

THE IMPROVEMENT OF YACUINA HARBOR.

Numerous Citizens of Willamette Valley
Conferred with the Board of
U. S. Engineers.

(From Daily, April 23d)

The people of the Willamette valley cities and towns have shown to the board of United States engineers their great interest in the completion of the Yacuna harbor improvement, according to the latest plans adopted, and for which work the contract was actually let by the war department, but no part of the service performed owing to the antagonism of the rivers and harbors committee of the house of representatives, which led up to the compromise measure under which this board is now acting. Either according to these plans or some other to be adopted by the board and recommended to congress for its further consideration. The members of the board are evidently impressed with the commercial importance of the work, not only to the Willamette valley counties, but to the great empire that lies undeveloped in Southeastern Oregon, and to the entire state. This is important. Now the board will endeavor to find a way to so improve the harbor as to safely admit vessels carrying a thousand tons and upward, instead of six hundred tons, as at present. The jetty already constructed have made this possible. So much for the results.

The special train carrying the delegates representing the commercial bodies of the Willamette valley cities and towns, and invited citizens from the valley and coast counties, left Albany at 8 o'clock Friday morning. Before Yacuna City was reached two passenger coaches were well filled, the special carrying the board of engineers and A. B. Hammond, principal owner of the Oregon Central & Eastern R.R., on Thursday having also picked up as many of the representatives as could get away on short notice.

The special on Friday was in charge of Conductor E. W. Beeman, of Yacuna. J. Simpson, of Albany, was the engineer.

The train sped along through the heart of the Willamette valley and over the summit of the coast mountains, picking up new delegates at nearly every stop, until Toledo was reached. On arrival at Yacuna City the passengers were transferred to the little steamer that runs on the bay, and Newport was reached about noon.

The following delegates were either on this train or the special of Thursday, to say nothing of a waiting crowd of representative citizens from the bay towns:

Albany—J. K. Weatherford, Judge L. Flinn, H. C. Watson, ex-county Judge J. N. Duncan, A. D. Hall, F. M. Ledfield, D. P. Mason, C. Meyers, A. Hackman, C. G. Burkhardt, S. M. Steel, James Nanney, S. A. Dawson, F. M. French, S. E. Young, C. G. Rawlings, W. C. Tweeddale, L. O. Patterson, F. D. Barrett, John Hoffman, P. J. Smith, Kola Nies, J. A. Cumming, Alfred H. Freckman.

Corvallis—State Senator John J. Daly, W. S. McFadden, W. E. Gates, John Burnett, P. Avery, County Judge Woodward, E. Fisher, Robert Johnson, W. W. Rowell, E. D. Smith.

Salem—Mayor C. P. Bishop, J. H. Albert, F. R. Anson, Dr. E. A. Pierce, Jeerson Meyers, R. J. Hendricks.

Toledo—Wm. E. Fugue, Sheriff J. H. Ross, County Judge J. F. Stewart, County Clerk J. H. Lutz, H. J. Sturdevant, Treasurer J. L. Hyde, A. E. Swan, G. A. Landa, B. F. Jones, Col. VanCleave, H. Olsson, H. Vincent, A. T. Peterson, C. E. Hawkins, T. T. Reeder, John Ofstedahl, M. Gregory, W. L. Davis.

Lebanon—C. B. Montague, G. W. Cruse, C. A. Pugh, H. G. Edwards, Lacombe—C. H. Young and Mr. Putman.

Monroe—Ed. Williams.
Lyons—Henry Lyons.
Elk City—Dr. Parker.
Siletz—T. Jay Buford.
Nashville—F. A. Goodwin.
Hillsboro—Congressman T. H. Tongue.
Grand—Gen. H. B. Comson.

The next thing in order, suggested by the hour and the appetites whetted by the ride and the fresh sea breezes, was dinner. This emergency had been well provided for at the hotels, restaurants, and private houses, by the people of Newport. The city-by-the-sea presented a summertime appearance, with the crowds on the streets, which seemed to be enhanced by the bright sunshine—for it was a perfect spring day.

After dinner, the delegates disported themselves and were made welcome in various ways, until the time of the meeting, which the engineers had courteously arranged for at a public hall, in order to give the representatives a hearing. This was for 2 o'clock. Just before the arrival of the appointed time, the men from the life saving station, who had come to Newport in one of their boats, gave the visitors an exhibition drill. The evolutions were performed with precision and promptness, showing the maintenance of a splendid discipline at the station.

The crowd that assembled to hear the presentation to the engineers filled the hall. Colonel M. Mansfield, of San Francisco; Captain Taylor, of Seattle; and Captain Marks, of Portland; are the members making up the board. They have charge of the river and harbor work in their respective districts along the Pacific coast. Colonel Mansfield is the supervising engineer in the field. He is the chairman of this board.

A. B. Bessall, of Newport, who commenced his work for that harbor and that country before the government improvement was started, and prior to the time of the building of the railroad—who, in fact and in allegory, has grown gray in the service—undertook the duty of introducing the various speakers to the board. In opening the subject, Mr. Bessall referred to the ef-

forts of the people of the Willamette valley for a great many years to secure competition in freights by water routes. He spoke of the gift of the state of \$100,000 to insure the construction of the canal and locks at Oregon City, a sum which was increased to about \$300,000 by interest charges. He referred to the passage of a law at one of the sessions of the legislature during the '70s appropriating the interest on \$600 a mile for sixty miles as a subsidy for a railroad from Yacuna bay to the Willamette valley, which was defeated by the then governor's veto; to the donation by the law-making body of the state's interests in the lands along the bay for the same purpose; to the sacrifices made by the farmers of the valley, and by all other classes, along the proposed route, to secure the construction of the first railroad line, which was merged into the Oregon Pacific, and is now the Oregon Central & Eastern. He mentioned the fact that, owing to the popular demand, congress made its first appropriation for the improvement of Yacuna harbor before any surveys had been undertaken; told how the people of that locality had struggled for the completion of the project during all these years, holding it as the sheet anchor of their hopes; how that they had subscribed money to repair the roadways, from their own pockets, in order that the work of the government might not be delayed; how the country had struggled against adverse circumstances and made progress in most lines of industry in spite of them. He appealed to the government to do its part now, and not allow all the efforts to end only in partial success.

CONGRESSMAN TONGUE.

Congressman Thos. H. Tongue being called upon, appeared before the enthusiastic assembly. Addressing himself to the engineers, he detailed the history of the improvement. It had progressed gradually, with always favorable reports and fair promises, until 1895, when United States Engineer Symonds reported that a depth of fourteen feet at low tide over the bar had been secured, but that the project was completed, and that further work had threatened injury as much as it promised benefit. But another board of engineers was appointed, and they recommended a plan for further improvement, to cause a continuance of the scouring, and secure an estimated depth of eighteen to nineteen feet at low water. Their estimate of the cost was \$1,100,000. Congress authorized the secretary of war, in his discretion, to let the contract for the completion of the work according to the new plans. After many struggles and discouragements, the contract was actually let, to a responsible Chicago firm of men who undertook to complete the work for \$512,000. This included the extension of the south jetty 220 feet and the north jetty 200 feet, besides the blasting out of a specified number of tons of rock in the channel. But the work was not commenced, owing to the opposition of the river and harbor committee of the house. That committee endeavored to have the law authorizing the work repealed, but this finally resulted in a compromise, and the appointment of the present board was authorized. Mr. Tongue spoke eloquently of the importance of the improvement, providing competition to the producers of the valley in the carrying of their surplus to the markets. He said it would add value to his own farming lands in Washington county, some of their very near to the city of Portland.

He said the Oregon legislature was in session at the time of the struggle over the river and harbor bill in congress. Other projects were threatened, but the only memorial was the one legging the federal legislature to not strike down Yacuna bay. Mr. Tongue's remarks covered the history of the project quite completely, and it was a powerful appeal for justice in the matter. It was listened to with marked attention.

BENTON COUNTY.

Senator John D. Daly, of Corvallis, was the first speaker representing Benton county. He read a carefully prepared argument, full of statistics and facts showing the commercial importance of the project. He showed that the maintenance of a deep-water harbor there meant 4 to 6 cents a bushel increase for every bushel of wheat, and for every other product a proportionate price above the one that would hold if no such harbor were at this point.

Judge John Burnett, of Corvallis, spoke eloquently of the importance of the improvement, and more especially of the pioneer judge and lawyer reference to its future importance. Cold facts and figures of the present speak strongly, but they are small compared with the possibilities of the vast region affected by this improvement. Judge Burnett mentioned the prospective value of this bay as an harbor of refuge, a matter that has had attention in a speculative way for years by the seafaring men.

MARION COUNTY.

J. H. Albert, president of the Capital National bank, of Salem, followed in a brief address as representing the sentiment of the people of Marion county. He did not presume to give expert advice as to the engineering possibilities, but he expressed faith in the possibilities and the ability of the government's men chosen for this branch of its service. Referring to the statistics, he said the improvement was not only for the present, but for all the time of the future; and we have the fairest land under the sun, with unbounded possibilities. But one of its greatest needs upon which to base its growth is cheap

transportation charges, which come only from competition.

Mayor C. P. Bishop also spoke for Marion county. He represented the case from the personal standpoint of one engaged in manufacturing. He insisted upon the absolute necessity of competitive routes, in order to allow our manufacturing enterprises to grow and to admit of their growth. He made a plain and telling argument, which was well received.

LYNN COUNTY.

Judge L. Flinn took the floor in behalf of the interests of Lynn county. He made a straightforward business argument. He said the use of property gave it value. The lowering of transportation rates allowed property to be used and developed that might otherwise remain idle or never be developed. Advantages had already been gained by the improvement of the harbor. Further and greater advantages would follow from a continuance of the improvement.

Capt. G. E. Montague, of Lebanon, followed Judge Flinn. He had statistics of the products of his locality. He paid a high tribute to the ability of the engineering department of the government and to the integrity of the men composing it. Captain Montague showed himself to be a very pleasing speaker.

J. K. Weatherford, of Albany, spoke for Lynn county and for the vast empire tributary to Yacuna bay, or affected by its improvement—a territory with now only about 160,000 people, but capable of maintaining a population of four or five millions. He said 200,000 farms could be carved out, where there is not one today, principally in Southeastern Oregon.

The Lin county delegation furnished a written statement, showing that the products of the thirteen counties which will be affected by the completion of the harbor improvements, for export, amounted in 1898 to nearly twenty-five millions of dollars. These counties are Lin, Marion, Clackamas, Washington, Yamhill, Polk, Benton, Lincoln, Douglas, Jackson, Crook and Harney. The statement showed that the imports of these counties amounted last year in the aggregate to about fifteen millions.

NOTES.

There was presented to the engineers a memorial asking for a favorable report, from the following commercial bodies of San Francisco: Chamber of Commerce, Board of Trade, Manufacturers' and Producers' Association, Merchants' Association, Produce Exchange. The memorial contains a strong argument for the continuation of the improvement. The members of the board retained all the written data furnished.

The return trip was made Friday evening, all the delegates and the board of engineers leaving together. The start was made from Newport at 6:30. The special train arrived at Albany at 11 o'clock. The special car for the engineers and Mr. Hammond was attached to overland train yesterday morning, for Portland. Congressman Tongue stopped over night at Corvallis, to visit the State Agricultural college and government experiment station yesterday forenoon, and proceed home to Hillsboro on the afternoon train.

Col. Mansfield is a son of General Mansfield, who was killed at Antietam. Gen. Compton saw Gen. Mansfield fall and his body carried from the field. His horse was killed with him.

Mayor Bishop and Dr. Pierce caught a good string of flounders in the bay with a silver hook.

It is said the board of engineers will have a new survey made of the harbor, with a view to ascertaining for themselves the practicability of the plans last adopted for the continuance of the work, or making new plans, if they come to that conclusion.

Mrs. J. H. Albert was the only lady delegate. Mr. and Mrs. Albert remained over at the bay, to spend Sunday.

Discovered by a Woman.

Another great discovery has been made, and that too, by a lady in this country. "Disease fastened its clutches upon her and for seven years she withstood its severest tests, but her vital organs were undermined and death seemed imminent. For three months she coughed incessantly, and could not sleep. She finally discovered a way to recovery, by purchasing of us a bottle of Dr. King's New Discovery for Consumption, and was so completely relieved on taking first dose, that she slept all night; and with two bottles, has been absolutely cured. Her name is Mrs. Luther Lutz." Thus writes W. C. Hannick & Co., of Shelby, N. C. Trial package free at Dr. Stone's drug stores. Regular size 50c and \$1.00. Every bottle guaranteed.

REASONS FOR VARIOUS SHAPES OF BIRDS' EGGS.

"Birds' eggs differ in shape as well as they do in color," said a well-known ornithologist. "For instance, the eggs of the owl family are almost spherical, and are thus easily moved by the parent bird in her desire to secure an equal amount of warmth to each during the time of hatching. As she nests in a hole, there is no fear whatever of any of her clutch rolling away and being smashed. On the other hand, the guillemot, which nests, or rather lays her eggs on flat, bare rocks in high, exposed latitudes, lays a single egg so elongated and curiously shaped that when stirred by a violent gust of wind or the bird's sudden flight it does not roll away, but simply spins around on its axis like a top. In the case of plovers, snipes and other birds that lay four large eggs, the eggs narrow so rapidly toward the smaller end that four of them in a nest practically form a square, thus enabling the bird to cover them the more effectually."—Washington Evening Star.

Rheumatism Cured.

My wife has used Chamberlain's Pain Balm for rheumatism with great relief, and I can recommend it as a splendid liniment for rheumatism and other household use for which we have found it valuable.—W. J. Cuyler, Red Creek, N. Y.

Mr. Cuyler is one of the leading merchants of this village and one of the most prominent men in this vicinity.—W. G. Phippin, Editor Red Creek Herald. For sale by J. H. Lunn, druggist.

THE AMERICAN WEAPON.

Story of the Rifle, Its Growth and Its Victories. Believed to Have Been

Imported from Tyrol. Its Rapid Improvement by American

Genius. Famous Makers of the Last Century.

In the rise and growth of the American republic two instruments were among the most potent factors that entered into its making—the rifle and the woodman's axe. The one subdued the wild beasts and the wilder men who menaced every step toward the golden West; the other opened up the forest wilds to the light of civilization. It was the American sharpshooter and his deadly rifle that gave this country the victory at Saratoga, at Yorktown, at New Orleans. Again, at Santiago, and Manila, the American volunteers and regulars owned their victories in great part to their skill with the long-range small-bore rifle.

The rifle is believed to have come to America from the Austro-German Tyrol about 1730, or possibly a year or two earlier. There is no authentic memorandum relating to this matter in the Congressional library at Washington. The first we know of the rifle, it was being made in Philadelphia and at Lancaster, Pa., by two gunsmiths, named Dechard or Dechert and Leman, about 1730. The arm then turned out was a short-barreled, clumsy piece, having a heavy flintlock and a flat, ungainly, badly made stock. The latter, as it improved and grew graceful, was carved into all sorts of figures along its sides and front, as German, Swiss, and Tyrolean rifles are carved today.

American skill and genius soon changed the form of the rifle stock and barrel, until good Peter Dechard and Heinrich Leman would never have known their offspring as remodeled by restless Americans. The German rifle was loaded with a mallet to start the bullet with, and often to drive it down. The American at once realized the value of the arm that gave such accuracy to its projectiles, but he was fully aware no man had time to be pounding an obnoxious ball into a barrel with "a screeching Indian devil," as good old Cotton Mather characterized his brother in red, reaching for him with a tomahawk. So the linen or buckskin patch was devised. It soon appeared that the piece shot truer and much further with this device than it did when the bullet was battered out of shape by being driven down with a mallet and the iron ramrod that was invented by old Leopold of Dessau for the military musket.

The new arm, changed and adapted to the needs of the time, became wonderfully popular, particularly in Pennsylvania and among the colonies to the southward. Its popularity did not extend into New England. In the first place, the Indians were pretty thoroughly subdued along the Massachusetts and Connecticut coast before the rifle was introduced into America. The big and dangerous game was also becoming scarce and being fast driven back into the great forests along with the red man. Then, too, the Puritan was not a hunter or a lover of the chase, as was the Pennsylvanian, the Marylander, and above all, the Virginian. He regarded the hunter as a being averse to manual labor—shiftless was the word—a person who was setting a bad example to the young, and one not to be encouraged in his practices. Every able-bodied man in New England owned a gun, because he had to, but it was the regulation musket of the period, for the law made every citizen able to bear arms a militiaman and a soldier on occasion, and these same muskets were used most valiantly at Bunker Hill, Lexington and Concord; but the Yankee was not a rifleman. The old Queen Anne piece, made when Marlborough was winning the victories of Dettingen, Oudenarde and Malplaquet, would shoot ducks and such small game, as many New England boys now alive could testify if need be, and that sufficed.

It was not until the Connecticut purchase and Western reserve in far-away Ohio came to be settled up by farmers from the old New England states that the Yankee became a rifleman. Food was scarce in the new settlements, while wild game was abundant. The old Queen's arm required a terrible charge of powder, with an equal quantity of shot, and then it sometimes failed in its effectiveness. No man learned more readily than did the New Englander, and when he saw how deer, wild turkeys and squirrels were brought down by the rifle with one-quarter or even one-sixth the charge of powder of the old family musket and a modicum of the lead, why, he, too, took to the rifle and was soon a crack shot. The rifle became so popular in the South that a factory for making the hunting rifle was established at Charlottesville, N. C., about 1740. Its founders came from Leman's rifle factory at Lancaster, Pa., which is in existence to this day. The arm turned out there was unquestionably the best, because the most carefully constructed rifle, made in America.

"Gen. Washington's favorite weapon was the rifle," says George W. Parke Curtis, Washington's stepson, in a most interesting little personal memorandum, printed by Mr. Curtis for private distribution several years before his death. "He, soon after the Revolution, received a fine English ducking gun as a gift from some British admirers, but up to his death he preferred to use the rifle, and was a good shot. His piece was once presented to him in 1787 by Major Nicholas of his staff, who was with his chief at every battle of the Revolution but one, and he was absent then because he was wounded. This rifle was made in Charlottesville, N. C. It is four feet in length of barrel, and forty-two of its bullets weigh one pound. The wood extends the full length of the barrel and the entire arm is handsomely mounted with silver. The lock is beautiful work. I have known the general to kill at 150 yards with this rifle."

This shooting was equal to the best work of the muzzle-loader of the latter half of this century. This same Charlottesville rifle-making firm in 1777 presented to Gen. Washington the finest

and undoubtedly the first pair of rifled pistols ever made in America. They had 12-inch barrels carrying a half-ounce ball and would shoot with the accuracy of a rifle at fifty or sixty yards. They saved the general's life at Germantown, but the story, though a most interesting one, does not belong here.

When the American revolution broke out there were only three rifle makers in the colonies. These were the two named in Philadelphia and Lancaster, Pa., and the one at Charlottesville, N. C. Though there was but one military organization in the Continental army armed with rifles—Morgan's riflemen—yet all the scouts and irregulars—mostly from Pennsylvania, Maryland, Virginia and the Carolinas—carried rifles. Gen. Daniel Morgan's rifle regiment was 800 strong, with ten companies. No man could be admitted to it who was not the owner of a good rifle and able to shoot it to the satisfaction of the rather critical commander. In every skirmish line of the Revolution these riflemen made their deadly mark; in fact, so deadly did their sharpshooting become that the English officers entertained an almost superstitious dread of them. Salf Prevost in his memoirs—a little volume about the war printed in London in 1802:

"These Americans had riflemen. They could hit a man anywhere they liked at 200 paces distance. We came to dread them far more than the regular Continentals. At King's Mountain they destroyed us."

Prevost was an English captain who inherited a fortune about 1789 and retired from the service. His book is one of the most interesting of printed personal narratives relative to the revolutionary war.

The first rifles made in America did not have the double or set trigger. They were occasionally made with hair triggers, like duelling pistols. The double trigger was introduced into this country from Germany some time during the war of the revolution. A beautifully made rifle with 1787 stamped in the barrel has double triggers. It is full stocked, silver mounted, and its lock is an admirable piece of work. Its barrel is forty-two inches long and the bullets would weigh about forty to the pound.

American inventive genius and the alterations suggested by experience soon improved the rifle very much. The turn of the rifling was reduced, as was the length of the barrel. Great attention was paid to accuracy, and by the end of the eighteenth century our rifle makers were astonishing all Europe, particularly rifle-shooting Germany and the Austrian Tyrolese, with the wonderful accuracy of their weapons. It is safe to say that, while the range of the grooved barrel has been vastly increased, the deadly accuracy of the arm within its limitations has never been greater than it was at the beginning of the present century. Then every able-bodied man west of the Alleghenies and south of the great lakes was a rifleman. He had to be. It was a necessity of the time. Game was to be found everywhere, and was a valuable addition to the food supply of the pioneer. The skins of all wild game animals possessed a permanent and ready market value. Then there were wolves, panthers, foxes and other beasts which had valuable fur and could only be taken with the rifle. Besides this there was the ever present danger of an Indian outbreak. Thus the importance of the weapon grew with every new state. Another thing aided greatly in making the rifle the national weapon: Every state added to the original thirteen, except Maine, New Hampshire and Louisiana, was won from the savage owners by the American backwoodsmen armed with the incomparable American rifle. What would Sevier and Robertson have done in Tennessee or Henderson and Boone in Kentucky without their unerring rifles?

In 1790 a skilled workman, or better, perhaps, gunsmith, from Charlottesville, N. C., went to Kentucky to see if there might not be a good opening for one skilled in his craft. He found it, at the settlement of Harrodsburg, a post founded by Col. James Harrod. This workman's name was Mills. He was of American lineage and had served with Morgan's riflemen in the revolution. A good rifle then cost \$25, a large amount, as money was scarce; a sum easily equal to \$100 now.

It was not easy work to make a true shooting arm then. The gunsmith in many instances had to make his own barrels, to get the iron bar, straighten and bore it true, then rifle it, and finally make his stock, triggers, and very often the lock. When it was finished the rifle was tested with the nicest care. Men's lives might depend on its shooting true. No wonder it was an expensive arm. About the beginning of this century the importing of gunlocks from London began, but they were expensive. Still, they were the best that could be had, though they cost \$5 each then, equal to \$20 now.

The new industry in Kentucky prospered. Mr. Mills had to add to his force and take in blacksmiths who had a taste for finer work, to learn rifle making and make hunting knives. About this time an adventurous gunsmith from Leman's, Pa., who had learned his trade, established a gunshop at Chillicothe, O., and prospered; but for years no maker of rifles west of the mountains had the vogue of John. He armed Col. Richard M. Johnston's Kentucky regiment of mounted riflemen, which won the battle of the Thames, and ended the war of 1812. He equipped that fearless band of scouts and backwoodsmen that held the first line until Gen. Harrison could get his regulars into action, at the battle of Tippecanoe. Great is the American rifle, for it has been the instrument that has made our civiliza-

tion to triumph and has added thirty-two states to the original union.

While the hunting rifle was thus conquering the golden West, the breech-loading rifle was being slowly created by a process of evolution. The first breech-loading rifle ever made in the world that had practical use was an American invention. It was patented by Hall, a resident of Cape Cod, Mass., in 1811. The principle was a novel one and could be used in smooth bores or rifles. The invention did not become popular, although rifles were made in 1815 under the Hall patent that did excellent work at ranges considerably beyond the muzzle-loader of the time.

The American rifle became famous all over Europe after the battle of New Orleans, where, with the deadly American weapon in the hands of Kentuckians and Tennesseans, the English lost 2,117—two-thirds killed—out of about 6,000 men engaged, and the Americans six killed and seven wounded. The English were all shot at from sixty to forty yards distance. No wonder Wellington did not believe the story of England's loss when he heard it.

With the introduction of the percussion cap into America in the thirties came a distinct improvement in rifles. Those great makers, Morgan James and Billingshurst of New York, and some excellent mechanics in Massachusetts became famous all over the United States for fine work on hunting and target rifles. In the West, Hawkins of St. Louis acquired a fame that extended from the great Santa Fe trading post at St. Joseph, Mo., on the Missouri, to far-off Oregon; while in the South, though there were some excellent local artisans, Mills at Harrodsburg for years had the best of trade. He made a short 30-inch barrel rifle, with a shotgun butt, for bear hunting that was deservedly popular, as it could be easily handled in thick-growing cane.

With the close of the great war in 1865, the muzzle-loader passed away. Before this, Colt and Sharp had made a capital breech-loading arms, but they were not generally known or used outside of the mounted military service. The first arm using the metallic cartridge was the Spencer, which was introduced into the Union army through the efforts of James G. Blaine in 1861. About the same time came the Henry, the progenitor of the world-known Winchester, as renowned in East Indian wilds and in South African forests as among our own far Western mountains and plains.

One great objection to the breech-loader at first was that it did not shoot with the deadly accuracy of the muzzle-loader. The American wants his rifle to place its bullets where it is sighted, and today the Winchester and Marlin companies can turn out competitors that will hold their own with the best muzzle-loaders, while the single-shot arms of both Winchester and Stevens are marvels for accuracy.

It has been a cause of regret to every American who has considered the matter that the United States army should have thought best to adopt a Scandinavian-American rifle, instead of staying in its own country to get its weapon.

A Dead Man Brought to Life.

In Paris recently a man was revived whose heart had actually stopped beating. A daring surgeon cut through the dead man's ribs, grasped his heart, set the blood in circulation, and the man breathed, opened his eyes and lived. It is probable, however, that the rally will be of short duration, although this detracts not at all from the miraculous nature of the deed. If he had kept his bowels regular disease could not have attacked him. Hostetter's Stomach Bitters is nature's strongest ally. When her laws have been repeatedly disregarded, when a tired stomach has been abused until indigestion, constipation and biliousness proves its efficacy. It cannot be equalled. Your doctor would be the first to recommend it.

GREAT BRITAIN'S EMPIRE.

The British empire is now a territory of 11,500,000 square miles, or 13,000,000 if we include Egypt and the Sudan, and in this territory there is a population of about 407,000,000, which would be increased to over 420,000,000 if Egypt and the Sudan were included—a population about one-fourth of the whole population of the earth. Of the population about 50,000,000 are of English speech and race.

Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure Deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed, you have a running sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever. Nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

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