no new developments in the plague situation this morning. No new cases of a suspicious nature were reported to the board of health and the laboratory tests being conducted to determine the final diagnosis on the disease of which Miss Agnes Osborne died are as yet unconcluded. Guinea pigs and white rats have been inoculated as the last step in the Osborne diagnosis and the experiment on the animals will not be concluded for several days.

Dr. M. J. White of the United States public health and marine hospital service, who until the arrival of Dr. Leland Cofer, will be in charge of the federal administration of the campaigns of suppression and eradication of plague on Puget sound, telegraphed Surgeon-General Wyman at Washington that the requirements of the situation here demanded the presence of six commissioned officers and 10 acting assistant surgeons.

The commissioned men are to be stationed at the important points for the direction of the work. Dr. White received a wire from the department at Washington last night stating that Dr. Martin W. Glover of the United States hospital service now stationed at Juneau, had been ordered to come to Seattle and report to him for plague duty. He should arrive in Seattle about the same time as Dr. Cofer, who is leaving New York for Seattle to assume charge of the situation.

At a meeting of the finance committee of the city council held last night an interim appropriation of $15,000 was recommended for the purpose of erecting a plague station and laboratory in the oriental quarter and carrying on the preventative measures against bubonic plague.

ALASKANS SURPRISED BY WARM WEATHER

(United Press Leased Wire.)

Fairbanks, Alaska, Oct. 26—Weather reports from Nome and Dawson are the most peculiar for years. The weather is warm and clear and from only a few places comes news that there has been any freezing weather. Little slush ice is running in Yukon river at present. Snow that fell two weeks ago has melted entirely. Toward the coast on the Valdez trail it is reported that snow is from four to six feet deep but that the weather is warm and few streams have even had a coating of ice on their surface.

LYTLE ROAD SURVEY BROUGHT TO ASTORIA

(Special Dispatch to The Journal.)

Astoria, Or., Oct. 26—The surveyors of the Lytle road finished their survey as far as Smith's point yesterday and are now running their lines up the city front to the Oregon Railroad & Navigation dock on Commercial street. Surveys are being made along Astor and Bond streets. This will complete the survey from Hillsboro to Astoria. Altogether three routes have been surveyed between Astoria and the Nehalem river. It is understood the best grade secured was on the Klaskanine and Young's river route.

Independent Phone at Chehalis.

(Special Dispatch to The Journal.)

Chehalis, Wash., Oct. 25—Chehalis is to have the independent telephone system, B. E. Clement having accepted the franchise which the city council here recently voted him. He is closely allied with the new Northwestern Long Distance Telephone company and promises a great improvement in service over what the Chehalis people have heretofore had.

Pen Locomotion.

From the Gentlewoman.

In the course of our lives, says the statistican, although we write many letters, we have not the remotest idea of the distance our hand covers while traveling over the paper. According to him, the average man or woman writes about 30 words a minute, which, with the up and down strokes and curves, represent something like five yards, or 300 yards an hour. A person, therefore, using his pen for say, two hours a day, can boast that his right hand has journeyed a distance of 120 miles.

WHY HENEY WAS SENT TO OREGON

Malarkey Lost Appointment Because Senators Endeavored to Assist Him.

By John E. Lathrop.
(Washington Bureau of The Journal.)

Washington, Oct. 26.—"How Francis J. Heney chanced to be appointed to prosecute land fraud cases in Oregon" has been told times without number, yet never before has the correct version been given. Judge M. C. Burch, in charge of land fraud activities for the department of justice west of the Mississippi river, who knows, told me of the comparatively trifling incident which brought into the limelight a man who has vied with presidents in his ability to keep in the public eye. Judge Burch had come from Boise and Denver to report to Attorney General Bonaparte on his recent investigations, and at the Dewey hotel related the story:

"In 1903, when the first Oregon land fraud cases—those of McKinley, Puter, Ware, Watson and Tarpley, and one or two of lesser note—had been instituted, I made a trip to the Pacific coast as the representative of the department of justice in relation to the land investigations. I went via Seattle, where I conferred with Federal District Attorney Fry of Washington state, and then went to Portland, wiring to United States District Attorney John H. Hall to meet me. Mr. Hall was on hand promptly and he asked me regarding the exact nature of my functions. I told him, among other things, that I was presumed to arrange for the employment of special counsel to assist district attorneys where they were needed.

Man of Business.

"'I am glad to hear that,' Mr. Hall said, 'for I have some cases in the federal court here in which I need assistance. I want a man to help me—a man for business, to really try cases, and one not allied with the local political interests in any respect, one, too, who shall be selected without reference to the wishes of the two United States senators, Mitchell and Fulton.'

"I discussed the matter with Mr. Hall at some length and finally suggested that he address a letter to Attorney General Knox asking simply that an assistant be named, at the same time writing me a letter personally asking me to see that his wishes were carried out. Mr. Hall said that he had a man in mind who would fill the requirements—a young man named D. J. Malarkey of Portland. I consented, and it was agreed that I should nominate Mr. Malarkey to the attorney general.

"I came back to Washington, saw Mr. Knox, informed him of what Mr. Hall wanted, and then dropped the matter from my mind.

"In a short time the announcement was made that Mr. Knox had appointed Francis J. Heney as special assistant to Mr. Hall to try Oregon land fraud cases. I hurried to the department of justice to protest, remembering what Mr. Hall had told me and thinking that some blunder had been made. Attorney General Knox met my protests by saying: 'Didn't you tell me Hall wanted a man appointed who was not in any way related in interest to Senators Mitchell and Fulton, a man for business, who simply would try cases and who had no local political entanglements?' Of course, I answered that was true.

"'Well,' the attorney general said, 'he wrote to me to that effect, and soon afterward both the Oregon senators came to see me, and urged the appointment of Malarkey. I, remembering Hall's wishes, refused to name Malarkey and apointed Heney, for I know him to be a man who will certainly try those cases hard and make a fight without reference to local political entanglements.'

Chief Admired Heney.

"And the Heney selection was adhered to; he went to Oregon, although there was a protest by many Oregon attorneys, who demanded the naming of a local man and who attacked the record of Heney savagely, although without avail.

"It is quite generally known that Attorney General Knox had acquired admiration for Heney when the latter appeared here in the Frost contempt cases, and had filed Heney's name away in his memory records for future use. Mr. Knox was a wonderful man for details, and when the Malarkey matter came up for disposal he recalled precisely what I had said to him, and when the senators called to advocate Malarkey's appointment he acted according to the understanding which I had had with Hall."

Only by a chance Judge Burch missed being one of government counsel in the Oregon cases. It was intended originally that he should go there to appear in the trials, but other matters engaged his attention, so he says, and Mr. Heney was given complete control.

Those who know the two men, however, in spite of their denials, realize that the reason why Burch did not associate himself with Heney there was that Mr. Heney was a very positive character, determined in his views, difficult for others to work with, and that it is more than likely that Judge Burch simply thought he and Heney would cross purposes at times, and so he retired from personal part in the trials there.

Judge Burch smiles when he refers to the next visit he made to Oregon after Heney's apointment.

"I had not blotted my name written on the hotel register," he says, "before three reporters fairly mobbed me for an interview on the Heney appointment. But never before have these facts been told fully. If Mr. Hall had carried out the plan we formed when I was in Portland, Malarkey would have been named, and so far as can be known, the great prosecutor—and he is a great prosecutor—would not have gone to Oregon to begin a career which promises to be illustrious."

As to why the former district attorney of Oregon altered his plans and asked the senators to advocate Malarkey's appointment, Judge Burch said he was not informed.

BADLY BUMPED BY BOX ON A TRUCK

(Special Dispatch to The Journal.)

Pendleton, Or., Oct. 26.—Patrick McCoy was struck by a box on a truck of a passenger coach in this city last evening and knocked down. His head was badly bruised, with scalp lacerations, and he was otherwise badly injured. He is in the hospital in a precarious condition. He was from La Grange, where his father is employed in the freight house of the O. R. & N. McCoy was trying to board the train when he was injured.

SIGNS OF WRECK ALONG THE COAST

British Ship Rajore Reports Timbers and Mast Adrift on the Ocean.

MONSTER SUNFISH ASLEEP ON WAVES

Sailors Implore Skipper to Allow Them to Set Out in Small Boat After Specimen of Deep, but Captain Sees Grave Danger.

That some vessel outward bound from either the Columbia river or one of the ports in Washington has met disaster off the coast during the past few weeks is certain from the fact that large new cut timbers are adrift for miles out to sea. Officers of the British ship Rajore saw hundreds of these drifting timbers, floating singly, when heading for the Columbia river after having received orders off the Golden Gate to proceed to Portland to discharge and load.

The timbers were scattered over a large area, but most of them were seen about 300 miles off shore. Shortly before reaching the mouth of the Columbia, a large piece of a ship's mast was also seen adrift. It bore signs of having been in the water for some time and was entirely clear of rigging. Whether the stump of mast had belonged to the vessel from which the timbers had either been jettisoned or tore adrift is a matter for conjecture. The mystery will probably be solved during the next few months when some vessel either turns up crippled or fails to turn up at all.

The Rajore was 163 days making the run from London to the Columbia river. She was originally listed for San Francisco and put in her appearance there when 140 days out. The charterers decided, however, that they could do better here with her cargo of cement and so had her given orders to proceed north. Head winds and calms held her 23 days on the 700-mile run and in the meantime she tacked over enough area to have made the run clear across the Pacific. On one of these side trips the Rajore fell in with the British ship Dalgonar, from Portland, the latter wishing to be reported all well. The Dalgonar left here about a month ago bound for the continent, in command of Captain Isbister.

Off Cape Horn the Rajore ran close to four immense icebergs. In the distance one of these bore a striking resemblance to a large batt-ship and for a while the tars on the windjammer were wondering what a fighting machine could be doing down that part of the world just then. Approaching closer the battleship gradually became transformed into a curiously-shaped mass of ice.

In the tropics the Rajore ran close to a number of large sea turtles and for awhile the sailors tried to persuade the skipper to let them go "whaling" in the small boat, but it was not thought wise, inasmuch as the turtles might have shown fight and killed the curious tars. On the run from the Golden Gate to the Columbia river an immense sun fish was seen asleep on top of the waves. His white body reflected the rays of the sun so powerfully that the attention of the lookout on the ship was drawn when the fish was still too far away to be seen. The Rajore steered within a ship's length of the monster and the sailors say the flat body was fully 10 feet across.

The Rajore is in command of Captain Williams. She will discharge her cement cargo at Columbia dock No. 1 and then shift across the river to load wheat for a return cargo.

CHARTERED FOR GRAIN.

Mammoth Steamers and American Ship Taken.

Two mammoth freight steamers were reported chartered this morning to carry wheat from this port to Europe in the near future, the combined dead weight capacity of the craft being estimated at about 17,000 tons of wheat.

The vessels are the British steamer Algoa and Valdivia. The Algoa is well known here because of the fact that she carried away from this port a couple of years ago the largest flour cargo ever set afloat in the world. Her cargo at that time measured about 80,000 barrels. The Algoa is reported as having been fixed to take the cargo intended for the British steamer Queen Christina, which was lost a few days ago, while en route here in ballast from San Francisco.

The Validivia is also a "whale" of a steamer, her net register being 3,113 tons, which means that she has capacity for about 7,000 tons of wheat. The Valdivia is now bound for San Francisco with a cargo of coal from Newcastle, Australia.

The British steamer Woodford, which was reported yesterday as having been chartered to carry lumber from this port to the orient, will carry a cargo of barley to the United Kingdom for Sheldon of San Francisco. The French bark La Toure de Avergne was chartered yesterday by A. Berg to carry wheat to Europe, and another firm, the name of which has not yet been made public, chartered the American ship Acme to carry a full cargo of barley from this port or Puget sound for New York. The Merchants' Exchange received a dispatch this morning indicating that the vessel is to load here. She sailed yesterday from Kobe, Japan, for this port, presumably with a cargo of coal on board.

The Acme is a steel vessel, and will be the first of her flag and class to load grain out of here for a long time.

WHISTLE AWAY FUEL.

Dense Fogs Tax Lighthouse-Keeper's Coal Supply.

It has been so foggy along the coast and on the straits of late that the lighthouse keepers have blown away twice as much coal as ordinarily in warning navigators of their dangerous approach to shore and reefs.

The steam whistle at Point Wilson, Admiralty Inlet, Puget sound, has devoured about 25 tons of coal since the fogs set in, whereas 30 tons was expected to last throughout the winter. The keeper today telegraphed to Captain P. J. Werlich, inspector of this district, that he had only four tons of coal left. The tender Columbine will be dispatched with a fresh supply when she returns from Alaska in a few days.

Point Wilson is a most dangerous promontory marking the bend in the strait leading to Seattle and, Tacoma, and the whistle there has to be kept going almost continually in foggy or hazy weather.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Redondo, Seattle	Oct. 27
City of Panama, San Francisco	Oct. 30
Breakwater, Coos Bay	Oct. 30
G. W. Elder, San Pedro and way	Oct. 31
Alliance, Coos Bay	Oct. 31
Costa Rica, San Francisco	Nov. 5
Geo. W. Elder, San Francisco	Nov. 6
Numantia, orient	Nov. 20
Arabia, orient	Dec. 10
Alesia, orient	Jan. 2
Nicomedia, orient	Jan. 15

Regular Liners to Depart.

Alliance, Coos Bay	Oct. 26
Costa Rica, San Francisco	Oct. 27
G. W. Elder, San Pedro and way	Oct. 27
Alesia, orient	Oct. 29
Breakwater, Coos Bay	Oct. 30
City of Panama, San Francisco	Nov. 1
Nicomedia, orient	Nov. 2
Roanoke, San Pedro and way	Nov. 5
Numantia, orient	Nov. 30
Arabia, orient	Dec. 18

Vessels in Port.

Yola, Br. sh.	N. P. Mills
North King, Am. tug	Astoria
St. Nicholas, Am. sh	Astoria
North Star, Am. tug	Astoria
Berlin, Am. sh	Goble
Grays Harbor, Am. ss	Will. I. & S. wks.
Tymeric, Br. ss	Astoria
W. F. Garms, Am. sch	Knappton
Laennec, Fr. sh.	Coal bunkers
Turgot, Fr. bk	Oceanic
Geo. W. Elder, Am. ss	Martin's
Le Pilier, Fr. bk	Oceanic
Brizeux, Fr. bk	Stream
Terje Viken, Nor. ss	Portland Lbr. Co.
Heather, tender	Couch street
Inveran, Br. ss	E. & W. Mills
Alesia, Ger. ss	Alaska
Nicomedia, Ger. ss.	Flour Mills
Northland, Am. ss.	Inman-Poulsen
Aurelia, Am. ss	Portland Lumber Co.
Alvena, Am. sch	Westport
Muriel, Am. sch	Portland Lumber Co.
King Cyrus, Am. sch	Standard Box
Costa Rica, Am. ss	Ainsworth
Port Patrick, Br. sh	Astoria
Rajore, Br. sh.	Mersey
Daisy Freeman, Am. ss	Linnton
Alliance, Am. ss	Couch street
R. D. Inman, Am. ss.	Inman-Paulsen
Alice McDonald, Am. ss	Astoria

Lumber Carriers En Route.

Mabel Gale, Am. sch	San Francisco
Virigipa, Am. sch	Port Los Angeles
Excelsior, Am. ss.	San Francisco
Churchill, Am. sch	San Francisco
Yellowstone, Am. ss	San Francisco
Americana, Am. sch	San Pedro
James A. Garfield, Am. sch	San Pedro
Yosemite, Am. str	San Francisco
Glendale, Am. sch	San Francisco
Amazon, Am. bktn	San Francisco
A. M. Campbell, Am. sch	Redondo
Compeer, Am. sch.	San Francisco
F. S. Loop, Am. str	San Francisco
C. S. Holmes, Am. sch	San Francisco
Transit, Am. sch	San Francisco
C. F. Crocker, Am. sch.	San Francisco
Irene, Am. sch.	Redondo
J. Markoffer, Am. schr.	San Francisco

En Route With Cement and General.

Buccleuch, Br, sh.	Hamburg
Brenn, Fr. bk.	Hull
Europe, Br. bk.	Antwerp
Rene Kerviler, Fr. sh	Hamburg
Martha Roux, Fr. bk.	Hamburg
Mozambique, Br. bk.	Newcastle, E.
Thiers, Fr. sh.	Newcastle, E.
Marechal Turrene, Fr. bk	Hamburg
Ville de Mulhouse, Fr. bk	Antwerp
Guethary, Fr. bk.	Antwerp
Pierri Loti, Fr. bk.	Antwerp
Walden Abbey, Br. sh.	Antwerp
Glenesslin, Br. sh.	Antwerp
Versailles, Fr. bk.	Leith
General de Boisdeffre, Fr. bk.	London
General de Negrier, Fr. bk.	London
Bayard, Fr. bk.	Antwerp
Ville de Dijon, Fr. bk.	Antwerp
Alice Marie, Fr. bk	Antwerp
Eugene Rergaline, Fr. bk.	Antwerp
H. Haekfield, Gr. bk.	Honolulu
Arctic Stream, Br. sh.	Rotterdam
Crown of India, Br. bk.	Antwerp
Cornil Bart, Fr. bk.	Antwerp
Jules Gommes, Fr. bk.	Rotterdam
Edward Detaille, Fr. bk.	Antwerp
Emilie Galline, Fr. bk	London
Ernest Legouve, Fr. bk.	Antwerp
Aberfoyle, Br. sh	Antwerp

Coal Ships En Route.

Belen, Fr. bk	Newcastle, A.
Claverdon, Br, sh	Newcastle, A.
Willscott, Am. bk	Newcastle, A.
St. Mirren, Br. sh	Newcastle, A.
Crillon, Fr. bk	Newcastle, A.
Ardencraig, Br. bk	Newcastle, A.
Eugene Schneider, Fr. bk	Newcastle, A.
Buffon, Fr. bk	Newcastle, A.
Castle Rock, Br. sh	Sydney, A.
Knight Templar, Br. ss.	Newcastle, A.
Henry Villard, Am. str.	Newcastle, A.
Thordis, Nor. str	Moraran, Japan
Homeward Bound, Am. bk	Newcastle, A
Emily Reed, Am. sh	Newcastle, A
Ancalos, Br. sh.	Newcastle, A.
Brodick Castle, Br. sh	Newcastle, A.
Calluna, Br. bk	Newcastle, A.
Larglemore, Br. sh	Newcastle, A.
Aker, Nor. ss	Moji, Japan
Acme, Am. ss.	Japan

Tramp Steamers En Route.

Strathenirk, Br. ss	San Francisco
Strathfillan, Br. ss	Vancouver, B. C.
Strathearn, Br. ss	San Francisco
British Monarch, Br. ss	San Francisco
Fitzpatrick, Br. ss	San Francisco
Belle of Ireland, Br. ss	San Francisco
Borderer, Br. ss	San Francisco
Goto Maru, Jap. ss	San Francisco
Craighall, Br. ss	San Francisco
Riverdale, Br. ss	Orient
Queen Louise, Br. ss	San Francisco
Ormidale, Br. ss	San Francisco
Auchencraig, Br. ss	Moji
Craigvard, Br. ss	San Francisco
Tottenham, Br. ss	Guaymas
River Forth, Br. ss	San Francisco
Lyra, Am. ss	La Boca
Ormiston, Br. ss	Callao
Tiberius, Ger. ss	San Francisco
Como, Br. ss.	Valparaiso
Minerva, Nor. ss	Bremerton
Valdiva, Br. ss.	San Francisco

En Route in Ballast to Load Grain.

Gael, Fr. bk	Puget Sound
Miltonburn, Br. bk	Santa Rosalia
Dumfireshire, Br. sh	Port Los Angeles
Sully, Fr. bk	San Francisco
Celtic Chief, Br. sh	Honolulu
Admiral Corneuller, Fr. bk	San Fran.
Strathgryfe, Br. sh	Callao
Castor, Br. sh	Valparaiso
Noemi, Fr. bk	Seattle
Alsterkamp, Ger. sh	Caleta Colosa
Schubek, Ger. bk	Valparaiso
Glenelvan, Br. sh	Santa Rosalia
Ostara, Ger. sh	Valparaiso
Amazon, Br. bk	Mollendo
Alexander Black, Br. bk	San Diego
Windsor Park, Br. sh	Caldera
Clan Buchanan, Br. sh	Santa Rosalia
Clackmannanshire, Br. sh	Valparaiso
Wavertree, Br. sh	Tocopilla
Elginshire, Br. bk	Caldera
Largo Bay, bk.	Valparaiso
Charles Gounod, Fr. bk	San Francisco
Armen, Fr. bk	San Francisco
Carnarvon Bay, Br. sh	West Coast
Lady Woolseley, Br. bk	Caleta Buena
Cambusdoon, Br. sh	Caleta Colosa
Earl of Dunsmore, Br. sh	Callao
Cloch, Br. bk	Taltal

GUESTS ON STEAMER.

Hawaiian Girls Are Shown About Oriental Liner.

The Hawaiian girls were guests on board the German steamer Alesia of the Hamburg-American line yesterday and they were shown all about the large trans-Pacific liner, from the bridge down to the immence shaft tunnel in the depths of the hold. They greatly appreciated the instructive visit and the courtesy of the officers.

The Alesia is still discharging sulphur at the Alaska dock. Tomorrow night a banquet will be given at which the officers of the Hamburg-American liner Nicomedia will be guests of honor. The Nicomedia shifted to the flour mills last night to load flour.

ALONG THE WATERFRONT.

The steamer Alliance, Captain Olson, leaves this evening for Coos bay.

The Harriman liner Costa Rica, Captain Mason, sails for San Francisco tomorrow morning and the North Pacific Steamship company's steamer George W. Elder, Captain Jessen, sails for San Francisco tomorrow night.

The British steamer Tymeric left down this morning bound for Europe with a cargo of wheat.

The Norwegian steamer Terje Viken will begin loading lumber at the mills of the Portland Lumber company Monday morning.

The French bark Ville de Mulhouse will come to Portland direct with her cement cargo instead of delivering part of it at San Francisco.

R. D. Girvin of Girvin & Eyre, large exporters and importers of San Francisco, is in the city. The concern is represented here by T. S. McGrath & Co.

Stuart Wilson, a longshoreman, fell to the bottom of the hold of the oriental liner Nicomedia yesterday afternoon but was not seriously injured.

A wireless weather report was received at the weather bureau from the steamship President at 11 a. m. Friday morning. At that time the ship was about 70 miles southwest of Tillamook rock. The barometer was reported as 30.05, temperature 58, cloudy, with a light southwest wind blowing.

MARINE NOTES

Astoria, Oct. 26.—Arrived down during the night—Steamers Roanoke and Wellesley.

San Francisco, Oct. 26.—Sailed, at 10 a. m.—British steamer Fitzpatrick, for Portland.

Kobe, Oct. 26.—Sailed October 23—American ship Acme, for Portland.

Hobart, Oct. 25.—Arrived—French bark Pierre Loti, from London, for Portland.

San Francisco, Oct. 25.—Sailed at 5 p. m.—Steamer Atlas with barge 91, for Portland. Sailed at 4 p. m.—Steamer J. Marhoffer, for Columbia river.

Astoria, Oct. 26.—Condition of the bar at 8 a. m.—Wind, north, two miles; weather, dense fog.

Tides at Astoria today—High water—4:10 a. m., 6.5 feet; 3:38 p. m., 7.9 feet. Low water—9:44 a. m., 3.4 feet; 10:42 p. m., 0.8 feet.

SHEEP DYING IN EASTERN OREGON

Some Sheepmen Say Poison Weed; Others Say Dry Feed Does It.

(Special Dispatch to The Journal.)

Pendleton, Or., Oct. 26.—As a result of the long dry spell and the resulting lack of succulent feed sheep are dying all over eastern Oregon. Thus far the losses of individual growers have not been heavy, but almost all of those whose sheep have been placed on winter ranges have suffered some.

It appears the loss has been heaviest in Morrow and Gilliam counties, Umatilla growers have lost some. At Arlington, Smythe & Son have lost in the neighborhood of 200 head, and William Smith, another large grower of that section has met with a similar loss. Several are losing at the rate of 10 per day.

The sheep men vary in opinion regarding the cause of deaths, some believing that the sheep are being poisoned, and others that the change to the dry grass after being brought in from the green mountain grass is harmful.

Under the rules of the forestry bureau the sheep must be taken from the summer range in the reserves by October 18, and as a result the sheep were brought in early in October. Since then they have been dying slowly in various localities. The sheepmen say a good rain would relieve the situation.

DOUGLAS COUNTY TAX BOARD STANDS PAT

Reasons With Southern Pacific Man and Then Leaves Assessment as Per Assessor.

(Special Dispatch to The Journal.)

Roseburg, Or., Oct. 26.—The Douglas county board of equalization has upheld Assessor Staley in the protest filed by the Southern Pacific against the increase in its assessment. Mr. Kollock, representing the Southern Pacific, filed a written protest against the increase from $17,000 per mile to $30,000. On the 700,000 acres of Southern Pacific land in Douglas county the assessment was $7.18 this year, against $4 per acre last year. With the exception of reducing the roadbed assessment to $28,000, the assessor's valuation stood.

The board showed Mr. Kollock that in the Southern Pacific's protest before the state railroad commission the company gave the impression that its roadbed was of much higher value than the assessment. Still the company claimed when it increased the rates on freight and all transportation that its earnings did not constitute an abnormal interest on the capitalization. Between the two fires the Southern Pacific must either lower its rates or submit to taxes of a higher valuation.

The increase of the valuation from $17,000 to $28,000 is in common with the valuation of Lane and Linn counties, and not nearly so high as Multnomah.

The valuation of the rolling-stock remained the same as last year, $2,000 per mile. While this assessment is not over half as much as the company claims its roadbed is worth, it still asks that it be lowered, and at the same time increases the rates on freight so that nearly every mill in the western part of the state has been forced to shut down. While it has been more noticeable on lumber shipments, lumber is by no means the only commodity affected.

Pacific Coal.

From the New York Press.

Harriman is buying coal in Australia and laying it down for use on the Southern Pacific railroad at $10 a ton. Thus are we informed. He could do much better in China. Coal deposits exist throughout the mountain ranges which girt the great plain of China; but unskillful mining and lack of a Harriman system of rebate railroads have hindered the development of the mines to such an extent that the product is little used except for culinary purposes. The best China coal comes from Pinting-Chau in Shansi; the quality most in demand in Central China is called Kwang coal, and is brought from various districts in Hunan. Numerous varieties are produced in the Province of Ki-angsusiaty, cannel, bituminous and anthracite. This portion of the mineral wealth of China is computed at $6,000,000,000. No wonder Calvin Brice had his eye on China.

Scott's Emulsion is an invaluable remedy for yourself and your family.

It makes a thin baby plump, a weak child strong, a delicate woman robust, an ailing man hearty.

Scott's Emulsion builds up the system and in that way prevents disease.

All druggists: 50c. and $1.00.

You probably don't believe that heating and the scientific principles of it must be combined to give the best results.

If you want just a furnace (or what some dealers call a furnace) get one!

But let us tell you, without seeming egotistical, that we know from whence our business has come—just a little thought about our business, combined with the best workmanship and material.

The W. G. McPherson Co.

Heating Engineers 328 Glisan St., Bet. Sixth and Seventh

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of Chas. H. Fletcher.

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

Quality Counts

WE WANT TO SAY THAT THERE IS A VAST DIFFERENCE BETWEEN THE PRINTING PRODUCED by WELCH, DAVIS & CARSON THAN THAT OF SOME OTHER PRINTERS

Our product stands in a class by itself —high grade—

DON'T BE TALKED INTO BELIEVING THAT ANY OTHER PRINTING IS "JUST AS GOOD"

Home A4147 263 Yamhill Street Main 4147

HAVE YOU A COUGH?

A dose of Ballard's Horehound Syrup will relieve it. Have you a cold? Try it for whooping cough, for asthma, for consumption, for bronchitis. Mrs. Joe McGrath, 237 East First street, Hutchinson, Kansas, writes: I have used Ballard's Horehound Syrup in my family for five years, and find it the most palatable medicine I ever used. Sold by all druggists.

Oregon Life

THE POLICYHOLDERS' COMPANY

"PURELY OREGON" BEST FOR AN OREGONIAN

HOME OFFICE COR. SIXTH AND ANKENY STREETS, PORTLAND

A. L. MILLS, President. L. SAMUEL, General Manager. CLARENCE S. SAMUEL, Assistant Manager.