

From Tuesday's Daily.

Another River Steamer (Bandon Recorder)

David Perkins, John Moomaw and Captain T. A. White, are planning for another river steamer and are debating as to whether they will build during the winter or whether they will wait until spring and utilize summer weather in the work of construction.

The vessel is to be considerably larger than any that has been built for the river, and the dimensions have not been fully settled upon, one point has been definitely settled and that is that she is to be a much finer and better boat than any that has yet graced the placid waters of Coquille.

She is to be fitted up to carry passengers in first-class style, is to have greater and better freight facilities and to have all the speed that can reasonably be given her.

Besides this, she will be supplied with electric lights and other necessary appliances.

These gentlemen seem to be getting ready for future prospect. If the railroad is built through to Roseburg and on east a fast and commodious steamer will be a necessity on the river as there will certainly be a large increase in travel to this place and points further South while the summer visitors to the seashore should increase many fold.

UNANSWERABLE ARGUMENTS FOR A SPECIAL SESSION (Oregonian)

No candid person, we take it will deny that if the legislature would meet, enact the centennial appropriation, the Portland charter, the supplementary initiative and referendum statute, and possibly a "flat salary" law, in a week, adjourn, and go home, the result would amply justify the expenditure of \$10,000, or less, that would be incurred. The benefit to Portland alone by the enactment of the new charter would be almost incalculable, in view of the fearful condition of certain roadways

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"I write you this letter through gratitude for the benefit I have received by taking your valuable remedies. For three years I was subject to dizzy spells, sometimes several in a day. When I had them I could not raise my head from the pillow. My heart was greatly affected and I frequently had spells of severe palpitation and fluttering, pain, tenderness, choking sensations, could not lie on my left side and was not able to do any work. I called a doctor who helped me some but the dizzy spells grew more frequent and I was so very nervous that I did not care to live. One day I asked the Lord to take me from this world or put my eyes on something that would help me. The first paper I took up was a New York paper and in it I saw your advertisement. My husband got me three bottles of Dr. Miles' Heart Cure and Nervine and one box of Dr. Miles' Anti-Pain Pills since which time I have had no more dizzy spells. I can lie on either side and sleep all night. I have been able to do my own work for three years. Dr. Miles' Heart Cure saved my life."—Mrs. R. H. Burch, Burch, S. D.

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and bridges, and the practical paralysis of almost every department of the city government through lack of funds and demoralization naturally incident to a virtual interregnum between systems. If any persons still cherish the ancient theory that whatever injures Portland redounds to the benefit of the rest of the state, they are rare enough to be negligible. Mr. Corbett's presentation of the benefits that would accrue to the centennial from prompt action at a special session are simply unanswerable.

GILBERT BANK DIVIDEND (Capital Journal)

Circuit Judge Boise on Thursday afternoon directed Receiver Gatch to make a dividend of 10 per cent in the Gilbert Bros. bank receivership case. This is the initial distribution that has been ordered of the assets of the bank, and the order applies to all approved claims, aggregating \$105,330.61. The amount of cash in the hands of Receiver Gatch and belonging to the estate is \$10,432.51, and it is believed that the claims against the bank that have not yet been presented will not exceed in amount \$500. In case there is no further litigation to retard the administration of the estate, the receiver is of the opinion that he will be able to make a further small dividend within a short time. No estimate is made as to what per cent of the liabilities the assets of the bank will pay out under the receivership.

Fire in South Marshfield

John Gammill's residence in South Marshfield was damaged to the extent of about \$50 Monday morning by a fire which caught from a defective chimney.

Mr. Gammill was away from home, being employed at Beaver Hill. About 7 o'clock in the morning Mrs. Gammill discovered that the house was afire and raised an alarm. Geo. Ayre, who lives near by, found the location of the fire to be over the sitting room. A hole was cut through the ceiling and the fire was extinguished with buckets before the hose company, which had been summoned and responded promptly, could get a line of hose to the house.

The nearest hydrant was at Rolandson's corner, three blocks away, and this incident calls attention to the fact that a hydrant is badly needed a few blocks further out. There are quite a bunch of houses in that vicinity which are now practically without protection from fire.

JOHN MITCHELL SATISFIED WITH PRESENT POSITION Special to the Mail.

With sbarre Nov. 10—John Mitchell today stated that he is not a candidate to succeed Samuel Gompers, as president of the National Federation of Labor and would not accept if elected. He believes he can be of more service to the miners in his present position and Gompers is O. K.

F E Nelson and w f J N Nelson, 1-2 int in lot 4 blk 3 North Marshfield \$300.

J A Hamblcock to R D Sanford e2 of ne4 of s8 and n2 of nw4 s9 t 29 r 13, \$1150.

Michael Kroll and w f to Thomas Doreux lots 10, 11 and 12 blk 30, Elliott's add, Coquille City, \$400.

A E Bottys to Fred Mast 1-2 int in e2 of sw4 and sw4 of sw1 s 21 t 27 r 13, \$500.

ALLIANCE COLLIDES WITH PORTLAND STEEL BRIDGE

Foremast Carried Away and Pilot House Damaged—Captain Hardwick Slightly Injured

(Telegram)

The steam schooner Alliance, while coming up the river about 1:10 this afternoon ran into the east approach of the Steel bridge, and was badly damaged. The vessel struck with such force as to break the foremast, near the deck. The mast fell against the cabin and pilot-house, both of which were badly damaged.

The schooner was arriving in from San Francisco and was to stop at Ainsworth dock. It appears, however, that there was a misunderstanding of signals, and instead of landing the Alliance steamed straight ahead. There were three cars on the draw at the time, a Lower Albina, Upper Albina and Irvington, all well loaded with passengers.

Those on the bridge who saw the Alliance strike thought the draw would give away under the heavy strain, and this caused much excitement for awhile. The engines were reversed in time, and the bridge is not damaged.

The Alliance was in charge of Captain Hardwick, and he was on the bridge of the steamer at the time, while the quartermaster was at the wheel. Captain Hardwick narrowly escaped with his life. One of his arms was bruised by the falling debris. The first mate and a number of the sailors who were on the bow at the time ran aft and all escaped uninjured.

The direct cause of the accident will not be known until an investigation is made by the Government inspectors.

(Oregonian)

An engineer on the Alliance misunderstood a signal and as a result the steamer collided with the steel bridge yesterday afternoon.

The steamer had discharged freight at the Gray Steamship Company's wharf at the foot of Couch street, and dropped down to Ainsworth wharf, just below the bridge. It was while making a landing there that the trouble occurred. It requires more or less backing and filling to get a boat alongside a dock. When the proper moment arrived Captain Hardwick gave the orders to go astern. Second Assistant Engineer Manan thought he signalled to go ahead, and pulled the lever accordingly. The steamer was moving up stream, and the impetus sent her ahead at a good rate. Captain Hardwick rushed to the engine-room skylight and called out to the engineer to reverse, but it was too late. The Alliance banged into the bridge with a crash, and her foremast snapped off close to the deck. The rigging also gave way, tearing up some of the railing on both sides of the bow. The heavy mast fell directly back upon the pilot-house, crushing a part of the roof and breaking several of the windows.

Captain Hardwick was struck by a part of the falling rigging, and his arm was painfully bruised. No one else on the steamer was hurt. All aboard the boat praise the captain's coolness and presence of mind, and say that but for his prompt action the result might have been most serious. Chief Engineer Lindley, who was in the upper engine-

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room at the time, says his department was wholly responsible for the accident. His second assistant is a veteran at the business, but simply misinterpreted the order. If any investigation is held by the Government inspectors it will be at San Francisco, the home port of the Alliance.

The amount of damage is placed at not to exceed \$500 or \$600. Robert Loller, the ship carpenter, has been given the contract to put in a new mast and make the repairs, and the sailing of the steamer will not be delayed more than a day or two.

Using Straw to Improve Roads.

The farmers of Walla Walla county, Wash., are trying the experiment of laying their roads with straw to improve them, says the New York Tribune. Every fall the highways become deep with dust, making traveling hard on man and beast. Heavy rains meant mud, and the dust could not be removed without destroying the roadway. It then occurred to an enterprising individual that if all of the farmers would contribute straw and all hands assist in laying it on the roads most traveled there would be a great change for the better. The experiment was a decided success. The farmers turned out in force, plenty of straw was offered, ready hands laid it to the depth of a foot or more on the main thoroughfares of the county, and traveling became easy. Three hundred miles of roads will be covered with straw this fall.

Good Roads in Michigan.

Last year several counties in the state of Michigan expended over \$500,000 on road improvements, and this year more than that amount will be expended.

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