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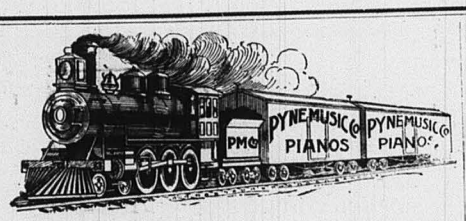
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....TWO CARLOADS OF FINE PIANOS....
Just received direct from the Eastern factories.

E. W. PYNE who went East to purchase pianos has already purchased two carloads which have just arrived. These pianos represent the choice of many different factories, and afford as large an assortment to be found in Southern California, including makes. MATHUSHEK, KNABE, EVERETT, CABLE, HARWARD, PYNE BROS., MILTON, HOWARD, LUIGI, RICCA, and the KRAKAUER; also many other well-known makes. Sold on easy payments, and at prices that defy competition as buying and shipping in large quantities direct from the Eastern factories for cash, together with our low rent, enables us to make prices far under our competitors'.

Don't fail to see our instruments and get our prices if you are interested.

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Three months..... 75
Payable invariably in advance.
Transient advertising rates, $1 per inch per month.
The GAZETTE is issued every Thursday morning.
Entered at the Anaheim Postoffice as second-class matter.

RAILWAY TIME TABLE.

Time of Arrival and Departure of Trains.

SOUTHERN PACIFIC RAILROAD.
Trains on the Southern Pacific pass Anaheim as follows:

To Los Angeles.	From Los Angeles.
Daily..... 7:02 am	Daily..... 9:40 am
Daily..... 4:32 pm	Daily..... 6:06 pm

Pass Loaria Station:

To Los Angeles.	From Los Angeles
Daily..... 7:35 am	Daily..... 9:45 am
Daily..... 4:37 pm	Daily..... 5:59 pm

LOS ALAMITOS TRAINS.

Leave Anaheim—	Arrive Anaheim—
.....9:35 am	..... 8:00 am
.....2:07 pm	..... 11:37 am
.....5:50 pm	..... 4:30 pm

Daily except Sunday.

TUSTIN BRANCH.

Leave Anaheim	Arrive Anaheim
11:37 a. m.	2:07 p. m.

Daily except Sunday.

NEWPORT BEACH RAILWAY.
Daily Schedule.

Leave Anaheim.	Arrive Anaheim
9:49 a. m.	7:52 a. m.
6:03 p. m.	4:23 p. m.

All trains connect at Santa Ana with Newport trains.

Santa Fe Time Table

Effective June 30, 1901.
Trains on the Santa Fe Route leave Anaheim for points named as follows:
To Los Angeles—7:35 am. 9:37 am. *11:40am., 5:05 pm
To San Diego—9:35 am., *2:50 pm., 5:54 pm.
To Riverside and San Bernardino—*11:31 am., 5:54 pm.
To Redlands—*11:31 am., 5:54 pm.
To San Jacinto, Perris, Temecula and Elsinore *11:31 am.
To Santa Ana—9:35 am., *2:50 pm., 5:54 pm.
To Pasadena and Azusa—7:55 am., 9:57 am., *11:40 am., 5:05 pm.
To Escondido—*2:50 pm.
To Fallbrook—9:35 am.
To Redondo—7:55 am., 9:57 am., *11:40 am., 5:05 pm.
To Chicago, Denver, Kansas City and all points East—5:05 pm., 5:54 pm.
Trains marked with a * are daily except Sunday. All others daily.
J. B. CLABAUGH, Agent.

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Also agent for the Santa Ana Steam Laundry. I run a laundry wagon that will call for and deliver your laundry twice a week. Laundry coming in as late as 9 o'clock Thursday morning will be delivered to you Saturday at 5 o'clock.
E. W. McCOLLUM.

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Notice to Creditors.

In the matter of the estate of Jacob Dascher, deceased.

NOTICE IS HEREBY GIVEN TO THE creditors of, and all persons having claims against, the above named deceased, to present them within four months after the date of this notice to the County Clerk of the County of Orange, State of California, at his office in the City of Santa Ana.
W. A. HECKETT.
Clerk of the Superior Court of the County of Orange.
Dated this 27th day of September, 1901.
H. W. Chynoweth, attorney for the estate.
oct3 5t

FIG CULTURE IN CALIFORNIA

Success Attends the Effort to Introduce This Most Luscious of Foreign Fruits.

That an article bearing this title should be prepared by an entomologist may seem at first glance unusual, not to say curious; but as is well known to those informed on the subject, and, as will be readily seen by the readers of this article, the problem of establishing the Smyrna fig industry in the United States has been very largely an entomological problem.

Fig culture has never amounted to much as an industry in this country. Fig trees grow abundantly throughout the South and in California, having been introduced by the early French and Spanish settlers, and there have been more or less frequent importations since. As a domestic fruit, the fig is of considerable importance in all the Gulf and South Atlantic States. It is a common dooryard tree throughout this region. It has been grown with more or less success as far north as the lower Hudson River Valley, and, where well cared for during the winter, it will bear well for years, even at these northern limits. In the South figs are used almost entirely for household purposes. They are eaten fresh from the tree and are served on the table with sugar and cream. They are also stewed and made into puddings and pies, and are canned and preserved. In this section figs are occasionally, but seldom, dried for household use, as they ripen at the period of summer showers, which makes drying difficult. Much more of an effort to produce a salable dried fig has been made in California than in the South, especially during the last twenty years, and a greater success has been secured, probably on account of the drier climate. Fig trees were grown in California by the early Spanish padres, probably as early as 1710, and have flourished throughout the southern part of the State, one of the largest and most remarkable trees in America growing as far north as Chico (130 miles north of San Francisco), on the Bidwell place, where it was planted in 1856. (The writer saw this tree in 1898, and it is certainly one of the great horticultural curiosities of the country. It is 11 feet in circumference near the base of the trunk; branches have grown down into the ground and sent up new shoots, and the process has been repeated until a ground space of 150 feet in diameter is covered by this one tree, giving a dense shade over a space big enough to accommodate a large picnic party.)

After the early attempts to dry figs in California had progressed for some years it was gradually realized that with the variety then growing it was impossible to arrive at a product which should compare in quality or commercial value with the Smyrna fig of commerce. As a result, in 1880 and 1882, Mr. Gulian P. Rixford of the San Francisco Bulletin imported into California, by the aid of E. F. Smithers, United States consul at Smyrna, and A. Sida, an American merchant in Smyrna, about 14,000 cuttings of the supposedly best varieties of Smyrna fig trees. These cuttings were widely distributed and were known as the "Bulletin" cuttings. This effort received wide newspaper notoriety, and much was expected of it; but when the trees came into bearing it was found that the fruit invariably dropped on or before reaching the size of a marble. Many explanations of this lack of success were made, the one generally accepted being that the Smyrna fig growers from whom the cuttings were purchased, fearing competition in the United States, had sent worthless varieties.

To test and remedy this matter, Mr. E. W. Maslin of California, in 1885, planted Smyrna seeds taken from the best figs imported by the great wholesale house of H. K. Thurber & Co. of New York, and presented to Mr. Maslin for experimental purposes. He grew in four years large and flourishing trees; the trunks of which had in 1889 reached a diameter of from 4 to 6 inches. These trees are still alive, and will be the subject of future study.

In 1886 Mr. F. Roeding, a banker of San Francisco and proprietor of the Fancher Creek Nurseries of Fresno, having become convinced that California could be made to grow as good a fig as could be grown in Smyrna, sent his foreman, Mr. W. C. West, to Smyrna for the purpose of investigating the fig industry on the spot. Mr. West remained in Smyrna four months and succeeded in securing several thousand Smyrna fig cuttings, as well as cuttings of wild figs, and a few of such varieties as are grown for home consumption. He was watched by the people constantly. He was refused the sale of cuttings, and finally succeeded only by buying through a foreign resident, who was not suspected of any intention to export. After a journey of several months the cuttings arrived in Fresno in good condition, and were planted in 1888 in the Fancher Creek Nursery, 20 acres being planted that year, 20 more in 1889, and in 1891 an additional 20 acres.

The importation at this time of the wild, or capri-fig, cuttings was the most important step which had yet been taken toward the solution of the fig problem. This importation was due to the tardy recognition of the fact that the Smyrna fig, the standard fig of commerce, owes its peculiar flavor to the number of ripe seeds which it contains, and that these ripe seeds are only to be gained by the fertilization of the flowers of the Smyrna fig with the pollen of the wild fig, or capri-fig. Since time immemorial it has been known that in Oriental regions it has been the custom of the natives to break off the fruits of the capri-fig, bring them to the edible fig trees, and tie them to the limbs. From the capri-figs thus brought in there issues a minute insect, which, covered with pollen, crawls into the flower receptacles (the fig is not a fruit in the ordinary sense, but a flower and seed receptacle) of the edible fig, fertilizes them, and thus produces a crop of seeds and brings about the subsequent ripening of the fruit. The careful investigations of Count Solms-Laubach and Fritz Mueller, in the early '80s, and later those of Dr. Paul Mayer, have shown that the varieties of the wild fig, or capri-fig, are the only ones which contain male organs, while the varieties of the Smyrna fig are exclusively female. In the capri-fig there is said to exist in Mediterranean regions three crops of fruit—the spring crop, known as "profichi"; the second, as "mammoni," and the third, as "mamme," the latter remaining upon the trees through the winter. The fig insects (the Oriental species being known as *Blastophaga grossorum* Gravenhorst) overwinter in the mamme, oviposit in the profichi, develop a generation within it, each individual living in the swelling of a gall flower (a modified and infertile female flower), and issue from it covered with pollen, enter the young flower receptacles of the Smyrna fig, which are at that time of the proper size, and make an attempt to oviposit in the true female flowers, fertilizing them at the same time by means of the pollen adhering to their bodies. The life history of the insect from that time on was not well understood, but the Blastophaga was known to occur again in the overwintering or mamme crop of figs.

In order to be certain that the right varieties of capri-figs and Smyrna figs had been imported and grown, Mr. George C. Roeding, the son of Mr. F. Roeding, in 1890, artificially fertilized his young Smyrna figs with pollen taken from the capri-fig flowers, shaking the pollen out of the capri-figs and introducing it with a quill into the young Smyrna figs. Four Smyrna figs were produced as a result of this artificial fertilization, and in 1891 150 fruits were produced by using a glass tube drawn very fine at one end to introduce the pollen. After gathering a little of the pollen at the end of the tube, Mr. Roeding inserted it into the orifice of the fig and then blew into it. As a result of this artificial fertilization, Mr. Roeding planted 20 more acres in 1892.

In the meantime Dr. Gustav Eisen, who as early as 1885 had published a pamphlet at Fresno entitled "The Fig and Its Culture and Growing, with Especial Reference to California," had been experimenting and corresponding with European experts, and was probably the first scientific man to fully realize the importance of Blastophaga fertilization at a time when it was generally frowned upon. He had obtained from Solms-Laubach cuttings of capri-figs and Smyrna figs as well; had established them in the large nurseries of Mr. John Rock, at Niles, Cal., and in 1891 produced the same artificial fertilization of the Smyrna fig that had been produced by Mr. Roeding at Fresno. At Mr. Rock's place at Niles there are now growing several Smyrna fig trees of large size and a number of capri-figs, and Mr. Rock has accomplished the interesting result of grafting several varieties of the Solms-Laubach cuttings of capri-figs upon a single Smyrna fig tree. Dr. Eisen prepared and published in 1896 an important paper entitled "Biological Studies of Figs, Capri-Figs and Caprification," in the Proceedings of the California Academy of Science, series 2, Vol. V., pages 897-1001.

From the beginning of the work the Department of Agriculture had been thoroughly alive to the importance of its possible practical outcome, and by the close of the '80s the subject had become so well understood that it was deemed desirable to establish Smyrna figs and capri-figs in a number of localities in California and the Southwestern States, with the ultimate view that, so soon as the proper host plants in the best possible condition should have grown to the proper size, the importation of Blastophaga would be attempted. Thus, after consultation between Prof. H. E. Van Deman, then Pomologist, and Prof. C. V. Riley, then Entomologist, of this department, capri-fig cuttings were secured from Turkey, and were distributed by the Division of Pomology in the winter of 1889-90. Comparatively few of the plantings from this distribution resulted success-

Continued on Fourth Page.

A Minister's Mistake.

A city minister was recently handed a notice to be read from his pulpit. Accompanying it was a clipping from a newspaper bearing upon the matter. The clergyman started to read the extract and found that it began: "Take face over which it diffuses itself. Druggists sell the 50c. size; Trial size by mail, 10 cents. Test it and you are sure to continue the treatment.

Announcement.

To accommodate those who are partial to the use of atomizers in applying liquids into the nasal passages for *catarrhal troubles*, the proprietors prepare Cream Balm in liquid form, which will be known as Ely's Liquid Cream Balm. Price including the spraying tube is 75 cents. Druggists or by mail. The liquid form embodies the medicinal properties of the solid preparation.

Money to Loan.

In sums to suit. Apply to F. A. Backs, Jr., Secretary Building and Loan Association, Anaheim, Cal. 10-tf

Nasal Catarrh quickly yields to treatment by Ely's Cream Balm, which is agreeably aromatic. It is received through the nostrils, cleanses and heals the whole surface over which it diffuses itself. Druggists sell the 50c. size; Trial size by mail, 10 cents. Test it and you are sure to continue the treatment.

FRUIT AND COLD STORAGE

Development of a New Trade in the Last Few Years—Effect on Fruit Trade of the Country.

When you buy yellow, juicy peaches or luscious strawberries in season and out, and other fruits at comparatively low prices practically all the year round you probably don't remember that you are more fortunate in this respect than your grandfather, and even than your father, for the change brought about by modern methods of refrigeration has become so familiar that people do not think much about it.

The influence of refrigeration on the fruit industry is treated in an article prepared by William A. Taylor, assistant pomologist in the Department of Agriculture, and printed in the year book of that department. In the first part of his article Mr. Taylor reviews briefly the development of fruit culture as a feature of the last century. One hundred years ago, he says, there was little commercial fruit culture except for wine and for local needs, except in the districts where prunes and raisins were grown for drying.

Even oranges and lemons were carried abroad with difficulty, and no longer ago than 1871 there were, according to an authority, only half a dozen fruiterers in London. As transportation facilities were increased the trade grew rapidly, so rapidly indeed that over-production set in and was not relieved to any great extent until refrigeration both for storage and transit was perfected, or nearly perfected.

Some of the most remarkable work of refrigeration as a means of preserving fruits has been shown to all visitors at the Pan-American Exposition, where grapes, apples and other delicious things were kept sound, fragrant and edible for months.

The records of early attempts at refrigeration, says Mr. Taylor, are exceedingly fragmentary, but enough is said by the ancient writers on the subject to show that ice and snow were stored by the early Greeks and Romans in pits protected from the sun. The ice and snow, however, seem to have been used more for cooling drinks and foods than for the retarding of decay of perishable fruits. Other chemical agents were probably used as early as 1607. Fahrenheit used an ice-and-salt mixture in 1762. In this country ice was used early and trade developed in it to some degree in the eighteenth century.

In 1799 a man in Charleston, S. C., chartered a vessel to convey a load of ice cut in New York to Charleston, and 1805 the brig Favorite took 130 tons from Boston to the Island of Martinique for use in a yellow fever epidemic. The shipment was a total loss, and a similar shipment to Havana in 1810 was a failure; but after the war of 1812 Mr. Tudor of Boston, who made the shipments, experimented some more and built up a large trade in the South Atlantic and Gulf States, and later in South America and Asia.

By 1834 American ice was shipped to the West Indies, Rio Janeiro, Ceylon, Calcutta, Bombay, Madras, Batavia, Manila, Singapore, Mauritius and Australia. This trade continued until about 1880, when a very short ice crop in New England, in conjunction with the growing use of practical ice-making machines, gave an impetus to the making of artificial ice in the tropics. This killed the importation of ice into those regions.

Mr. Taylor says that the Rev. Benjamin M. Nyce of Decatur, Ind., began the real experimental work in controlling temperature and humidity in ice chambers. He patented a process of construction in 1858. Large sums were offered for the use of his patents in New York and other States; but he didn't accept them and met with ultimate loss.

In 1865 a distinct improvement was made by an employe of a Fulton Market firm in this city, by which a mixture of salted ice was placed in V-shaped galvanized iron tanks which were suspended from the ceiling. This method allowed the holding of poultry and game at a low enough temperature to preserve them for some time. Of this Mr. Taylor says: "This appears to have been the nearest approach to the modern cold-storage establishment prior to the introduction of mechanical refrigeration."

According to the author of the article, Jacob Perkins of London in 1834 invented an ether machine which was the forerunner of the compression machines of this day. In 1850 Carre of France invented the ammonia absorption process by which at the Paris Exposition he made six tons of ice per day. Other inventors got at work quickly on the new idea, and new machines kept appearing nearly every day. Mechanical refrigeration soon became a real fact to be reckoned with. The transportation of fresh meat from Australia almost revolutionized the Australian meat trade.

In the early '70s mechanical refrigeration was extensively applied to the chilling of meats in this country, and in 1878 a Greenwich street firm in this city fitted up a building for the cold storage of fruit. About 1881 a Boston company started a big building on the same plan. In 1878 the Western Cold Storage Company of Chicago opened a warehouse in which in 1886 a semi-mechanical system was introduced. Fruit was stored in that house from its opening. Ever since 1890 there has been a marked yearly increase in the number of cold-storage warehouses in apple-producing regions, new houses with a capacity from 10,000 to 50,000 being built every year. The number of the fruit storage houses was estimated in March of this year to be 600, with a total capacity of 50,000,000 cubic feet. The total estimated capacity of all of the cold-storage houses, including meat storage places, is 150,000,000 cubic feet.

Of the summer fruits, such as berries, peaches, plums and early pears, relatively small quantities are stored except in the event of a glutted market. Of late fruits, such as Bartlett pears, single houses in the western part of this State have sold as many as 25,000 barrels at one time. In this city the quantity sometimes reaches 4,000 barrels.

Apples are stored in immense quantities, that fruit being stored more than any other because it is so generally liked, and is easily kept without losing its natural appearance and flavor. It is estimated that 1,225,000 barrels were stored last year.

Even more important than storage of fruit growers in some regions are facilities for transporting fruit in sound condition for long distances. Ordinary freight cars were early found to be of no use for long shipments. Ventilated cars were then used and they met with some success. Then the shippers began to make experiments for chilling the cars in transit. The first patent for a refrigerator car was taken out in 1867 by J. B. Sutherland of Detroit. Many early experiments were failures because of the inability of the shippers to replenish the ice in transit.

To Parker Earle, then of Cobden, Ill., Mr. Taylor gives the credit for the greater part of the work in developing the refrigerator car service in the Mississippi Valley and Gulf regions. F. A. Thomas of Chicago joined Mr. Earle in 1887 and they revolutionized the business, providing a through service with special cars under one management.

Strawberries were first transported by them to the Chicago markets from Tennessee. The next year they shipped them from Florida. Some of the cars were early taken to California and in June, 1888, a carload of ripe apricots and cherries was taken from Suisun, Cal., to this city without re-icing. In 1889 Mr. Thomas went after the Michigan peach crop with two big steamers, especially fitted up with cold storage plants.

Development after that was rapid. In 1888 the company which Mr. Thomas organized had sixty cars. In three years it had 600. There are now fifty or more different private car lines and many of the railroads operate specially made cars. An estimate of the number of refrigerator cars places it at 60,000.

On the ocean steamers corresponding progress has been made in cold storage. Mr. Taylor says that the most promising feature of the export outlook is for increased shipments of American apples and oranges. He concludes thus:

"In the production of both these fruits America stands first in quantity as well as in beauty and quality of product. Both ship well when properly handled, and meet ready demand throughout northern and western Europe. Both need ocean refrigeration during portions of this season, at least, and present facilities for this are inadequate. Where apples have been stored in refrigeration during the winter, serious risk is involved in shipping in common stowage toward spring, when the prices are usually highest, while, with refrigeration on cars and steamer, shipments can be safely made at almost any time of year.

"For Pacific cost products, including both apples and oranges, the long and expensive haul by rail will probably militate against a large development of exports of these fruits until the construction of an isthmian canal shall make possible the forwarding by cheaper water transportation without rehandling. Speed is of less importance for these fruits than uniform temperature and freedom from unnecessary jarring and bruising. Both of these conditions can be obtained in a properly regulated steamship service, as has been demonstrated in the Australasian trade and will probably soon be witnessed in the Canadian experiments, where a chain of cold storage houses in the producing sections has recently been supplemented with a frequent ocean service affording refrigeration in compartments of convenient size.—N. Y. Sun.

A Fiendish Attack.

An attack was lately made on C. F. Collier of Cherokee, Iowa, that nearly proved fatal. It came through his kidneys. His back got so lame he could not stoop without great pain, nor sit in a chair except propped by cushions. No remedy helped him until he tried Electric Bitters which effected such a wonderful change that he writes he feels like a new man. This marvelous medicine cures headache and kidney trouble, purifies the blood and builds up your health. Only 50c at all druggiste.

Shake Into Your Shoes

Allen's Foot-Ease, a powder. It cures painful, smarting, nervous feet and ingrowing nails, and instantly takes the sting out of corns and bunions. It's the greatest comfort discovery of the age. Allen's Foot-Ease makes tight or new shoes feel easy. It is a certain cure for sweating, callous and hot, tired, aching feet. Try it today. Sold by all druggists and shoe stores. By mail for 25c. in stamps. Trial package free. Address Allen S. Olmsted, Le Roy, N. Y. mar 1-1p

WARNING TO OLIVE GROWERS

Circular from Frederic T. Bioletti of the Agricultural Experiment Station, University of California.

In 1895 specimens of a serious disease of the olive were received at the Agricultural Experiment Station from Merced county. This disease, olive-knot, is common and destructive in southern Europe where it is known as tuberculosis of the olive. At the time of its discovery in Merced county the hope was entertained that it had not yet spread to any other part of California and that it could be eradicated by prompt and appropriate measures. With the purpose of furthering this desirable object the horticultural commissioners were communicated with and a bulletin published describing the disease and its disastrous effects.

Unfortunately the hope entertained in 1895 has not been realized, and this year another and larger infected area has been discovered a long distance from the first; and there is strong reason to suspect that there are still others. An idea of the destructive nature of the disease, where the climatic conditions are favorable to its development, is given by the history of the infected orchard in Merced county of which an account is given in bulletin 120. In 1893 a single tree was found infected on one side of the orchard. In 1898 several trees were dead and the disease had spread to a large part of the orchard. In 1900 the orchard had become so badly infected that it was useless and was dug out. From a single infected tree the disease had passed in seven years throughout the orchard and practically destroyed it.

In the infected area discovered this year the conditions are somewhat different. None of the orchards are more than three or four years old and the trees were evidently infected before they were planted; that is, they were diseased when obtained from the nursery. This is evidenced by the fact, vouched for by a resident of the district who has had exceptional opportunities for observation, that the trees from only one nursery show evidences of disease, and that practically all the trees from that nursery are affected. From the appearance of the trees in September, 1901, there can be little doubt that the virulence of the disease in the new locality will at least equal that displayed in the locality first affected. It is practically certain, therefore, that none of these young orchards where the disease now shows will ever come to bearing age, and the sooner they are uprooted and destroyed, the better for their owners, who will be spared the expense of maintaining useless trees, and the better for their neighbors, whose orchards, by prompt action, may be saved from infection.

There can be no doubt in the minds of those who have witnessed the destructive effects of this disease in warm climates that any young trees showing undoubted symptoms of olive-knot in such climates should be destroyed immediately. The same treatment would undoubtedly be the wisest in the case also of old trees or of affected trees in cooler localities in California, if we consider the interests of the olive-growing industry as a whole: for though the knot may have and probably has extended to several localities already, the policy of destroying the affected trees as soon as found will certainly retard its spread, even though its total eradiction is impossible. Whether the attempted eradication is carried out by county horticultural commissioners or by the proprietors of the orchards themselves, the question will arise whether only those trees which show undoubted knots should be

Continued on Fourth Page.

Stepped Into Live Coals.

"When a child I burned my foot frightfully," writes W. H. Eads, of Jonesville, Va., "which caused horrible leg sores for 30 years, but Bucklen's Arnica Salve wholly cured me after everything else failed." Infallible for burns, scalds, cuts, sores, bruises and piles. 25c. Sold by all druggists.

The Excitement Not Over.

The rush at the drug store still continues, and daily scores of people call for a bottle of Kemp's Balsam for the Throat and Lungs for the cure of coughs, colds, asthma, bronchitis and consumption. Kemp's Balsam, the standard family remedy, is sold on a guarantee and never fails to give entire satisfaction. Price 25c and 35c. For sale by W. P. Turner, druggist.

Scott's Emulsion
of Cod Liver Oil is the means of life, and enjoyment of life to thousands: men women and children.
When appetite fails, it restores it. When food is a burden, it lifts the burden.
When you lose flesh, it brings the plumpness of health.
When work is hard and duty is heavy, it makes life bright.
It is the thin edge of the wedge; the thick end is food. But what is the use of food when you hate it, and can't digest it?
Scott's Emulsion of Cod Liver Oil is the food that makes you forget your stomach.
If you have not tried it, send for free sample. Its agreeable taste will surprise you.
SCOTT & BOWNE, Chemists
409 Pearl Street, New York.
50c. and $1.00; all druggists.

Tot Causes Night Alarm.

"One night my brother's baby was taken with croup," writes Mrs. J. C. Snider, of Cretonne, Ky. "It seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from croup and whooping cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for coughs, colds, throat and lung troubles. 50c and $1.00. Trial bottles free at all druggists.

Name Changed.

The directors of the Orange County Fruit company have petitioned the superior court to change the name of the exchange to the "Sunset Fruit Exchange." They claim the present name leads to confusion and uncertainty in that the words "Orange County" imply a public character; also that other enterprises employ the same words in their corporate names, and that the present name is not suitable for establishing a satisfactory trade name or mark. The company has been doing business in this county for the past eight years.

What's Your Face Worth?

Sometimes a fortune, but never, if you have a sallow complexion, a jaundiced look, moth patches and blotches on the skin, all signs of liver troubles But Dr. King's New Life Pills give clear skin, rosy cheeks, rich complexion. Only 25 cents at all druggists.

Oysters.

J. S. Hatfield has received a consignment of fresh oysters. Oyster cocktails, stews and raw. Give him a call. oct3-tf

The Weekly Gazette.

ISSUED EVERY THURSDAY.

HENRY KUCHEL, Editor and Proprietor

THURSDAY..... OCTOBER 24, 1901

EVERY owner of property in the city and vicinity, as well as every well-wisher of the community's progress, should make it a point to confer with the committee soliciting subscriptions for the sanitarium, and append his signature to the lists for as large an amount as his finances will permit. The committee is deserving of lasting credit for the excellent work already accomplished; but those who have not yet contributed have it in their power to assist it greatly by promptly adding their names to the lists. If the sanitarium shall fortunately come to Anaheim, as now seems probable, it will mean the erection, within six months, of a four-story building at a cost of $60,000; the inauguration of a steam laundry, as well as extensive buildings for the making of health-foods necessary in the work of that institution. These will give employment to a hundred people, and will cause to be distributed thousands of dollars among the laboring classes. At Battle Creek, Mich., property of this institution is valued at upward of $3,000,000. Property values in that city have increased thirty per cent as a result of the establishment of the sanitarium there, and more attention, more travel and more business have been attracted thither than ever before in the history of the place.

These results are bound to be attained here if we succeed in securing this new enterprise. The committee of managers who visited Anaheim some days ago expressed themselves as being highly gratified at what they saw, and during the week announcement of the fact has been given out that if $7,000 can be raised to purchase necessary grounds and buildings, the sanitarium will be located here.

Yesterday the amount of collections rose to a point where it came near touching the $6,000 mark Let us put shoulders to the wheel and raise the other $1,000 before the week is out.

Somehow the managers of the sanitarium had acquired the idea that we raised no fruits or vegetables here. This was very satisfactorily disproved by arranging a superb exhibit of these products of the soil for their inspection. The fact is that the section about Anaheim raises more fruits, berries and vegetables than any other section of California. Our products range from strawberries to potatoes, from apricots to green corn. It takes in the whole list of citrus and deciduous fruits, nuts, raisins, grapes, melons, berries, celery, tomatoes, potatoes, green corn, green peas, string beans, peppers, and a score of other products, which may be procured cheaper and fresher here than in any other place in the State. The markets of Los Angeles, San Diego and other cities are stocked from our farms, and last summer's campers at Long Beach relied almost exclusively upon hucksters from this section for these articles.

The excellence of our water and the salubrity of the climate make this the ideal resort for health recuperation. The Del Campo hotel offers an available site for beginning operations. It rests with our people to say whether we shall get into the procession and grow along with the other progressive Southern California cities.

Hunt up the subscription committee, and add your name to the list if you have not already done so.

SINCE the Seattle assay office was opened, July 15, 1898, there has been received there gold of the value of $52,730,579.45. From the Klondike mines most of this gold has come, though some of it was from Washington and British Columbia. And yet those who thoroughly know the conditions of the Klondike and of Alaska say that the surface of the great mineral district has just been scratched and that there are mines there incomparably richer than any the world has ever known.

Of the richness of the gold fields the records of the assay office furnish irrefutable evidence. Up to the close of business on October 17, 19,029 deposits have been made of 3,256,104.51 troy ounces of gold dust and gold bullion, having a commercial value of $52,730,579.45.

This year the returns of the mining camps have been slower than they were last year. The season all round has been later. Therefore there have not been so many deposits as there were at this time last year, but when the records of the office are compiled for the fiscal year ending June 30, 1902, it is expected a gain over last year will be shown.

The deposits at the assay office since the beginning of the official year are given as follows:

1901—July	$ 3,773,680.72
August	2,564,279.24
September	1,990,559.08
October	2,765,745.10
Total	$11,094,264.16

The figures for October are given up to the close of the day's business of the 17th.

G. A. Whidden of Santa Ana was in town one day last week. He has recently returned from a visit to the Beaumont oil fields, and reports oil excitement at its height in that neighborhood. Some of the wells produce 30,000 barrels per day.

AMUSING PAPER'S PIPE DREAM

Effectual Disproof of a Silly Statement that Commissions Lurked in the Del Campo Transfer

The following letter from T. L. Duque of Los Angeles, President of the Main-street Savings Bank (owner of the Del Campo property in this city) would seem to quite effectually dispel the truthfulness of the woozy yarn appearing in an anonymous publication that a number of highly respected citizens of Anaheim, all of whom are among the largest contributors to the fund for the purchase of the hotel property, sought to reap a large commission through the transfer. Of course no one believed the story—the standing of the gentlemen precluded that, even if the character of the publication did not. Messrs. H. Cahen and H. A. Dickel, two of the gentlemen attacked, and than whom there are no more highly respected citizens in the community, took the matter up, with the result that the following reply, totally disproving the ridiculous story, has been received. The original is on file in this office, and may be seen by any doubting Thomas in the community:

MAIN-STREET SAVINGS BANK,
LOS ANGELES, Oct. 21, 1901.

Messrs. H. Cahen and H. A. Dickel, Anaheim, Cal.—Gentlemen: My attention has been called to the issues of the Orange County Plain Dealer of October 12th and 19th; containing attacks upon you, the gist of the allegations being that you, together with Mr. Melrose, were to be paid a commission for effecting the sale of the Del Campo tract at the price of $8500.

The charge is absolutely untrue. I stated to you that our price for the property was $9000 if we had to pay a commission, and $8500 if no commission had to be paid. On your assurance that no commission was to be exacted from us, I gave you an option on the place for the sum stated. At no time did you, or either of you, by word or hint, ask anything for your services; but, on the contrary, as I have before stated, you expressly disclaimed any desire for commissions or reward in the transaction.

It is true we subsequently reduced our offer to the Chamber of Commerce to $7000. This was done after consultation with our Board of Directors, and against my wish and desire; the board, after mature discussion, deciding for reasons satisfactory to themselves that they would sell the property for that price, for the purpose only for which it is sought by the Chamber of Commerce.

So far as Mr. Melrose is concerned, I do not know the gentleman, and have never had any communication with him, directly or indirectly, on this or any other subject. So that the charge made against him in the newspaper is as baseless as that made against yourselves. Yours, truly, T. L. DUQUE,
President Main-st Savings Bank.

Buried Forest in the Arctic.

On Richard Dougherty's claim at the mouth of Turner Creek, near Nome, there is a buried forest. Trees 100 feet long have been uncovered. Some are in an excellent state of preservation, but others are much decayed. The wood resembles California redwood, and some of the trees are exceedingly large.

This was once a tropical or semi-tropical climate, and ages ago the mammoth roamed through the wooded plains and helped himself to the luxuriant vegetation. Near this buried forest elephant tusks, deer horns and mammoth tusks have been found. A clear, sparkling soda spring bubbles up in the same vicinity, and animals travel many miles to drink its waters, which are pleasant to the taste and possess excellent medical properties.

The trunk of a tree 9 feet in diameter at the butt, 6 feet in diameter at the top where it had been broken off, and 80 feet long was found recently on Jones & Emerson's claim on Quartz Creek. It was 30 feet beneath the surface. The tree was in a fairly good state of preservation.

Samples of the wood were brought to Nome by A. H. Jose. The wood resembles cedar and is light in weight, but dark in color, probably from having lain so long under ground. The bark, which resembled fir, was at least 14 inches thick. A gentleman connected with the United States geological survey, who was on Quartz Creek, examined the tree, but could not determine to what species it belonged.

The jawbone and teeth of some prehistoric animal were found in the roots of this prehistoric tree. The jawbone was larger than that of a horse. It will be sent to the Smithsonian Institution, Washington.

California Wines Win.

BREMEN, Oct. 11.—California wines have gained a complete victory over German prejudice. Only a few years ago German wine dealers and wine drinkers spoke with contempt of American vintages, but now the American product has become regularly a large article of import into Germany. One of the leading merchants of this city said recently:

"I have completed arrangements for handling American wines on a very large scale. I find that California clarets and port wines are excellent and unadulterated, far surpassing in quality the middle-priced Bordeaux wines. In a little while our exclusive clubs of military and naval officers will be drinking the products not of the Rhine but of the Pacific coast."

Walnuts in European Markets.

Secretary Goodwin of the Pacific Commercial Museum has received a cablegram from United States Consul Chester, who is stationed at Budapest, giving the opening prices for new walnuts as follows: Transylvania, 4½ cents per pound; Bosnian, 3 3-10 cents per pound. These figures are of interest to the walnut growers of California. Although there is no great exportation of California walnuts to Europe the price for the foreign nuts shows the Californians the rates they will have to meet in the Eastern markets of the United States.

LIST OF SUBSCRIBERS

Public Spirited Citizens Who are Demonstrating They Have Good of Community at Heart

Following is the list of subscribers to the Sanitarium fund. At the meeting of the Chamber of Commerce last evening it was announced the sum pledged was well over $5000. The entire amount of $7000 is now in sight.

The committee on subscriptions is composed of the following gentlemen: George Boyd, F. G. Athearn, Dr. H. A. Johnston, H. A. Dickel, B. Beebe, E. Barr, P. H. Krick, Herman Stern, L. E. Miller, R. C. Mills, R. L. Zerman, F. Ruhman, P. Weisel, Fred Ahlborn, Joseph S. Hatfield.

R. Melrose	$100
Harris & Falkenstein	100
H. A. Dickel	100
Stern Bros	100
E. Barr	100
L. E. Miller	100
H. Kroeger	100
F. A. Backs	100
F. Ruhmann	100
Mr. Koeert	100
M. Barborka	100
F. Conrad	100
Mrs. Steley	100
F. W. Fleischmann	100
Mr. Schmidt	100
Mrs. Langenberger	100
Citizens' Bank	100
H. Deutsch	100
B. V. Beebe	100
Samuel Kramer	100
J. M. Griffith & Co	100
F. W. Braun & Co	100
Warling & Zeus	75
Mrs. Bennerscheidt	75
Mrs. S. J. Fay	75
Stephen Kistler	50
Peter Syre	50
Jos. Backs	50
J. Hahn	50
R. Spoerl	50
Tipton & West	50
Chas. Federmann	50
E. J. Mercereau	50
Wm. Koenig	50
A. E. Boothe	50
L. Schorn	50
Peter Weisel, Sr	50
A. W. Swain	50
J. B. Rea	50
A. Arnold	50
C. C. Chapman	50
W. P. Turner	50
C. O. Rust	50
T. S. Grimshaw	50
F. G. Athearn	50
Dr. H. A. Johnston	50
Dr. Geo. S. Eddy	50
Dr. Bickford	50
Husmann Bros	50
J. S. Hatfield	50
Geo. Boyd	50
Wm. Berkenstock	50
F. A. Yungbluth	50
Newmark Bros	50
P. Weisel, Jr	50
E. R. Merritt	50
J. S. Schumacher	50
E. T. East	50
Standard Willow Ware Co	50
A. Nagel	50
J. J. Hunter	50
W. W. Scott	50
J. P. Zeyn	50
J. Cassou	50
California Hardware Co	50
Farmers & Merchants' Bank	50
F. J. Koro	50
J. Everharty	50
Baker & Hamilton	50
Cudahy Co	50
Dr. Higgins	25
C. Bruce	25
E. W. McCullom	20
N. F. Steadman	15
J. Knutzen	15
P. H. Krick	15
W. A. Newberry	15
C. M. Strehle	15
E. Turk	15
Aug. Backs	10
A. H. Sheldon	10
F. Ey	10
Paul Turk	10
W. Adams	10
Frank Dyer	10
L. Nemetz	10
Frank Baum	10
W. G. Potter	10
T. A. Darling	10
Ahlborn Bros	10
F. M. Walters	10
H. C. Gade	10
Wm. McFadden	10
J. W. Brunsworth	10
C. Spencer	10
E. O. Boege	10
Wm. Berdrow	10
G. J. Stock	10
R. Staples	10
R. Zerman & Co	10
J. J. Schneider	10
R. F. Gilman	5
Fred Pressel	5
C. C. Miller	5
F. H. Fox	5
Paul Kluss	5
S. Littlefield	5
J. D. Gibbs	5
F. Shanley	5
F. A. Backs, Jr	5
Hugh Smith	5
W. P. White	5
F. Eastman	5
M. Nebelung	5
Chas. J. Fay	5
C. E. Bauer	5
C. G. Sparks	5
E. A. Sparks	5
Josephine Nebelung	5
Mrs. A. Dierksen	5
R. J. Sparks	5
A. H. Seale	5
Oscar Renner	5
C. M. Lincoln	5
J. F. Ahlborn	5
F. Rimpau, Jr	5
Otto Storm	5
Hugo Wetzel	5
F. S. Tallmadge, Jr	5
W. A. Connolly	5
J. H. Clabaugh	5
A. A. Perjomo	5
L. Z. Kroeger	5
A. L. Lewis	5
A. W. Danforth	5
J. Eneari	5
B. F. Porter	5
F. X. Dauser	5
Olga Zeus	5
O. Warling	5
Miss E. Martin	5
Carl Zeus	1

CULLS STOLEN

R. B. Staples has a hard-luck story to tell—hard luck for the other fellow. He has been sorting out his walnut culls, and the other day succeeded in amassing four nice large sacks of them. On arising some mornings ago and going to his walnut warehouse, he found that thieves had paid a visit to his place during the night and made away with two of the sacks of culls. Within a few feet of them were 27 sacks of fine walnuts which his visitors had overlooked. They carried the culls from the warehouse through the orchard to the far end of the lot to the road, where a horse and wagon had been hitched. The tracks could be plainly seen.

Staples authorizes the statement that if the chaps will bring back the culls he will give them two sacks of picked nuts, and no questions asked.

"I'll bet that fellow, when he discovered what was in those sacks, hired a small boy to fire rocks at him."

A C Corris has our thanks for copies of late Chicago and other Eastern papers.

IMPERIAL LAND COMPANY

Its Extensive Development Work in the Lands of the Colorado Delta

Southern California is just developing the most extensive and important irrigation system to be found in Arid America. The location of this enterprise is on the Colorado Delta, and the water for the reclamation of that country is taken from the Colorado river, where the supply is more than abundant.

In extent, the land to be reclaimed under this system includes about 500,000 acres in San Diego county, California, and about 300,000 acres across the line in Lower California.

The California Development company has charge of this work, which is generally known as the Imperial canal system.

In April, 1900, Mr. George Chaffey, founder of Etiwanda and Ontario, in San Bernardino county, Cal., and Mildura and Renmark in Australia, concluded arrangements with the California Development company, whereby he was to take absolute control of the enterprise and manage it to a conclusion. In this work he has been ably supported by other members of the company. Work was immediately commenced, and the progress made during the past year and a half has been most remarkable—nothing like it being of record in the irrigation history of this country. A few of the advance steps may be noted as follows:

First.—The public domain in that country has been resurveyed, as most of the old stakes and land marks of the government survey had been obliterated.

Second.—The Imperial canal has been constructed so that water has now been introduced in the Imperial settlements from the Colorado river in quantities in excess of the demand made by the men who have taken over 100,000 acres of land from the government.

Third.—The work of constructing the distributing systems of canals and ditches is progressing rapidly and will be completed as rapidly as they may be needed for distributing water to the land owners who may need it.

Fourth.—Although water for irrigation purposes did not reach the Imperial settlements until the middle of June of this year, over two sections of land have been planted to crops—mostly sorghum and millet for feed—and these crops have grown beyond the most sanguine expectations of all parties interested, some of the sorghum having been already harvested and yielding ten tons of cured feed to the acre.

Fifth.—A school district has been established, and a school is now in operation with a competent teacher, and over twenty scholars under a temporary brush shade supported by nine posts. This temporary structure was made because the law required the school to be opened by a certain date and there was not time to build a school house.

Sixth.—A large number of families are now moving into the settlements, taking in teams to work on the canal system for a while, afterwards to be used in putting in crops and improving the lands of the settlers.

Seventh.—A railroad is to be next on the program. The Los Angeles, Imperial and Arizona Railway company is being incorporated to build a standard guage railroad from Yuma through the Imperial settlements in a northwesterly direction to Los Angeles, or to a connection with some other line of railroad that will give entrance to Los Angeles under favorable conditions. On this line of railroad are located the towns of Imperial, Paringa and Calexico. This company also proposes to construct a branch line from the town of Imperial in a northerly direction through the town of Ranchito to a connection with the Southern Pacific; also a branch line from the town of Calexico in a southerly direction to the head of the Gulf of California; also a branch line from the town of Ranchita down through the Eastside settlement on the east side of Carter river through the towns of Eastside and Ganges, to a connection with the main line at Imperial, or some point on the main line south of Imperial.

Eighth.—From the best information obtainable, there will be 50,000 acres of land under the Imperial canal system put under cultivation during the coming season.

Ninth.—The towns of Calexico and Imperial are already platted and the lots in these towns are now on the market.

What of the products? It is definitely known that alfalfa, barley and wheat will do as well here as anywhere; that as a cattle and hog country, no section will produce more feed for converting cattle and hogs into beef and pork. This will be the staple industry.

It is believed that the finest layer raisins in the world will be produced in the Imperial settlements, for they will be cured by placing the grapes on trays and then stacking the trays and not exposing them to the sun at any time before being perfectly cured.

One-fifth of the land that can be irrigated on the United States side of the line is already in the hands of the settlers and the other four-fifths is being taken as rapidly as the irrigation system can be extended.

Prices of water stock were started at $8.75 per share or acre, with liberal concessions to those who purchased the first 50,000 shares. The price was then advanced to $11.25, and on the first of October, 1901, the price was again advanced to $15, and by the first of January next, the prospects are that the price will go to $20 a share. This will be cheap, for the price of such land, with such a good water right and so cheap water will not stop until it reaches $50, $75 or $100 an acre, and the advance under present conditions must be very rapid. The price of the land will still remain the same—$1.25 per acre. The prices of the water stock will be advanced so that it will keep pace with the price of land and water combined. The speculation is not in the land, but in the water.

DEATH.

At the California hospital, Los Angeles, October 22d, Mrs. John Wagner, aged 45 years.

Funeral from her late residence in Placentia, Thursday, October 24th, at 2 o'clock P. M. Friends are invited to attend.

PERSONAL MENTION

Mrs. Dr. Johnston has returned from a visit to relatives and friends in Canada.

A E Strehle is paying a visit to his brother, C. A Strehle. He is from Germany, and has lately returned from a trip to Australia. He may remain permanently.

Frank Schwentker has been visiting with his parents during the week. Frank is located at Fresno, in the employ of the Santa Fe Railway company. He notes many evidences of advancement hereabout since his former visit, a year ago.

Frank Eastman has received an offer from a San Francisco letter-carrier to trade his route on the rural delivery for one in the northern metropolis paying $1,000 yearly. Frank thinks there is no place like home, and has rejected the offer.

Duke Paschall has returned from Oxnard. He states the supervisors have passed an ordinance closing saloons at 11, and prohibiting games. It is too slow a town for him, he says. He contemplates locating in Arizona.

Henry J. Boege was married in Los Angeles on Saturday to Miss Louise Wagenbach of that city. Bride and groom have been spending the week in town with relatives and friends. They leave shortly for a two months' honey moon trip to New York.

Revs. Clark and Jessee of the Pentecost band were in town on Tuesday making arrangements for the opening of a mission where revival services will be held during the winter. They are thinking of renting the old Independent office and holding nightly exercises and twice on Sunday.

Mrs John Hunter, who was run down and at first thought to be fatally injured by Conductor Clegg's train on the Santa Fe road on Tuesday, October 15th, continues to improve, and hopes are entertained for her complete recovery. The railroad's adjuster has been here to adjust her losses. Probably a heavy suit for damages will be the result of the accident.

Chester Holcomb and George Case have departed for Indio, where they have taken up land and will embark in the business of growing early fruits, melons and vegetables for the Eastern market. Mrs. Holcomb and baby remain with her father, J. P. Zeyn, in this city until next year. The boys took two carloads of freight with them, and will build a house and sink an artesian well.

BISHOP JOHNSON

On Sunday next, October 27, the Right Rev. J. H. Johnson, Bishop of the diocese of Los Angeles, will visit St. Michael's mission for the purpose of administering the apostolic rite of confirmation.

Service is at 11 A. M., in the church, one block north of the public school building. All are welcome.

COMFORTERS BLANKETS

The Sanitarium

IS now the chief topic under discussion. To secure it for Anaheim means a great deal. To deal with STERN BROTHERS means a great saving to you. We are putting prices where they belong and a little investigation on your part will convince you.

Very Respectfully, **Stern Bro.'s**

Fall Waistings New Dress Patterns

Louie Noah was in town from Los Angeles the other day, spinning yarns and getting the hand from his numerous friends.

Jim Balfour who sometime ago occupied a responsible position in the S. P. depot here, visited with friends the first part of the week. Mr. Balfour has just returned from a visit with relatives in England.

MEETING OF VETERANS.

The twelfth annual meeting of the Orange County Union Veteran association was held in the Masonic hall, Fullerton, on the 17th inst. There was a fairly good attendance of the "old vets," accompanied by their families, and the ladies of the W. R. C. and G. A. R. circle were out in force and—eloquence. The first thing the old boys saw on entering the hall was an open door, through which their eyes were greeted with tables loaded to the guards, and a wave of patriotic fervor manifested itself among the old heroes, who felt disposed to charge without orders, even in defiance of the flashing eyes of the handsome ladies holding the fort. The attention of the veterans was diverted by President Hasson, who stated that business must first be attended to, Secretary Paul read the minutes of the last meeting (held at Westminster); also, a list of members who had passed over to the majority during the year.

A committee of three was appointed to nominate officers, and, its report being adopted, the following were declared officers for the ensuing year:

President, A. H. Bibber, Orange; first vice-president, Erwin Barr, Anaheim; second vice-president, C. E. Buell, Santa Ana; third vice-president, W. C. Holderman, Tustin; secretary, H. B. Paul, Santa Ana; treasurer, J. H. Hall, Santa Ana; chaplain, Rev. Deering, Santa Ana; executive committee, McKinney, Buena Park; K. Cleaner, Santa Ana; W. C. Crawford, Tustin, and ——.

The old veterans had a good all 'round enjoyable meeting, and feel sure they will more than duplicate at Orange in 1902.

An Excursion To Old Mexico

Will be run from LOS ANGELES via the

SOUTHERN PACIFIC COMPANY

December 9th, 1901

Making stay in the CITY OF MEXICO

Round Trip Rate $70

GOOD FOR SIXTY DAYS

In presenting this opportunity to the public to visit this quaint city of the Aztecs a very low rate has been made, and those who can should take advantage of it. The train will be made up of first-class Pullman Sleeping Cars, with Dining Car service through to the City. If desired, and enough can do so to insure the expense, the Sleepers can be used during the stay in the City.

We would request that you inform the nearest Southern Pacific Agent, if you desire to take advantage of this Excursion, so that accommodations may be reserved for you.

Corresponding Low Rates from all points on the line of the Southern Pacific R. R. will be made.

All Side Trips while in Mexico are optional and can be taken at nominal expense.

Remember it is personally conducted by a competent Excursion Manager who knows the customs and language of the people. He will be with you on all side trips and take care of all detail.

Make Your Reservation at Once

oct10-td

Notice to Creditors

ESTATE OF OSCAR R. LUEDKE, DECEASED. Notice is hereby given by the undersigned administrator of the estate of Oscar R. Luedke, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit the same with the necessary vouchers within ten months after the first publication of this notice, (which publication was first made on the seventeenth day of October, 1901), to the said administrator at his residence on Center street, in the City of Anaheim, County of Orange, State of California, the same being the place for the transaction of the business of said estate in the said County of Orange.

ADOLPH R. LUEDKE,
Administrator of the estate of Oscar R. Luedke, deceased.

H. W. Chynoweth, attorney for the estate.
Dated October 17th, 1901. oct17-5t

Order to Show Cause.

In the Superior Court, County of Orange. State of California.

In the matter of the estate of Jane Williams, deceased.

I. R. Williams, executor of the estate of Jane Williams, deceased, having filed his petition herein praying for an order to sell the real estate and personal property of said deceased for the purposes herein stated, does therefore order that all persons interested in the estate of said deceased appear before the said Superior Court on Friday, the 25th day of October, 1901, at 10 o'clock A. M. of said day, at the Court room of said Superior Court, at the City of Santa Ana, Orange County, to show cause why an order should not be granted to the said administrator to sell said real estate and personal property, and that a copy of this order be published at least four successive weeks in the Anaheim Weekly Gazette, a newspaper printed and published in the City of Anaheim, Orange County, California.

Done in open Court this 29th day of September, 1901.

J. W. BALLARD,
Judge of the Superior Court.

E. T. Langley, attorney for the administrator. oct3-td

RESIDENCE FOR SALE

Seven-room cottage on Broadway;

Hard finished;

All modern improvements;

Electric lights;

Sanitary plumbing;

Screen porch;

Barn and outhouses;

Large lot; on clean side of street;

Situated in the pick of the residence portion.

On easy terms. A snap.

Apply at this office.

MONEY SENT WITHOUT DANGER OF LOSS.
ABSOLUTELY SAFE.

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ARE ISSUED BY THE

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Over $500.00 and up... 10c per $100
Also Bank Money Orders for sale on all Foreign Countries.

Commercial Hotel

A. E. BOOTHE, Proprietor

GIVE US A CALL

Newly Renovated Throughout

Having purchased this famous hostelry and instituted many substantial improvements, I take this means of informing its former patrons, and the public generally, that my constant aim will be to please new and old guests alike.

Sunday Dinners a Specialty

SUGAR BEETS...

Application for Contracts to grow sugar beets for the

American Beet Sugar Co., Chino

Season of 1902, can be made at any time to the undersigned by mail or at his house every Saturday.

Early Planting

is recommended. Therefore select your land, apply, and get contract at once. Price to be paid, same as in 1901. Undersigned can find "Growers" for owners of beet land, or beet land for "Growers."

For further information apply to or address,

T. J. Jones, Near Anaheim

BEET SUGAR PULP

FOR SALE

40 Cents Per Ton, F. O. B. Car or Wagon, Fresh From Factory.

Conceded to be the Cheapest and Best Dairy Food in California.

Write us for information and we will quote you lowest freight rate to your station if too far to haul.

LOS ALAMITOS SUGAR CO.

LOS ALAMITOS, CALIFORNIA

CONTINUING TO IMPROVE

About October 1st THE HERALD will issue a six-page colored supplement with the Sunday edition—the very best comic supplement issued west of New York city. This, in addition to the usual thirty-two-page Sunday Magazine, filled to the covers with interesting and timely topics, making

LOS ANGELES HERALD

the leading newspaper on the southwest coast. Besides the above unprecedented improvements, THE HERALD will continue the giving of Artistic Pictures, and on Sept. 15th will start a new series, on alternating Sundays, of twelve Rembrandt Lighting Rubic Tintings—a rare set that may be obtained only through THE HERALD. All of these features in connection with an every-morning newspaper that will equal for the month 650 pages of reading. Send in your name at once for a month's trial subscription to your local agent, or

THE HERALD COMPANY
136 S. Broadway, Los Angeles, Cal.

A Prudent Man

will not spend all his income but will lay aside something for

A RAINY DAY

In this connection we desire to remind you that THE PROTECTIVE SAVINGS MUTUAL BUILDING AND LOAN ASSOCIATION issues Registered Certificates of Deposit in multiples of $100.00, to run one year or longer, bearing interest at the

Rate of Six per cent

per annum, payable half yearly. These Certificates are secured by First Mortgages, deposited with a Trustee, and are therefore as SAFE as

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Further particulars and application blanks will be furnished upon request

The Protective Savings Mutual Building and Loan Association

101 North Broadway, Los Angeles, Cal.

E. R. HOLMAN, Supt. of Agencies
W. G. BLEWETT, Secretary

REFERENCES:
Title Insurance and Trust Co.
R. G. Dun & Co. Bradstreets
Title Guaranty and Trust Co.

In the Superior Court

State of California, County of Orange. In the matter of the estate of Jacob Duscher, deceased.

Notice for publication of time for proving will, etc.

Notice is hereby given that Friday, the 20th day of September, 1901, at 10 o'clock a. m. of said day, at the court room of this court, in the City of Santa Ana, County of Orange, State of California, has been appointed as the time and place for hearing the application of Mary Louise Warner, praying that a document now on file in this court, purporting to be the last will and testament of said deceased, be admitted to probate, that letters testamentary be issued thereon to Mary Louise Warner, at which time and place all persons interested therein may appear and contest the same.

Dated September 4th, 1901.

W. A. BECKETT, County Clerk.
By R. L. FREEMAN, Deputy Clerk.
H. W. Chynoweth, Attorney for Petitioner. sept5-3t

Notice to Orange Growers.

Orange Growers please take notice: that applications for membership in the Anaheim Fruit Association for season 1901-1902, will be received at the office of the Secretary of said Association, Melrose block, Center street, on to and including October 31, 1901. At which date the membership list will be closed.

M. NEBELUNG,
Secretary Anaheim Fruit Association.

Pacific Coast Steamship Co.



FOR SANTA BARBARA AND SAN FRANCISCO

LEAVE REDONDO
SANTA ROSA—Wednesdays, 7 a. m.

LEAVE PORT LOS ANGELES
SANTA ROSA—Wednesdays, 11:00 a. m.
Arrive at San Francisco, Thursdays, 1 p.m.

For SAN FRANCISCO,
calling at Ventura, Carpenteria, Santa Barbara, Goleta, Gaviota, Port Harford, (San Luis Obispo) Cayucos, San Simeon, Monterey and Santa Cruz.

LEAVE SAN PEDRO
CORONA—Saturdays, 6:30 p. m.

For SAN DIEGO.
Leave PORT LOS ANGELES
SANTA ROSA—Mondays, 4 p. m.
Leave REDONDO
SANTA ROSA—Mondays, 8 p. m.

For further information obtain folder.
The company reserves the right to change steamers, sailing days and hours of sailing, without previous notice.
W. PARRIS, Agt., 258 South Spring St., Los Angeles. GOODALL, PERKINS & CO., Gen. Agents, San Francisco.

THROUGH CARS TO THE

Grand Canyon

We are thinking of running a Cheap Excursion to the Grand Canyon of the Colorado in October. Do you care anything about it? Let us know if you do. See J. H. CLABAUGH, agent of the

Santa Fe

NOTICE TO CREDITORS.

IN THE MATTER OF THE ESTATE OF Oscar R. Luedke, deceased.

Notice is hereby given to the creditors of, and all persons having claims against, the above-named deceased, to present them within ten months after the date of this notice, to the County Clerk of the County of Orange, State of California, at his office in the city of Santa Ana.

W. A. BECKETT,
Clerk of the Superior Court of the County of Orange.
By R. L. FREEMAN, Deputy.
Dated July 30th, 1901.
H. W. CHYNOWETH, Attorney for the Estate aug8-5t

KELLOGG'S REPORT ON CONDITION OF DITCHES

An Expenditure of $5100 Necessary to Put the System in Thorough Repair

Following is the report of Engineer Kellogg on the condition of the ditch system of the Anaheim Union Water company, made at the last meeting of the Board of Directors:

GENTLEMEN—Pursuant to instructions, in company with your superintendent, I have inspected the main canals and my report is as follows:

FIRST—THE ANAHEIM DITCH.

The head gate and first chute are in fair condition, the second chute (the large chute above P. Yorbas') needs some repairs and raising at the upper end, also cleaning out of channel above. The old sluice gate at point of hill needs some repairs. The old chute at road crossing below old B. Yorba house can be used one more year by making some slight repairs. The last over chute situated about 600 feet above first road crossing does not do any good in its present location as the grade is too light from the railroad culvert to the ditch and the herm-ditch immediately fills up with debris. It should be moved to a point near the road crossing on ditch. It will be necessary to see Mr. Basten about this change, but as it does not damage him any more at the latter point there is no reason why it could not be arranged. As it is well known that the long flume across Yorba is a mere shell it is not necessary to say that it is likely to go to pieces at any time and the only thing to do is to make such repairs as seem necessary. The new ditch should be built, as there is a possibility of being left at a critical time without means to convey water to Anaheim.

SECOND—THE CAJON CANAL.

Beginning at the headgate I have numbered the structures consecutively and located them by stations from my former survey where their location has not been changed, and in my description will describe them by numbers.

No. 1 Headgate—This requires some repairing of the upper wing and new breast gates. It is very important to have these gates made in a substantial manner and they should always be closed down during a storm, otherwise the canal is likely to be badly damaged or washed out. At about 400 feet below the headgate there is 130 feet of cement wall cracked off on the south side. This can be repaired by digging out, backfilling and putting back to place and cementing the cracks. There is 8 feet of the south wall gone just below this point and at 800 feet below the headgate there is 30 feet of the north wall of cement gone.

No. 2—Over-chute is in good condition.

No. 3—Over-chute at 12.86 is in good condition. The canal bank between No. 2 and 3 is washed cut in places and requires repairing. It would be a good plan to put in rock cribs 200 feet apart and about 3 feet deep and 4 feet wide extending from the cement to the willows.

No. 4—The old sand gate at station 24.76 is in fair condition but, needs new roller chains; also some filling on south side above the gates. About 25 yards of good dirt from high bank should be hauled in No. 5 over-chute at station 33.78. There is a considerable amount of loose dirt lying along the inside edge of the bank between No. 4 and 5 which should be cleared before the rains begin, otherwise it will wash into the canal.

No. 5—Chute is 20 feet wide and 3 feet in length. It has been repaired and is in fair condition, but it should be at least 26 feet wide and the channel below should be made at least one-third wider. For a permanent structure I would recommend a cement bulkhead and wings running out to the high bank on each side (a distance of 106 feet) with a plank chute across the canal. The repairs last year cost more than this structure would cost and the same thing has occurred three times to my knowledge in the last 14 years

No. 6—From chute No. 5 to chute No. 6 the canal is in fair condition and I would not recommend the construction of any sandgate in this section as it will cost more money to construct a sluice way to the river than it will to keep the canal clear, and deepened so as to sluice to the second sand gate already constructed. At station 75 No. 6 is an over-chute and wagon bridge which is in fair condition and will stand another year.

No. 7—Is an irrigating gate for Bixby 22 inches wide and should be six inches deeper.

No. 8—Is the second sand gate at station 75 and is in good condition. This gate could be made more efficient by deepening the canal back for a distance of 1200 feet running on a grade from the bottom of the gate to the ditch grade. This gate requires new rollers.

No. 9—Is an over-chute at station 78 in fair condition.

No. 10—Old storm gate in fair condition. There is an old gate just beyond this gate that should be taken out, and also an over-chute from R. R. dumping into canal. This water should be carried along side of the R. R. to over-chute No. II and the railroad chute dumping into ditch taken out.

No. 11—Over-chute at station 91.43. This has been rebuilt and is in good condition.

No. 12—At station 99.38 is a storm gate and is in fair condition (rollers on ground ready to put in).

No. 13—At station 103.22 storm gate cemented and in good condition (rollers ready to put in).

No. 14—Storm gate at station 110.59; cemented bulkhead; has iron rollers.

No. 15—Over-chute bulkhead and drop concrete. The channel above the chute needs cleaning out and the earthen wings should be raised. The lower end of the drop is broken off. This should be lowered to a level and a bulkhead put in.

No. 16—Storm gate at station 123, concrete bulkhead and one wing, the other wing is of wood and should be taken out and a concrete wing put in. This gate has iron rollers.

No. 17—At station 123.30, old wagon bridge at Gypsum station should be repaired.

No. 18—Irrigating gate for Mrs. Bixby, in fair condition.

No. 19—At station 131.59, bridge of S. C. R. R. across ditch in bad condition.

No. 20—At station 140, bridge of S. C. R. R. at upper end of first cut, in fair condition.

No. 21—At station 141.65, cemented storm gate with cemented drop and iron roller at point of hill, in good condition.

No. 22—At station 134.78, bridge of S. C. R. R at lower end of first cut and in fair condition.

No. 23—Cemented sand gate with two side gates, 2½ feet openings; has rollers in good condition. There are a good many sand willows and willows along the line of the canal on the side next to the hill, above this gate. I think that they take up a great deal of water during the summer, and should come out. Above this sandgate the ditch should be cut down for about 200 or 300 feet to make it more effective as a sluice gate.

No. 24—At station 182.60, 3 foot pipe under fill. This should be cleaned out and the ditch cut lower below the culvert of the railroad. The railroad company should do this.

No. 25—At station 186.04, cemented storm gate with cemented culvert under railroad iron rollers, and in good condition.

No. 26—At station 196.15, old double storm gate, would probably stand one more year, but should be lowered and rebuilt (lowered about 3 feet). The R. R. Co. has a cement arch running up about to the gate, and the superintendent informs me they have offered to rebuild the gate in a substantial manner. My advice is not to lose any time in having them do it.

No. 27—At station 201.71, over-chute requires cleaning out where it is filled in through bank and the brush should be cleaned out above.

No. 28—At station 204.36, old stone storm gate, cemented, requires some devise for raising.

No. 29—At station 206.06, chute needs cleaning out at upper end.

No. 30—At station 210.78, storm gate above shale cut, cemented, has iron rollers, and is in good condition.

No. 31 to 35—Bridges on railroad.

No. 36—At station 227.10, over-chute at old flume one, in fair condition.

No. 37—At station 232.26, wagon bridge at section house, fair condition.

No. 38—At station 241, bridge of S.C. R. R.

No. 39—At station 250.06, discharge gate to Anaheim canal and in rather dilapidated condition.

No. 40—At station 251.55, bridge of S. C. R. R.

No. 41—At station 268.09, wagon bridge and in good condition.

No. 42—At station 277.83, storm gate 5 feet wide with iron rollers. A sluice gate with breast gate to raise the water plane should be constructed at this point similar to sand gate No. 2.

No. 43—At station 282.55, old chute should be cleaned out above.

No. 44—At station 283.03, storm gate 5 feet wide. A berm ditch should be constructed above this gate on the upper side of the ditch for about 400 feet. The ditch should be run on grade from the water line to the surface of the ground and should be 5 feet wide on the bottom. The condition and requirements of the ditch were described in my report of August 2, 1901. At station 292 there is an old bridge not in use.

No. 45—At station 206.02, wagon bridge.

No. 46—At station 307.00, over chute—the water channel from this chute runs through the lands of P. Yerba just east of his vineyard and crosses the Anaheim canal in over-chute, therefore there is a right of way for storm water. As it is over 2,000 feet back to storm gate No. 44 and 3,000 feet down the ditch to the next storm gate at flume four, it is necessary to have a relief gate at this point, especially as the canal follows a long flat hill for a considerable distance. I think it can be arranged with Mr. Yerba by agreeing to put in a sufficient number of drops to avoid cutting out a large irregular channel; therefore I recommend that a sluice gate with breast gate, same as recommended for No. 42, be put in at this point, and the wagon bridge built over the same in lieu of No. 45 and 46 as now constructed.

No. 47—At station 315.45, over-chute in fair condition.

No. 48—At station 334.72, storm gate at flume 4 feet wide, cemented; has iron rollers in good condition. I think there should be two such gates. The bed of the canal is high for 2,000 feet back, and should be cut down below grade, starting two feet below grade at the gate and running on a uniform grade to the grade of canal 2,000 feet above gate.

No. 49—At station 336, flume four in good condition, has some moss and grass on sides and bottom in places; this should all be cleared off to avoid the decay of the lumber.

No. 50—At station 372.22, storm gate just beyond tunnel, cemented, has iron rollers in good condition. Canal should be graded back for 300 feet.

No. 51—At station 387.22, stone gate, cemented, and has iron rollers.

No. 52—At station 397.60, wagon bridge above Bernardo Yorba's house.

No. 53—Over-chute in good condition.

No. 54—Wagon bridge at Zanjero's house.

No. 55—At station 410.83, storm gate, cemented, wooden rollers. Old disused bridge 150 feet west of No. 55.

No. 56—At station 423.70, old wooden storm gate; will last this year.

No. 57—At station 432.41, old wooden gate; will last this year.

No. 58—At station 446.96, flume 7, in good condition. All moss and grass should be scraped off to preserve the lumber, and the brush should be cleared away from the foundation.

No. 59—At station 451, wagon bridge.

No. 60—At station 479, old storm gate closed up. It should be opened up for emergencies at least as it is the only relief between flumes 7 and 8.

No. 61—At station 500.62, flume 8, in good condition excepting some dirt and grass in bottom; this should all be carefully removed.

No. 62—At station 522, wagon bridge.

No. 63—At station 532, point located for discharge to Yorba reservoir.

No. 64—At station 545, old wagon bridge.

No. 65—At station 557, over-chute at old flume 9; this chute is too high having been raised one foot by some one, and the water would now run over the bank before it would over the chute; it should be lowered one foot.

No. 66—At station 568.16, storm gate at end of big cut, cemented; has double gate 6 feet wide; requires new gates.

No. 67—At station 613.76, flume over, wash 40 feet long, in fair condition, leaks some water.

No. 68—At station 614.16, wagon bridge, new; at station 619 30, old water gate not in use.

No. 69—Short fill across arroyo. There used to be a relief gate at this point (all destroyed) as there is quite a wash above this fill. There should be a large sluice gate built here, the same as specified for other sluice gates above.

No. 70—At station 634.60, wagon bridge.

No. 71—At station 640.25, cemented water gate not in use.

No. 72—At station 648.21, old wooden water gate not in use.

No. 73—At station 652, water hydrant for sheep above old flume 11. Considerable water passed over this fill last winter damaging it. A waste way should be provided at the upper end by cutting the bank down on the solid ground to about six inches above the high water line for a distance of about 20 feet.

No. 74—Railroad crossing and pumping plant.

No. 75—At station 668.19, cemented water gate; at station 670, cistern of Olinda ranch house.

No. 76—At station 671.49, wagon bridge at Olinda ranch house.

No. 77—Cemented water gate.

No. 78—At station 673.86, wagon bridge on street at section line.

No. 79—At station 673.99, water gate, cemented, ditch to Hazard sub.

No. 80—At station 674.50, water gate cemented.

No. 81—Relief gate on upper side of ditch at station 701.21 built in concrete, with concrete arch under canal with 4 foot gate operated with 2½ capstan head screw with cast iron hand wheel 4 feet in diameter.

No. 82—At station 703, old flume 12, concrete arch 3 feet wide and 4 feet high passing under canal. Also concrete under chute with flume over head 10 feet 8 inches wide on the bottom, 17½ feet wide on the top and 7½ feet in depth. The upper end of these structures and extending under the canal is in good condition, the lower end is all destroyed. I trust the directors understand the situation here, and will not consider it any reflection when I say that to me it appears like this point had been selected as an experiment station, principally to demonstrate that the company could embark in new and strange undertakings regardless of expense. As there has been so much outlay already in different structures a large part of which are still here, it prolongs the formulating of any new plan, and the only thing that can be economically done is to enlarge on one of the present plans, as the last one is the most accessible, I would recommend the construction of another underchute immediately east of the one already built of the same size or a little larger, and would construct a heavy rock crib below for the water to fall on, 38 or 40 feet wide and cause up the sides, and build a bulkhead up to the concrete floor of the chute. I would use 8x8 inch timbers for the crib frame and fill it with the broken cement that can be found there on the ground. I think there is plenty for the purpose. The canal should be cemented across the fill, and upper bank made 12 inches higher, so that no water would pass over the same in a very heavy freshet but over the flume.

No 91—At station 763.36, drop, where ditch leaves surveyed line and runs to reservoir.

To complete the canal to the reservoir on a direct line to the upper end of the same, will require the construction of a little over 1,000 feet of canal mostly in fill, as shown on the accompanying profile; If the surface soil in the bottom and the silt were deposited on the back side of the embankment. The necessary amount of good material to raise the embankment to the height proposed would be 1704 yards. Before this material is put on, the top and back slope of the bank will have to be plowed and cleared off, and the discharge pipe will have to be lengthened at least 16 feet, after which the sediment and soil above referred to should be put on the back side as a reinforcement to the dam.

Estimate of cost of clearing dam and lengthening pipe..$ 100 00
Depositing sediment soil..... 550 00
New material top 400 00

Total $1.150 00

The foregoing embodies a description of all the structures on the main canal which have been numbered, and so far as I was able to do so by my former survey. I have located by the total distance from the head gate, and an outline of your immediate requirements for protection.

Unless these relief gates and structures are placed in perfect condition, every fall they are practically useless, and if the sluice and storm gates are not opened and properly looked after during each storm, your ditch is sure to be filled up. Too much stress cannot be put on this point. The head gates should be closed and all the sluice and storm gates opened before the beginning of a storm, and if it is found that a gate sticks and cannot be lifted it should be chopped out with an axe, because the cost of a gate is nothing as compared to the damage done to the ditch if it is left in. The cleats on the inside of all gates should be a mere baton, and it is necessary to open a gate if it sticks the zanjero should shove it into the ditch. You are providing a good system of raising devices which look like they might be very effective and will make the work much easier for the zanjero, but on almost all large canals where they have gates of this kind they simply have flash boards which the zanjeros knock out with a bar. In repairs of this character it is not possible without a great deal of work to make a close estimate of cost, and I do not consider it essential on such work as you will be obliged to do, but will furnish an approximate estimate on the work that is new work, which I have recommended and which embraces the greater part of the cost.

Beginning at upper end of main canal, the following is the estimate of cost:

No. 1 Head gate.....	$ 75 00
Repair of banks upper 1,400 feet....	150 00
Repairing cement work	60 00
No. 4 Sand gate filling.....	15 00
Cleaning loose dirt between 4 and 5	25 00
No. 5 Chute reconstruction.....	450 00
No. 8 Sand gate, No. 2 rollers.....	15 00
Deepening ditch above.....	80 00
Removing R. R. chute and constructing ditch to flume 11.....	15 00
No. 15 Chute, repairing drop.....	30 00
No. 17 Bridge.....	5 00
No. 23 New sluice gate.....	250 00
No. 44 Berm ditch	50 00
No 46 Construct new sluice gate and bridge	250 00
Drops for relief ditch—Yorba.....	50 00
Cutting down ditch above gate.....	75 00
Cutting canal to grade above 48.....	150 00
Grading back canal above 50.....	25 00
No. 58 Flume, grading out.....	15 00
No. 60 Rebuild old sluice gate.....	50 00
No. 65 Chute, lowering same.....	15 00
No. 66 Storm gate, new gates.....	6 00
No. 69 New sluice gate	250 00
No. 73 Construct waste way above fill.....	20 00
No 83 Repairs and enlarging underchute.....	1000 00
Canal between No.91 and reservoir	500 00
Cleaning reservoir	600 00
Raising to 331 feet elevation.....	1150 00
Grand total.....	$5,425 00

Respectfully submitted, H. CLAY KELLOGG.

When using baking powder it is always economy to buy the Royal.

Royal makes the finest, most wholesome and delicious food.

BOSS CROWTHER HOPS ON NECK OF FULLERTON BROWN

Smells a Mouse in Latter's Proposition to Handle Company's Cement—Contract for Ditch Work Let.

At the meeting of the water board on Saturday afternoon, W. T. Brown of Fullerton, appeared and renewed an offer made by him which had been turned down by the board with a thud some meetings before. He wanted to handle the company's cement. He offered to furnish it at 7¼ cents per barrel above cost. The company now gets it for 5 cents per barrel above cost at the car. Brown said there was nothing in the business for him—that after paying insurance, and the other incidentals, the increased rate of 2¼ cents per barrel would be very near eaten up. His offer meant cheaper cement to the company, he said, when all expenses of handling it by the present method are considered. He asked for the business, not as a means of profit, but that it would give him increased prestige with the railroad company as a shipper, thus giving him better freight rates. He thought he could save money for the company by his scheme.

Boss Crowther arose and said there seemed to be a little inconsistency in Brown's statements—first he said there was nothing in the business for him, and then he said there was. But he (Crowther) was opposed to the scheme in any event. He did not believe any one could handle the company's business as well as it could itself.

Mr. Sherwood said the objection to Brown's proposition was that much of the cement would be needed in Anaheim, and therefore the company would have to haul it over from Fullerton instead of having it delivered at the railway tracks here.

Mr. Adams said that so far as the present cement work up the ditch was concerned, an agreement had been entered into with the railway company to deliver cement at the scene of work.

Crowther said he did not doubt Brown's integrity in the least, but he objected to him or any other man handling any part of the company's business.

Brown referred again to the fact as claimed by him, that his method would save the company money. As to purchasing from him, the company now buys from Spreckles—there was little difference, the company had to buy from one man anyhow.

Mr. Steward (in the chair)—Perhaps we had better take this matter under advisement until next meeting and investigate it further.

Crowther—I don't think we need any further time to consider it.

The chair—Well, then, is there any further business before the board?

Crowther—I move to adjourn.

Brown looked up in surprise. The board soon adjourned. Brown took up his hat and walked out of the room.

At the previous meeting, when Brown's proposition was submitted by Bradford, Pierotti antagonized it by saying that while Brown offered to handle cement at a slight increase above cost, nevertheless he made no price at which he would sell it to shareholders in the company. At present they get it at cost, the same as the company, and Pierotti expressed the opinion that, should the company accept Brown's terms, he would be in position to charge the stockholders any old price he liked.

So the scheme went by the board.

Earlier in the day the board opened bids for straightening a mile of ditch at Horsehoe Bend. Two bids were received, one from J. S. Damron of Santa Ana, the other from C. E. Groat of Los Angeles. The work was bid off in four sections.

Damron's bid was the lower, and three sections of the work were awarded him. His bid was as follows: First section, $3630; second, $2615; third, $1743; fourth, $880. Total, $8868.

Groat's bid was $9475 for the entire work.

Groat's excess over Dameron, $607. Both bids were considerably over Kellogg's figures.

Section 4, which Engineer Kellogg's estimates figured could be done for $500, was cut out.

Sherwood opposed the work, saying straightening the ditch would not increase the water supply. Repairs to the upper canal would cost $5000, and work on the Anaheim ditch would cost several thousand more. To add $8000 to this was in his opinion placing too great a burden upon the stockholders.

Sherwood moved that the Superintendent be instructed to proceed to carry out the work of repairing the upper ditch, as recommended by engineer.

Pierotti moved to amend by instructing the Superintendent to begin at the upper end of the ditch and make improvements this way, until next meeting, when further instructions would be given him.

Crowther had stepped out, leaving the chair to Steward. He returned in time to vote in favor of Sherwood's motion, under a misapprehension of the circumstances, while he really favored Pierotti's plan.

He said: "Let it go. I voted yes by accident, but we will let that pass."

A cement ditch of 300 inches capacity, 660 feet in length, petitioned for by W. W. Mickle, was ordered constructed. Mickle does the hauling. The ditch connects with the Sparks ditch. Several intervening property owners refused to haul gravel and cement and do the backfill. The ditch in front of their places will not be cemented.

Mr. Bradford was given further time on his water gate.

W. J. Hole of La Habra wrote, saying that he had been informed the company's teams had been for some weeks past hauling gravel from Stearns ranchos in section 26-4-10. He asked to be informed by what right the company confiscated his property.

Section 26-4-10 proved to be in the neighborhood of Ford's nurseries, on the Santa Ana road. The company never hauled any gravel from this point. Evidence was introduced showing that Santa Ana parties had been doing this thing. The Secretary was instructed to inform Mr. Hole of the facts of the case.

Supt. Woodward reported that one Edwards of Placentia avenue opens the ditch to get water to irrigate his land, and refuses to close it, or pay for the work of closing it.

Secretary notified to inform him that he would be sued for damages if he did not look out, and also that he wouldn't be furnished any more water until he was good.

Mr. Adams said there was a culvert at Brookshurst six inches high which needed fixing. Travelers along the roadway had made objection to it.

Crowther said there were many culverts up his way twice that height above the roadway, and no one ever kicked about them.

The matter was dropped.

Adams said he contemplated leaving for the east shortly, to take up the study of osteopathy. He did not know the exact time of his departure, and might not go until February. However if he went earlier he would tender his resignation as soon as he did so.

He did not propose remaining away from Anaheim permanently. He was a dear lover of this community, and hoped to return in two years, and take up his residence and practice his profession here.

Mr. Crowther spoke in terms of praise of Adams' work in the board, and hoped his departure would not occur before his term of office expired.

LOWER LIGHT AND WATER FOR SANITARIUM

One Cent Per 1000 Gallons, and One Cent Per 1000 Watts, Rate Fixed by City.

The City Council was waited upon at its meeting Tuesday evening by a delegation from the Chamber of Commerce who asked for lower rates for light and water to be offered the Battle Creek Sanitarium, which purposes erecting a branch at some point of Southern California.

F. G. Athearn acted as spokesman for the delegation, and addressing the board said the Chamber of Commerce asked that it reconsider its action of the previous meeting, when a rate of 5 cents per 1000 gallons and a similar amount per 1000 watts was fixed upon. He asked that the rate be made 1 cent in each case. It was no more than the part of the city to do this. Citizens were going down in their pockets and putting up money to secure the sanitarium for this city, and the council should, he thought, show its good-will toward the project by making these utilities as nearly free as possible. Long Beach had offered free water for a year. After the first year the sanitarium would have its own pumping plant.

Trustee Helmsen said that water at 5 cents per 1000 gallons was very cheap, and as for electric light at a cent per 1000 watts, he doubted if the taxpayers would stand for it. The present rate (15 cents per 1000 watts) was the cheapest rate in Southern California.

Trustee Dickel said he was very much in favor of getting the sanitarium located here. He had had a conference with a business man in Los Angeles that day, and had been told about the great benefit the sanitarium had been to Battle Creek. It began on a small scale in the early 70's, and now its property is worth $3,000,000. The town was then of 4000 population; now it contains 20,000. He spoke in detail of the project. It would erect a four-story brick building costing from $50,000 to $100,000 the first six months. It would put up a steam laundry, house for preparation of the food, and so on. He had been told by this Los Angeles business man that if the sanitarium located here it would be one of the biggest things that ever happened in Southern California. He believed rates should be made as low as possible.

Mr. Athearn said the loss to the city, by fixing rates at 1 cent, would be more than offset by the increased taxable worth of property to be erected by the sanitarium.

After a further discussion of the subject, Trustee Weisel moved that rates be fixed as requested, 1 cent per 1000 gallons for water, and 1 cent per 1000 watts for electric lights.

Motion seconded by Trustee Schneider, and carried.

Loud applause followed announcement of the vote.

I. E. Tolle of the Interurban electric railway appeared before the council and asked for a six-months' extension of time for beginning work upon the road. Time expired yesterday (the 23d). Tolle said that owing to scarcity of steel rails, it had been impossible to begin work. He promised that work upon the road would begin as soon as material could be procured.

On motion of Schneider, seconded by Dickel, request for extension was granted.

A communication was received from County Surveyor Finley, giving railway mileage in town as follows: Southern California railway, 1.59 miles; Southern Pacific, 3.28 miles.

The latter corporation had turned in a mileage to the State Board of Equalization of only 1.37 miles.

This makes a difference in taxes of $259.

At the suggestion of Attorney Melrose, Clerk Merritt was instructed to notify the State Board of Equalization of the discrepancy. As under the law the present year's assessement roll can not be changed at this time, the course to pursue was to assess the increased mileage doubly next year. This course will be pursued, and the State Board of Equalization notified to that effect.

Trustee Dickel reported upon the visit of members of council to Chino to inspect oiled roads. He advised that the practice be inaugurated here, and suggested that proposition to purchase gravel pit be abandoned; the city to purchase gravel from the county until roads are oiled. Recommendation adopted.

Trustee Schneider reported the Southern Pacific company offered to purchase from six to ten thousand gallons water from city if a four-inch pipe be laid from the high school west to its station at Loara, 3700 feet.

The charge at an average of 8000 gallons would be $32 per month.

Price of pipe was stated by Clerk to be $17.40 per 100 feet.

On motion of Dickel, the Clerk was instructed to notify railway company that if it pays for the pipe and its laying, water will be furnished, the cost of pipe to be taken out in water.

Parke-Lacy of Los Angeles wrote asking for an extension of time in the work of installing the new boiler at the power-house. The sub-contractors, they said, are local men, and have been unavoidably delayed in their work.

The request was denied, and various matters at issue between city and contractors were referred to the Attorney.

Engineer Lewis of the electric-light works, feeling that he had a kick a-coming, appeared before the board and asked information upon the following points:

(1) An increase in his salary. He at present receives $85 per month, and thinks his services are worth more. He is the best electrical engineer ever in the employ of city.

(2) Relative to rules adopted in July, 1899, for men employed at power-house. If they were still in force, he wished to have them put into effect; if not in force, he wished to be informed of the fact.

(3) A year ago he called Council's attention to the fact that many are lights were in poor condition, and he had been told to run them a little longer. He had done so up to date, and now complaints were being made about street lamps being burned out. He had been working overtime in rewinding transformers, but intimated he would not do so any longer. These transformers cost $14 a piece, and the charge for rewinding them was $12. He had rewound them at a cost of $2.35. When he took charge of the works there were four burned-out transformers in the junk-heap. He had installed 400 lights, and had not burned out one transformer. His predecessor, Byers, had installed a fourth of this number of lights, and had burned out two transformers.

(4) What he objected to was that the city expended all its money on "one side of the house" (the water-works side), and none on the electric-light side. He did not believe the $2,000 boiler now being installed at the water works was absolutely needed.

Trustee Helmsen pointed out that the insurance company had notified the city that it would not longer continue to insure the old boiler because of its unsafe condition, and Council had thereupon ordered a new boiler.

Lewis replied, criticising Boiler Inspector Malone, charging him with inattention and making incorrect reports of the condition of the boilers at his last visit here.

The matters of salary and rules were referred to next meeting; arcs and transformers to Finance committee; other matters, under advisement.

Mr Spencer addressed Council, saying gravel at Olive was growing scarce and hard to find. His contract for sprinkling and grading streets continued for two months. He asked for instructions, and was informed the city had abandoned its purpose of purchasing a gravel-pit, on account of its resolve to oil streets, and would purchase that commodity from county. Oiling of city streets would begin in the spring.

Bills to the amount of $29.82 were audited and ordered paid, and the board adjourned.

BACKS WINS.

Joe Backs on Sunday defeated a San Juan footracer named Sepulveda in that town by a margin of 20 feet. Joe was accompanied by a glittering array of Campo Aleman sports, including Jim McAulay, and on their arrival the paisanos were taken with frozen footsteps. One man took it upon himself to "declare all bets off." The race was run nevertheless, and Sepulveda was never in the game. That man who declared bets off must have got a bad tip. Local sports won about two dollars and a quarter.

Backs is negotiating for a sprint with a Bakersfield phenom.

Charles Federman returned on last Friday from San Francisco, bringing with him the newest ideas in dress and furnishings. He took special pains and time to study the styles, and has purchased the newest and most up-to-date goods for his large store. The assortment is the largest, and as complete as can be found in city stores, being a credit to the town, consisting of Automobile Coats, Collarettes, Capes, Ruffs, Ladies' Underwear, Skirts, Dress Goods and Fancy Goods, which cannot be enumerated here. Therefore, we ask the ladies, especially of Anaheim and vicinity, to call. Some who have seen were surprised to behold the most beautiful goods they were ever before shown in Anaheim.

Respectfully yours,
CHAS. FEDERMAN & Co.

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If you want to borrow money at a low rate to pay off your present mortgage, or to build a home or to improve your present one, address or call on
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Exact Reproduction of this Style Shoe. WALKOVER $3.50 SHOE
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GOODS TO BE FOUND IN ORANGE COUNTY

RELIABLE GOODS POPULAR PRICES
SKIRTS THAT ARE
ABSOLUTELY FAULTLESS

There is an indescribable charm about the fit of our Dress Skirts. We're not solely responsible for all their good points—the maker deserves the credit—but we take the credit for selecting such a reputable maker to manufacture our Skirts. One lady remarked, "YOUR SKIRTS ARE ABSOLUTELY FAULTLESS." And we don't know that we can say any more, with the exception of adding the fact, that they are FAULTLESS IN PRICE, as well as fit.

Give us a chance to show you our large stock before purchasing elsewhere.

EIDERDOWN DRESSING SACQUES—Handsome new lines of excellent quality Eiderdown Sacques, new colors, appropriate for the house, with applique trimmings and ribbon frills, From 75c to $2.25

We call the attention of Dressmakers and the ladies in general, to the fact that we are Sole Agents for Anaheim of GILBERT'S STANDARD DRESS LININGS. All the latest shades and novelties just in.

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FACTS ABOUT ANAHEIM

Sketch of the Industries and Resources of this Most Beautiful Part of California.

The City of Anaheim, with a population of 2500, is situated in the northern part of Orange county, in Southern California, 12 miles from the ocean, 4½ miles from the foothills, and 104½ feet above sea level. It is 27 miles from Los Angeles, the second largest city in the State of California.

The climatic conditions are the most favorable for out-door life to be found in Southern California. The temperature is extremely uniform, seldom rising above 90 degrees in summer, or falling below 32 degrees in winter. The abundance of sunlight and the absence of sharp frosts and cold winds make it a place especially acceptable to those desiring to escape the severe climate of the east.

The country is very attractive. It is practically level, with just sufficient slope from the hills to afford adequate drainage. The roads are level, well graded, and well kept, affording excellent opportunities for cycling and driving. The soil is a rich sandy loam which never bakes, making it a very easy ground to work; thus lending itself readily to the cultivation of berries, nuts, oranges, etc.

The variety of products, and the possibility of procuring small tracts of land at low figures, and on easy terms, make our section of the county very attractive and advantageous for truck raising, or for farming on a small scale. The following are a few of the products: oranges, lemons, walnuts, grapes, peaches, apricots, sugar beets, berries and vegetables of all kinds.

Anaheim is the possessor of a Building and Loan Association, Water company, two railroads, fruit cannery and drier, large oil industry, ostrich farm, bank, several adequate commercial houses, two hotels and two newspapers. The city also owns its water and lighting plant.

There are nine fraternal organizations, including Masons and Odd Fellows; seven churches, embracing the principal denominations; a Free Public Library, and a fine Grammar and High School.

Orphans.

ANAHEIM, CAL., Oct. 9, 1901.

The following orphans have been admitted into St. Catherine's Orphan asylum:

Half orphans—Espinosa Pedro, aged 9 years; Espinosa Francisco, aged 7 years; Carillo Daniel, 10 years, 5 months; Carillo Frederico, aged 9 years; Carillo Henrico, aged 7 years; Carillo Augustine, aged 4 years; Carillo Patricio, aged 2 years, 7 months; McDonough Edward, aged 9 years, 10 months; Reyez Sabatta, aged 8 years, 2 months; Banacina Bruno, aged 6 years; Banacina Gabriel, aged 4 years; McCrea George, aged 11 years; McCrea Charles, aged 9 years; McCrea Albert, aged 7 years; McCrea Thomas, aged 5 years; Hebel Clarence, aged 9 years.

Orphans—Vogel Rudolph, aged 9 years; Bute Ronald, aged 12 years

oct17-4t

Money to Loan

From $5,000 to $10,000 in sums to suit on real estate or approved security. Apply to Richard Melrose. dec-23-

To the Traveling Public

$1.10 to Los Angeles and return until Oct. 12th via the Southern Pacific route, on account of 6th Dist. Ag'l Fair. You will save 10 cents car fare by taking the S. P.

Twenty-five-ride family commutation tickets between Los Angeles and Anaheim, limit 60 days, good for purchasers or any member of their family over the Southern Pacific route.

These tickets are sold at the extremely low rate of six dollars and sixty-five cents ($6.65) for the round trip.

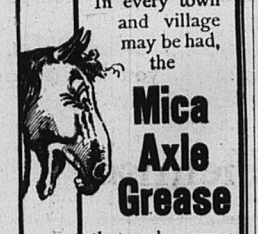
It is well to remember the fact that it is economy to purchase tickets via the S. P. route, inasmuch as it is the only line that takes passengers into the business part of Los Angeles. There are five stations in the city, and on tickets are good to any of them. Commercial street station is just two blocks from the wholesalers, and 10 cent street car fare is saved on the round trip.

Twenty-five trips means $1.25 to the passenger, which pays for a sack of flour.

The S. P. Co. also offers an individual monthly ticket, good for 30 round trips during each calendar month, for $8, good only to purchaser.

Economy is the order of the day and don't forget there is a saving of 10 cents car fare on each round trip by our line. T. A. DARLING, Agent.

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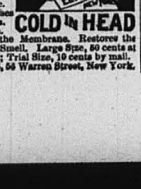
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CATARRH

COLD IN HEAD

PHILIPPINE TIMBER

Head of the Forestry Bureau in the Islands Describes the Wealth in Woods That They Contain.

Capt. George P. Ahern, who has been in charge of the Forestry Bureau in the Philippines, has been in the United States studying forest conditions for several months past, and will leave again for Manila next month. Capt. Ahern will be accompanied by five foresters, and two more will follow, one in November and the other in February.

During his stay in this country he has been in conference with the faculties and students of the forest schools at Yale, Cornell and Baltimore with the object of awakening a more general interest in the forest resources of the Philippine archipelago.

"Many of the people who visit the Philippines," said he, "gain a very meager idea of the wealth of timber which the islands contain. This is because the ordinary visitor usually sticks to the beaten path, traversing only those parts where the trees have been cut for generations.

"There are more than 50,000,000 acres of timber land in the islands, 20,000,000 of which is virgin forest. There are at least 1000 varieties of trees. There are fifty varieties of the rubber tree, comprising several of the most valuable kinds, found in the southern islands. The tree or gutta percha, which is almost as valuable as its weight in gold, may also be produced there in large quantities. Foresters are needed there who are capable of taking charge of the great gutta percha and rubber districts. There will be a call twice a year for efficient foresters for the Philippine service. The investigation conducted by the United States is the first scientific investigation ever made of the standing timber of the Philippines."

Continuing, he said that he had just received authority to purchase the equipment for a timber-testing laboratory to be set up in Manila. The laboratory will be in charge of S. T. Neely, who has been connected on several occasions with timber-testing experiments conducted by the Department of Agriculture. The work of this laboratory will include the investigation of the native woods, the uses to which they can be put, and the methods of preservation.

All the timber now cut is sold to the people in Manila, who are willing to pay such high prices that none of this supply is obtainable in the other provinces. It will be several years before Hongkong and other oriental ports will be able to secure lumber from the Philippines, as the inhabitants of Manila and the other provinces are doing a great deal of building.

Capt. Ahern is very well informed on many subjects connected with the archipelago. When asked for an explanation of the difficulty the Civil Service Commissioners are having to secure typewriters and stenographers for the Philippine civil service, he said it was due to the fact that a stenographer could make twice the salary offered by the government working for business firms in Manila. He talked entertainly of the military situation in the islands. Like most officers who have seen service there, he believes it would be a mistake to withdraw the troops for some time to come. The Ninth Infantry, a portion of which met with such disaster at Samar recently, was his regiment.

Use Allen's Foot-Ease.

A powder to be shaken into the shoes. Your feet feel swollen, nervous and hot, and get tired easily. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It cools the feet and makes walking easy. Cures swollen, sweating feet, ingrowing nails, blisters and callous spots. Relieves corns and bunions of all pain and gives rest and comfort. Try it today. Sold by all druggist and stores for 25c. Trial package free. Address Allen S. Olmsted, Le Roy, N.Y. 4p

Women Dread

The disfiguration caused by skin disease, even more than the tormenting irritation which is so commonly associated with it. The use of Dr. Pierce's Golden Medical Discovery generally results in a complete cure of eczema, pimples, eruptions and other forms of disease which have their cause in an impure condition of the blood. "Golden Medical Discovery" absolutely purges the blood of humors and poisons, and so cures the cutaneous diseases which bad blood breeds and feeds.



There is no alcohol in the "Golden Medical Discovery" and it is entirely free from opium, cocaine, and all other narcotics.

"I was troubled with eczema from the crown of my head to the soles of my feet," writes Mrs. Ella Quick, of Cass City, Tuscola Co., Mich. "Could not walk at times, nor wear my shoes. Thought there was no help for me—at least the doctor said there was none. I went to see friends at Christmas time and there heard of the good that Dr. Pierce's Golden Medical Discovery had done for them, and was advised to try it at once. For fear that I might neglect it my friends sent to the village and got a bottle and made me promise that I would take it. I had been getting worse all the time. I took thirteen bottles of the 'Golden Medical Discovery' and ten vials of Dr. Pierce's Pleasant Pellets, and used the 'All Healing Salve,' which made a complete cure. It was slow, but *sure*. I was taking the medicine about eight months. "I would say to all who read this: Try Dr. Pierce's Golden Medical Discovery before wasting time and money."

Dr. Pierce's Pleasant Pellets assist the action of the "Discovery."

A Few Words about

Pain-Killer

A prominent Montreal clergyman, the Rev. James H. Dixon, Rector St. Judes and Hon. Canon of Christ Church Cathedral, writes:—"Permit me to send you a few lines to strongly recommend Perry Davis' Pain-Killer. I have used it with satisfaction for thirty-five years. It is a preparation which deserves full public confidence."

Pain-Killer A sure cure for Sore Throat, Coughs, Chills, Cramps, &c.

Two Sizes, 25c. and 50c.

There is only one Pain-Killer. Perry Davis,'

Get the Most Out of Your Food

You don't and can't if your stomach is weak. A weak stomach does not digest all that is ordinarily taken into it. It gets tired easily, and what it fails to digest is wasted.

Among the signs of a weak stomach are uneasiness after eating, fits of nervous headache, and disagreeable belching.

"I have taken Hood's Sarsaparilla at different times for stomach troubles, and a run down condition of the system, and have been greatly benefited by its use. I would not be without it in my family. I am troubled especially in summer with weak stomach and nausea and find Hood's Sarsaparilla invaluable." E. B. HICKMAN, W. Chester, Pa.

Hood's Sarsaparilla and Pills

Strengthen and tone the stomach and the whole digestive system.

Fig Culture in California.

Continued from First page.

fully, but there are at several points in California and New Mexico a few large trees now living which have grown from this introduction. Much credit is due to the Division of Pomology, however, for these introductions; and, had the persons to whom they were sent taken a uniform interest in the sendings and given them the best of care, the new industry just established would experience a more rapid growth than is at present possible.

The introduction of Blastophaga, the fig-fertilizing insect, was first attempted by private enterprise. Mr. James Shinn of Niles, Cal., obtained the first specimens in July, 1891, but want of sufficient capri-figs for their propagation made the venture a failure. There was then only one capri-fig tree on his place. The tree had just finished shedding, practically, all ripe capri-figs, and only a dozen ripe figs yet remained on the tree. There was absolutely no sign of a succeeding crop, and the hatching Blastophaga had no capri-figs in which to lay their eggs. As Dr. Eisen has remarked, "With only one capri-fig tree, and that one only bearing one crop a year, this importation could not possibly be a success." These first Blastophagas were imported with the help of a missionary in Syria. In 1892 Mr. George C. Roeding secured several consignments of figs which contained a large number of Blastophagas from Smyrna, most of which arrived in good condition. On cutting a fig open, hundreds of the insects emerged, flying around in a large Mason jar, in which he placed the fruit, and these insects were afterward placed in a covered tree to note the ultimate result. Mr. Roeding also tried two other interesting experiments, but which were forcordained to failure—the one was the introduction of native Blastophagas from Mexico, and the other of native Blastophagas from Hawaii. In 1890 the writer remembers to have seen some capri-figs received by the Division of Pomology from Turkey which contained living Blastophagas; but there was at the time no place known to the Pomologist to which they could be sent. Mr. Roeding, from year to year, continued his artificial fertilization of Smyrna figs at his Fresno place, and in 1897 a box of figs fertilized in this way was sent by Mr. Roeding to the Division of Pomology. The writer was shown some of these figs by Mr. W. A. Taylor, then acting pomologist, and their flavor at once convinced him, if he needed conviction, that the true taste of the Smyrna fig was there.—Year-Book.

Warning to Olive Growers.

Continued from First page.

destroyed, or whether the uprooting and burning should be extended to all the trees in an affected orchard. It would be extremely expensive and probably useless to adopt the latter course if the disease had extended widely to many localities, and in many old orchards. As, however, but a very small percentage of the old orchards are at present affected and as the young affected orchards will never be of any value, the latter course is undoubtedly the wisest to adopt and the safest for the olive-growers as a whole. All the trees in young orchards which are just beginning to show knots, and which were probably infected in the nursery from which they came, are probably diseased. A grower writes to the Agricultural Experiment Station regarding a young orchard where only a part of the trees showed knots above ground: "I dug up several trees that I had reason to suspect, but which showed nothing above ground. These too were found a mass of knots." Even though some of the trees in such an orchard do not contain the germs of the malady, it is impossible to pick them out with any certainty; and if but one or two infected trees are left they will sooner or later infect the whole orchard. It is moreover useless to plant young trees, even healthy ones, in places from which diseased trees have been taken. Such replants cannot thrive and will be literally covered with knots the first year after planting.

In view of the serious nature of this disease, which threatens to make olive growing impossible in some of the most favorable localities of the state, it behooves the olive growers to cooperate heartily with the horticultural commissioners in hunting out and destroying all cases of the disease wherever it occurs. It is especially necessary that every olive nursery should be carefully examined and no one should plant young trees from a nursery before they have satisfied themselves by personal inspection, or have received a satisfactory guaranty from the nurserymen or the county horticultural commissioner that the nursery is free from any case of the disease. The disease is highly infectious, so that a tree apparently healthy but growing near a tree which shows signs of the disease almost certainly contains the germs of the disease itself.

Those who are unfamiliar with the symptoms can obtain bulletin 120 by applying to the Agricultural Experiment Station at Berkeley. In this bulletin the disease is described with sufficient detail to enable anyone to recognize it. In buying young trees for planting it is well to remember that it is possible for the nurseryman to remove the knots from slightly affected trees, so that they may appear healthy when received by the purchaser. Such trees will almost certainly develop the disease later, after planting in the orchard. The only safe method is to examine the trees in the nursery, preferably in July or August, at which time the knots are growing rapidly, making it impossible to disguise the disease in a badly affected nursery.

TO SUBSCRIBERS.

We are this week sending to subscribers a number of statements of account, and would appreciate the favor of a prompt reply. If you have failed to receive one of these, do not feel slighted, but look at the date printed upon the paper's address, and you can tell at a glance if your subscription has become delinquent. By so doing, you may save us the trouble of sending you a statement next week. All those in arrears are politely reminded of the fact that it costs money to run newspapers—great gobs of it. Subscribers at a distance (those in Eastern States and foreign countries) will confer a favor upon the publisher by remitting all delinquent balances. We know you would not do without the GAZETTE; so, attend to this matter now—do not defer it, for it will be forgotten if you do. The amounts are small, but, in the aggregate, amount to hundreds of dollars.

We have in contemplation many improvements in the paper during the coming winter. Notable additions to the press and composing rooms are underlined for early delivery, and these all cost a plenty of the circulating medium of the realm.

Look at your address slips, and see how your subscription stands. Then, if you are delinquent, remit the amount to the editor.

Church Exemption.

The returns of church property exempt from taxation, under the constitutional amendment adopted last fall, have been received from the several county assessors by the state board of equalization, and show a total of $3,000,000, making a loss of $75,000 in state taxes.

Of the Southern California counties reported, Orange stands at the foot of the list with $36,230 of church valuation. Los Angeles leads with half a million dollars.

The counties rank as follows:

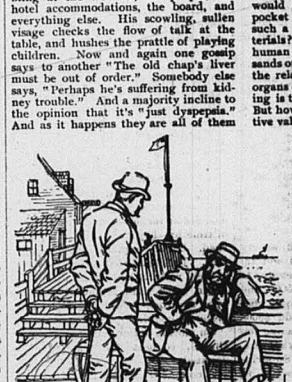
Los Angeles	$494,155
San Diego	72,416
Santa Barbara	56,425
San Bernardino	45,570
Riverside	42,230
Orange	36,230

In its class, in which there are twelve counties, Orange ranks fifth in total value of church property, being surpassed by Riverside, Santa Barbara, Napa and Contra Costa.

DISGRUNTLED.

Men Who Manufacture Misery.

The disgruntled man, the man who is sulky and dissatisfied under all conditions and circumstances, is to be found everywhere. Even at the sea side where he has gone for rest and recreation you'll find him surly and sulky, grumbling at the weather, the people, the hotel accommodations, the board, and everything else. His scowling, sullen visage checks the flow of talk at the table, and hushes the prattle of playing children. Now and again one gossip says to another "The old chap's liver must be out of order." Somebody else says, "Perhaps he's suffering from kidney trouble." And a majority incline to the opinion that it's "just dyspepsia." And as it happens they are all of them



right. His liver is sluggish. His kidneys are disordered. His blood is necessarily poisoned, by accumulations of effete matter. And last of all his stomach is "out of order." This is another case in which in the logical sequence of statement

THE LAST IS FIRST.

The liver is sluggish because the stomach is diseased. The kidneys are disordered because the stomach and its allied organs of digestion and nutrition are "weak" and cannot supply adequate nutrition for the needs of the body. How do we know this? Because in so many cases, persons who had suffered with disease of heart, liver, lungs, kidneys, etc., have found these diseases entirely cured, when Dr. Pierce's Golden Medical Discovery has cured diseases of the stomach and the other organs of digestion and nutrition.

"I was afflicted with what the doctors called nervous indigestion. Took medicine from my family physician to no avail. In looking over one of Doctor Pierce's Memorandum Books," writes Mr. Thos. G. Lever, of Lever, Richland Co., S. C., "I found my case described exactly. I wrote to you and made a statement. You sent me a descriptive list of questions, also hygienic rules. I carried these out as best I could, but thought myself incurable as I suffered so much with pain under my ribs and an empty feeling in my stomach. At night would have cold or hot feet and hands alternately. I was getting very nervous and suffered a great deal mentally, thinking that death would soon claim me. Always expected something unusual to take place; was irritable and impatient, and greatly reduced in flesh. I could scarcely eat anything that would not produce a bad feeling in my stomach. After some hesitation, owing to my prejudices against patent medicines, I decided to try a few bottles of Doctor Pierce's Golden Medical Discovery and 'Pellets.' After taking several bottles of each, found I was improving. I continued for six months or more, off and on. I have to be careful yet at times, of what I eat, in order that I may feel good and strong. I fully believe if any one suffering with indigestion or torpid liver or chronic cold should take Dr. Pierce's Golden Medical Discovery and 'Pleasant Pellets' and observe a few simple hygienic rules they would soon be greatly benefited, and with a little perseverance would be entirely cured."

THE SCHOOL-BOY'S POCKET

is notorious for the miscellany it contains. Tops, string, apples, marbles, chewing gum, nails, jack-stones, are all mixed in one confused mass. What would be said of one who used that pocket which we call the stomach for such a heterogeneous collection of materials? This is done not alone by the human ostrich at the circus, but by thousands of good people who do not consider the relation of the stomach to the other organs of the body. The purpose of eating is to provide nutrition for the body. But how many people think of the nutritive value of the food they eat? For the most part the choice of food is made to please the palate. The palate is a creature of education. It may be taught to crave things bitter or things sweet; to desire spicy or fiery condiments which irritate the stomach or dainties which distress it, and in which the food value is reduced to the minimum. As a rule the palate is taught to desire the most undesirable things from the viewpoint of nutrition. The result is that the stomach has to thresh a great quantity of straw to obtain one grain of nutrition.

The body is sustained by food properly digested and assimilated and converted into nutrition. But when the food lacks nutritive value the body and its organs must be starved. Exactly the same thing happens when the food eaten is nutritious, but the stomach and other organs of digestion and nutrition being weakened by disease, fail to extract the nutrition from the food provided. Then the body is starved also.

THE SIGN OF STARVATION

is weakness. A starved man can't work. A starved organ can't work; or at the best it works partially and ineffectively. Dr. Pierce's Golden Medical Discovery, by curing diseases of the stomach and other organs of digestion and nutrition, enables the perfect digestion and assimilation of the food eaten, and this food converted into nutrition, builds up the body and all its parts and organs into sound health and strength.

"After I had received the advice which you gave me in regard to my treatment," writes Geo. Dorner, Esq., of 1915 Pulaski Street, Baltimore, Md., "I used your 'Golden Medical Discovery' according to directions. After using four bottles I considered myself cured as I have not felt any symptoms since. Had tried almost all remedies that I heard of that were good for dyspepsia, but without relief. Finally I became discouraged and wrote to you for advice, with the above result."

TO DISCOURAGED PEOPLE.

The closing paragraph of Mr. Dorner's letter: "Finally I became discouraged and wrote to you for advice" would express the feeling of thousands who have written to Dr. Pierce. They have utterly failed to find help. They have been growing steadily worse. As a forlorn hope they have written to Dr. Pierce and have been cured.

Persons suffering from chronic diseases are invited to consult Dr. Pierce by letter *free*. All correspondence strictly private and confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

VALUABLE BUT FREE.

Dr. Pierce's Common Sense Medical Adviser is a valuable book. Yet this great work, containing 1,008 large pages and over 700 illustrations, is sent *free* on receipt of stamps to pay expense of mailing *only*. Send 21 one-cent stamps for the cloth-bound volume or only 21 stamps for the book in paper-covers. Address Dr. R. V. Pierce, Buffalo, N. Y.

County Tax Rates.

We are indebted to State Controller Colgan for a report giving the assessed value, tax rate, indebtedness, etc., of all the counties in the state.

The tax rates of the Southern California counties is as follows:

Los Angeles	$2 00
Orange	1 80
Riverside	2 25
San Bernardino	2 00
San Diego	2 25
Santa Barbara	2 00
Ventura	2 00

Orange is the only county in the list with a rate under $2.

Other tax rates are as follows:

Alpine	$2 65
El Dorado	2 40
Madera	2 50
Mariposa	3 00
Mono	3 25
Nevada	2 65
Sierra	3 00
Trinity	2 90

Mono struggles along under a tax rate of $3.25. Its total assessed value of all property, including railroads, is only $1,137,276.

Yolo county has the lowest tax rate in the state—$1.35. Contra Costa has a rate of $1.40. Kern, Monterey and Santa Clara counties have a rate of $1.50 and Kings of $1.52.

In the matter of indebtedness, Sacramento heads the list, with a total debt of $422,895. Los Angeles has a debt of $419,500; San Francisco of $250,000, and Kern of $235,000.

For Sale.

Business property northeast corner Center and Lemon streets. 52½ feet Center frontage, 180 feet Lemon frontage, 60 feet of latter frontage running east 113 feet. A good bargain. Inquire at Higgins' drug store. oct17-2t

A Fool Proposition.

Of all the foolish performances, the second election of the Fullerton people on incorporation, now approaching under more unfavorable conditions than the first, is the worst. The supervisors took the petition for two miles square and halved it each way, thereby quartering it; that was voted down nearly two to one. Then some of the citizens almost quartered the remaining area again and put up one hundred dollars to cover the election expenses. Just think of an incorporated city restricted to an area of three eighths of a square mile, with an assessment roll of about $100,000! Orange has eight times the area and over four times the assessment roll of such proposed city: and Orange has high enough taxes to suit the taxpayers and small enough receipts to modestly maintain the smallest kind of a city! With the highest levy permissible on such a low assessment roll little more than enough to pay the moderate salaries of the necessary officers could be raised, to say nothing about grading, graveling, sprinkling and lighting the streets and meeting the thousand and one items of expense unavoidable in a well-regulated city. It is too absurd for a sober second thought of a sensible person.—Orange Post.

Imperial Paringa Calexico

Three New Prospective Railroad Towns

Each Supported by Thousands of Acres of IRRIGATED LANDS

THE READER'S ATTENTION IS CALLED TO A FEW

UNDISPUTED FACTS

All railroad towns, backed by a large area of productive, irrigated land, become good sized cities.

Well located lots in such towns and cities in a very few years become very valuable.

Such lots, at first, sell at a nominal price, and within five to ten years, some of the business property is valued at from $100 to $500 per front foot.

The best cities in Southern California (outside of Los Angeles) **are not backed by more than from 10,000 to 25,000 acres of irrigated lands.**

Riverside, Redlands and Pomona are samples of this class of cities.

Application has been made to the authorities at Washington for a charter for the FIRST NATIONAL BANK OF IMPERIAL. This bank will probably be opened for business before the close of the year.

The towns of IMPERIAL, PARINGA CALEXICO, in the Imperial Settlements, are now placed on the market, and the lots are offered for sale at nominal prices. But the Company intends within sixty days, and without notice, to double such prices.

Each town is supported by from 50,000 TO 100,000 acres of choice irrigable lands.

Each town is on the line of the Los Angeles, Imperial and Arizona Railroad now being incorporated with a branch connecting this line with the Southern Pacific.

CENTRALLY LOCATED LOTS in either one of these towns will be very valuable in a very few years.

Those who apply first can get choice locations near the center of the towns.

For map of either town, with descriptive circular, apply to, or address:

IMPERIAL LAND CO.

224 Stowell Block,

A. H. HEBER, General Manager — Los Angeles, Cal.

IF you are going East and want a through tourist car from Los Angeles, personally conducted to destination; via Ogden or New Orleans; cheapest fare and most comfortable service take the

Southern Pacific....

THE middle route, via Ogden, Salt Lake City, Royal Gorge and Denver is most delightful for summer travel, and the mountain scenery is equal to any in the world.

If you go through New Orleans there are attractions along the route in shape of sugar and cotton plantations, with their mills and cotton gins.

There is no difference in the price of tickets to through Eastern points via either route. These personally conducted excursions give service as follows,

OGDEN ROUTE

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday from Los Angeles at 11:40 a. m.

SUNSET ROUTE

Leave Los Angeles at 2:00 p. m.
Monday—New Orleans.
Tuesday—Washington and way.
Wednesday—Chicago and way.
Thursday—Washington and way.
Friday—Cincinatti and way.
Saturday—Washington and way.

The Shasta route via Portland affords a pleasant and cheap way to St. Paul and common points. Leave Los Angeles at 10:20 p. m.

Money saved by patronizing Southern Pacific Tourist Excursions.

T. A. Darling, Agt.

Largest and most up-to-date assortment of merchandise ever brought to Anaheim! Watch our advertisement next week. Chas. Federman & Co.

THE.... UNITED MINES.. MINING CO.

Incorporated under the Laws of the State of Delaware
Capital Stock $400,000 Authorised Issue. Par value $1 per share.

May carry on any business except banking in any part of the world

20,000 SHARES

TREASURY STOCK LEFT AND FOR SALE at

$2.00

Per Share. In ordering shares, address and remit to, and in favor of

GILES OTIS PEARCE, General Manager United Mines Mining Co., Santa Ana, Cal.