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A PERILOUS TRIP WITH FLYING MACHINE

Wilbur Wright Successfully Navigates the Air Around New York Harbor.

On Monday last at New York City during the last day of the Hudson-Fulton celebration Wilbur Wright defied the air, the water, and the land in a marvelous flight over the numberless craft in New York harbor and the North River. Starting at 9:56, the aviator headed in the wind and flew over ferryboats, yachts, steamers and other craft in the harbor.

Flying high, Mr. Wright went up the North River, over the fleet of battleships and on, past Grant's tomb, encircling the British cruiser Argyle. Returning at faster speed with the wind, he came back over the water and landed at his starting point.

He had been gone for 33 minutes and 33 seconds, making one of the most perilous trips ever attempted. The distance of the flight was estimated at 20 miles.

"The machine responded in fine shape," said Mr. Wright, as he climbed out through the network of wires of the machine at the aerodrome on Governors Island. "The motor worked fine. I started about 75 feet above the water, but kept climbing higher until I was about 200 feet or 300 feet high. The air currents sent up by the funnels of the ferryboats interfered somewhat and I came down nearer the water.

"I could hear the cheers of the sailors on the warships," continued Mr. Wright, as the enthusiastic group of army officers and newspapermen that had awaited his return grasped his hand.

"The wind was blowing about 10 miles an hour and I had to head in a little toward the east, instead of pointing the machine straight up the river.

"The flight fulfils every condition of my contract," added the aviator, in response to inquiries as to further demonstrations, "but if the favorable weather conditions continue this afternoon I may make another flight. As soon as possible I shall leave for Washington to train the army officers."

As the aeroplane approached the city, flying steadily, but bucking the wind, the roofs of all the buildings became crowded and pleasure craft started up the river in an effort to keep up with the machine that flew above them. They were soon compelled to give up the chase, for Wright outstripped the fastest of them.

As the machine pushed into the breeze, occasionally dipping slightly as though caught, by a downward trend of the air, and then again was lifted suddenly, the mastery of the aviator was strongly impressed on the spectators.

The exact distance in a straight line from Governor's Island to the foot of West One Hundred and Thirtieth street, which marked the northernmost point of Wright's flight, is 9 1/4 miles. This would make his flight, if it had been in a straight line, one of 18 1/2 miles. Counting curves and the circle at the start, Mr. Wright estimates that he covered more than 20 miles.

To Suit Her Habits.

She was telling how she once had a canary, a dear little yellow thing, but she had forgotten and left him out in the rain one night, and in the morning there he lay, a little yellow, pitiful heap at the bottom of his cage, dead. "But," they said to her, "if you must have a bird you can leave in the pouring rain, why get a canary? Why didn't you get a nice little duck?"—New York Press.

The Best Plaster.

A piece of bannel dampened with Chamberlain's Liniment and bound on to the affected parts is superior to any plaster. When troubled with lame back or pains in the side or chest give it a trial and you are certain to be more than pleased with the prompt relief which it affords. This liniment also relieves rheumatic pains and is certain to please anyone suffering from that disease. Sold by M. Clemens.

New Irrigation Book Free.

"Well Irrigation for Small Farms" is a publication just issued by the General Passenger Department of the Oregon Railroad and Navigation Co. and Southern Pacific lines in Oregon.

This booklet sets forth in a practical concise way the possibilities for profit of inexpensive irrigation and should be in the hands of every farmer in Oregon.

Copies may be obtained free on application to Wm. McMurray, general passenger agent, O. R. & N. and S. P. line in Oregon, Portland, Oregon. 10-1-31

PRESIDENTIAL TRAIN STOPS

PASSED THROUGH GRANTS PASS
MONDAY MORNING

CHIEF EXECUTIVE'S GUARD

There Were Six Cars all Told and Thirty-six Persons in Party.

The train bearing President Taft and party reached Grants Pass at 5:10 Monday morning and it remained in the yard only long enough to cut off the helper which came over the mountains with it from West Fork. There was a stop of not more than two minutes. The few persons around the depot scarcely noticed either the arrival or departure. The brass mountings around the rear end of the Presidential car were the only noticeable features to show that it was not an ordinary passenger train.

There is nothing striking or unusual in the external appearance of President Taft's special train, made up from cars belonging to the New York Central Lines, in addition to two cars from the Northern Pacific. There are six cars in all told, and to see the train passing one would easily mistake it for an ordinary passenger train, with the exception that the two private cars, with their brass railings at the entrances, vary a little from the ordinary Pullman cars.

The first car, numbered 1998, is an old-fashioned affair with small windows. It has been converted into a general storage room, where the provisions of the train are kept. Following this is car No. 4, the private car of H. C. Nutt, general manager of the West End Division of the Northern Pacific, and the back of this is car No. 11, a plain-looking coach known as the private car of General Manager Slade of the Northern Pacific Railroad Company, who, however, was not with the Presidential party. In this car were railroad officials and Secret Service men, and Senator John L. Wilson, of Washington.

Next came the baggage car, which also served as a sleeping and living place for some of the railroad men, including Garrit Fort, assistant vice-president of the New York Central lines, who had official charge of the train. In this car were scores of band boxes, suit cases and a few trunks, which included some of the President's baggage.

Behind the baggage car is the coach occupied by Secret Service men and a few others affiliated with the Presidential party.

Last in the train is the President's car, the "Mayflower," which is especially fitted as the President's traveling home. It is luxuriously furnished and contains five state-rooms. Three of these have upper and lower berths, while the other two, one of which is reserved for the President, contain polished brass bedsteads.

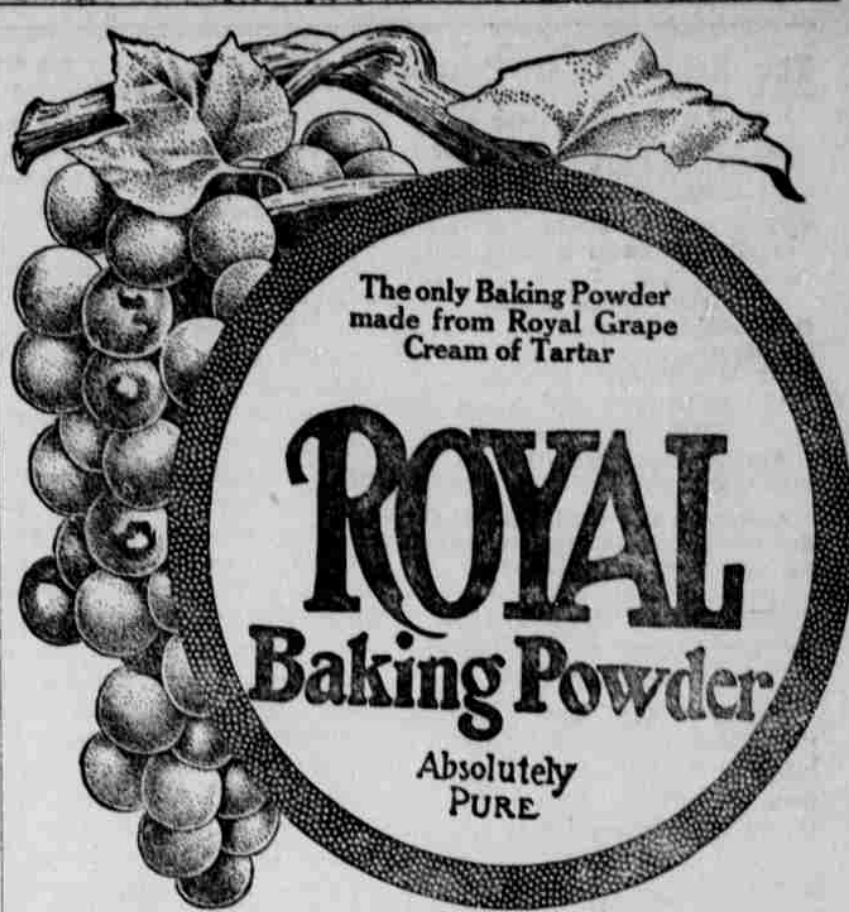
The President's stateroom is near the rear of the car, but next to the extreme end is an observation compartment, where the President is served his meals and where he is seated much of his time while the train is in motion, observing the scenery through which the train is passing.

The locomotive and tender which brought the Presidential train from Tacoma are from the Northern Pacific Railroad, and are numbered 210.

The most noticeable thing about the Presidential train is its lack of decoration. No flags or colors of any kind are displayed on any part of the train, which is in accordance with the general policy of the President, who objects to show.

President's Bodyguard.

It is said that three men always hover near President Taft on his trip through the west. They are ever watchful and never for a moment neglect duty. They do not appear to belong to the Presidential party, still wherever the President goes they keep close to him watching all who come near him and frequently standing between the executive and his visitors. They are the President's private bodyguard, and, having immediate charge of his person, it is their duty to see that the Nation's chief meets with no harm. They are medium-sized men, dressed quietly and would not be liable to attract attention at any time or place. Habitually they carry one hand in



the side pocket of their short double-breasted coats. In this concealed hand each fingers a revolver ready for immediate use.

There is a general belief that the President of the United States, traveling in a special train, is carried about the country free of charge by the various railroad companies. This is wrong in regard to President Taft, although years ago the President was always the guest of the railroad companies when traveling long distances.

The President and his party must pay their fares like other people. The Interstate Commerce law prevents anyone from getting free fare between states, and the President is no exception to this rule.

The president buys a ticket for the whole party, 36 in number, just the same as the manager of a theatrical company does. The ticket for the Southern Pacific was purchased in Portland and it carried the party to San Francisco.

Grants Pass Man Injured.

The Peoria, Ill., Daily Bulletin of the first publishes the following special from Peoria:

William Armstrong, aged 24, of Quincy, Ill., is dead, his brother Harold, aged 18, is dying, and Archie Johnson, of Grants Pass, Ore., is seriously injured as the result of a collision between their automobile and a Chicago & Northwestern freight train at Buda, Ill., 50 miles north of Peoria. The two injured men were brought to Peoria and taken to a hospital in an unconscious condition and so far have not been sufficiently revived to talk of the accident. The remains of William Armstrong, who was driving the auto at the time of the accident, were held by the coroner of Bureau county who will hold an inquest.

The party left Chicago after purchasing the machine in which they were riding and it appears that a corn field prevented them from seeing the on-rushing train at the fatal crossing. The Armstrong boys are sons of Andrew Armstrong, a wealthy whitening manufacturer of Quincy.

SIMPLE WASH CURES ECZEMA

Why Salves Fail While a Simple Liquid Has Accomplished Thousands of Cures.

It is now thoroughly established among the best medical authorities that eczema is purely a skin disease, due to a germ, and curable only through the skin. It is not a blood disease at all; in fact, thousands of people suffer with skin disease and are perfectly healthy otherwise, and thereby prove they have no diseased blood.

Smeary salves cannot reach the germs because they do not penetrate the skin. The only way to reach the germs is by means of a penetrating liquid.

Such a liquid can be obtained by simply mixing ordinary oil of wintergreen with thymol, glycerine and other healing agents. This compound, known as D. D. D. Prescription, stops the itch instantly—and the cures all appear to be permanent. In fact, it took thousands of cures, case after case, before the best scientific authorities were convinced of the absolute merits of this remedy. D. D. D. Prescription kills the germs in the itching skin. Its effect is seen within one minute after the first application. We especially recommend D. D. D. Soap in connection with the treatment. For sale by M. Clemens, sells drugs.

University of Oregon, Eugene, Or., Oct. 1.—Registration in all departments of the University of Oregon has reached 1,000 students. In the colleges of liberal arts and engineering the enrollment now is nearly 600 students, and the total registration for the year in these two departments will reach 700, an increase over last year of 20 per cent. The freshman class, all of whom are high school graduates, number 250 students. Graduates from practically every four-year high school in Oregon have entered the university this fall, and there is also a very noticeable number of students entering who are graduates of high schools outside of Oregon.



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