

**Oregon News.**

**Portland, Oregon, Sept. 18th (Special)**—Oregon will be represented at the Chicago Land Show which will be held in that city this year from November 20th to December 8th, with a complete exhibit displaying all of the industries and agricultural resources of Oregon. Arrangements have been made for a space of 400 square feet for a booth with lecture privileges, where lectures will be given daily. The exhibit will be in charge of the State Immigration Agent. The work of gathering exhibits to send to the land show is already under way, and communities desiring to exhibit their products are urged to communicate with the State Immigration Agent at once, in order that arrangements can be made to assemble the display in advance of the opening of the show. That this will be a great advertising medium for such communities, is evident through the number of inquiries that have been received from land show exhibits as have been exhibited before. Such products as grains, grasses and diversified crops always prove to be an attraction at such shows.

That the plain common potato can be turned into a money paying industry by manufacturing the surplus crop in alcohol, starch, glucose and desiccated potato, is the announcement made by C. C. Moore, assistant chemist in the United States Bureau of Chemistry who was a visitor at the Portland Commercial Club last week. Mr. Moore is on a tour investigating the potato production of Oregon with a view of securing information as to what is being done with the surplus tuber. Approximately 600,000 tons of glucose is consumed in the United States a year and 10,000 tons or more is the demand of the Pacific Coast States. Practically there is no starch or glucose factory on the coast, Mr. Moore explained, and the department is desirous of encouraging the industry. That this is a manufacturing enterprise of considerable dividend paying is plainly shown by Mr. Moore's figures, that between \$500,000 to \$750,000 is sent annually into the corn belt for this product.

The largest cargo of lumber ever set afloat in the world was that of the Pacific Mail Steamship Alcoa, which left Portland, September 7th, for Sydney, she having aboard more than 6,000,000 feet of lumber. The cargo is 1,000,000 feet in excess of any other leaving the Willamette or Columbia River or any port on the Pacific coast. The value of this cargo is estimated at approximately \$100,000.

Oregon is to have a log building to house its exhibits at the Panama-Pacific Exposition. The design for the building has been selected by the Oregon Commission for the Oregon building which will be part of the fair at Fair at San Francisco in 1915. Tentative plans prepared by the architects show a huge log building of novel design, the building being so constructed in accordance with the wishes of the Commission and in keeping with a pronounced popular demand. Inasmuch as the exposition itself will not give space to a separate forestry display, it is believed that Oregon can attract much attention in this novel and striking manner to one of its chief industries. This log house will be characteristic and a truly magnificent structure such as could be obtained with no other native material.

**Gold Beach Boy Killed.**

Vancouver, Wash., Sept. 16.—Samuel Tingley, 19 years old, of Gold Beach, Oregon, was struck by Northern Pacific passenger train No. 334 near the Lewis River bridge and killed. Harry Harris of 485 Clay street, Portland, identified the body at the office of Coroner Victor H. Limber. Tingley stepped from one track to permit a freight train to pass, and was hit by the passenger train on the other track. He was en route to Woodland.—Coos Bay Times.

**Thaw Gets Habeas Corpus.**

Concord, N. H. Sept. 13.—Federal Judge Edgar Aldrich this afternoon issued a writ of habeas corpus for Harry Thaw, on the application of the latter's lawyers.

The writ was made returnable at Middletown at 11 Tuesday morning. It was said it will insure Thaw a long stay in New Hampshire.

Simultaneously with the issuance of the writ Judge Aldrich enjoined either side from kidnaping the Pittsburger.

Colebrook, N. H., Sept. 13.—Justice of the Peace Carr continued until next Thursday the hearing of the case against Harry Thaw as a fugitive from justice. In the meantime Governor Felker will consider representations why he should and why he should not honor New York's requisition for Thaw. It is not known whether Attorney Jerome has accepted the Thaw lawyers' offer to agree to an argument of the requisition proposition before the government. If he, Jerome, would promise them five days for the institution of habeas corpus proceedings, in the event of an adverse decision by the governor.

**The Life-Saving Station.**

It is said that the reason the life-saving station hasn't been changed from its present position in the lower bay to Charleston, is that the appropriation of \$42,000 is not sufficient to build the proposed new station.

Another story is to the effect that the life-saving authorities have been ready to move the station ever since early last spring, but couldn't secure a suitable site on the government reserve, owing to the fact that the site selected will be needed by the U. S. Engineers in case it is necessary to build a south jetty at the entrance of the bay.

The people of Coos Bay are very anxious to have the station moved to Charleston, where aid can promptly be rendered when accidents occur on the bar. It is more than probable that when the engine on the North Star No. 1 broke down in the vicinity of South slough, on January 20, 1912, resulting in the loss of six lives, all could have been saved if the station had been located at Charleston. Five lives were lost when the gas schooner Osprey from Rogue river capsized on the bar and drifted on the north jetty, November 1, 1912. Two or three of those lives could have been saved if prompt assistance could have been rendered by the life-saving crew. There are other instances also, and it is safe to assume that there will be more accidents in the future than there have been in the past, because shipping at this port is on the increase, and small gasoline schooners trading from here to coast ports are getting more numerous. Whatever is causing the "hold up" in the matter of moving the station should be settled without delay, before more names are added to the list of those who could have been saved if the station was located where efficient service would be rendered. Coos Bay News.

**Big Demand For Coal.**

That the demand for Coos county coal is far greater than the supply is shown by the fact that an order for 25,000 tons was this week turned down because it was impossible for the mines to supply it. Mr. Falkstein, of North Bend, was in the county seat on Tuesday and related to The Sentinel how a Coos Bay man had been forced to cancel an order for the above tonnage, after having undertaken to secure the coal from the several mines of the district. The order came from British Columbia, where a miners' strike is now in effect, and contemplated shipment to Vancouver by vessel. The Beaver Hill mines are not as yet in position to handle in such quantities, and the Riverton mines are unable also to supply the demand, and even though they were vessels of sufficient draft to carry a full cargo could not get out of the river under present conditions.—Coquille Sentinel.

**Work Nearly Done.**

Florence, Ore., Sept. 13.—The Pilot says: "The grading part of the Willamette Pacific between Eugene and Mapleton will soon be finished. Long stretches of level road bed are seen from the stage road. Only finishing touches are left and when these are taken care of the contractors will turn their work over to the railroad company.

The small tunnel is finished and the contractors broke through the Noti tunnel last week. The dirt work to Mapleton is practically completed with two pieces of rock left. Between the Noti Tunnel and Lake Creek crews are rushing the concrete piers and abutments for the steel bridges. A rock crusher is located at Tilden rock and crushed rock is furnished from this point for two bridges. A concrete crew is working just below Wild Cat Creek while another is on Wild Cat near the small tunnel from which they get rock.—Coos Bay Times.

**Rogue River Hatchery.**

The Rogue river fish hatchery which has been idle for several years will be started again this fall by the Macleay estate, present owners of the property. The fishing season on the Rogue this year was not good and the need for conducting the hatchery is felt keener than ever before. Arrangements have been made for bringing eggs from the government egg taking establishment at the head of the Rogue tributary, Elk creek and Gold Beach hatchery will liberate several million fry next spring. The cannery at Wedderburn is preparing for the hatchery cans of fish feed, following the custom which R. D. Hume established and will be abundantly able to feed the small fry.—Marshfield Record.

**Just Arrived.**

At Mitchell's furniture store on the hill, a variety of baby carts and sulky's. Call and see before buying elsewhere.

**Costly Treatment.**

"I was troubled with constipation and indigestion and spent hundreds of dollars for medicine and treatment," writes C. H. Hines, of Whitlow, Ark. "I went to a St. Louis hospital, also to a hospital in New Orleans, but no cure was effected. On returning home I began taking Chamberlain's Tablets, and worked right along. I used them for some time and am now all right." Sold by all dealers.

**Good Reason for his Enthusiasm.**

When a man has suffered for several days with colic, diarrhoea or other form of bowel complaint and is then cured sound and well by one or two doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy, as is often the case, it is but natural that he should be enthusiastic in his praise of the remedy, and especially is this the case of a severe attack when life is threatened. Try it when in need of such a remedy. It never fails. Sold by all dealers.

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**Remarkable Cure of Dysentery.**

"I was attacked with dysentery about July 15th, and used the doctor's medicine and other remedies with no relief, only getting worse all the time. I was unable to do anything and my weight dropped from 145 to 125 pounds. I suffered for about two months when I was advised to use Chamberlain's Colic, Cholera and Diarrhoea Remedy. I used two bottles of it and it gave me permanent relief," writes B. W. Hill of Snow Hill, N. C. For sale by all dealers.

**How the Trouble Starts.**

Constipation is the cause of many ailments and disorders that make life miserable. Take Chamberlain's Tablets, keep your bowels regular and you will avoid these diseases. For sale by all dealers.



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