

They were at once taken into custody

"This work is bringing results. A number of canning establishments will be erected within a short time. At

present there are two fruit cannerles at Portland, and others at Salem, Springbrook, Eugene and Ashland, and others have been started this year at Grant's Pass, Brownsville, Monmouth and Lebanon. The Salem plant is to be enlarged, the Eugene cannery has been improved, and the arrangements have been made to establish another large cannery at Salem and another at Newberg.

"All sections of the valley are awakening to the possibilities of fruitgrow ing in conection with the canning in dustry, and by next Spring it is likely that \$500,000 will be invested in can-neries throughout Western Oregon, "The output of canned fruits on the

Southern Pacific ilnes in this state, out-side of Portland, during 1906 was less than 50 carloads. This year the output is larger, and by next year there should be nearly 100 carloads for shipment to the Eastern markets. Within the next five years shipments of tinned fruits from Western Oregon should amount to 1000 cars a year.

Contrast Is Striking.

There is quite a contrast with Callformia on the fruit output. California ships 60,000 cars a year of fruit prod-ucts, exclusive of wines. Of this amount, 35,000 cars are oranges and lemons, 10,000 cars dried fruits, 8000 cars green fruit and about 6000 cars canned fruits. A large part of the fruit raised in California is grown with the aid of irrigation. In the Willamette Valley there is no need for irrigation. The best cherries in the world are grown here with scarcely any attention. Berries raised here without irrigation are equal, to any grown in any part of the country. I am informed on the best authority that the California fruitgrower realizes much more profit from his canned

fruits than from that he dries. "The output of green and dried fruit in the territory served by the Oregon lines of the Southern Pacific does not exceed 1000 cars a year. With the pro-motion of the cannery industry and the raising of large amounts of small fruits, this figure will be much inraising

Mr. Malboeuf says the canning industry should equal the creamery busi-ness in importance in this state, and he is satisfied it will do so within the next few years. How great the creamery industry is in Oregon is generally known. It is interesting to know that Mr. Malboeuf had much to do with turning the attention of Oregonians to the possibilities of the creamery busias in Oregon, and he secured the cation in this state of the largest milk and cream condenser now operat-

ing in Oregon. The campaign just begun by the Southern Pacific will be carried on energetically throughout the year, and it is hoped to have many more can-neries in operation by next Summer.

General Manager Ridgeway Here.

A. C. Ridgeway, general manager of the Denver & Rio Grande Railroad, arthe Denver & Rio Grande Rairoad, ar-rived in Portland last night from his Denver headquarters, coming in his pri-vate car. He will spend some time look-ing over the Pacific Northwest. Mr. Ridgeway says travel on his lines is very heavy at this season. Trains are running the correct sections and to relieve the in several sections, and to relieve the through passenger trains and allow them to maintain schedules it has been decided to maintain schedules it has been decided to put on two express and baggage trains daily between Grand Junction, Colorado, and Ogden, Utab. These trains care for will the local baggage and express busi-

Avenue Addition Arista Land Company to Gertrude Tay-lor, lots 17 and 18, block 6, Lester lor, lots 17 and 18, block 8, Lester Park Robert C. Yenney to Julius L. Meier, lots 5, 6, 7 and 8, block 120, Couch's Addition 400 lots 5, 6, 7 and 8, block 120, Couch's Addition
Security Abstract & Trust Company to F. W. Henderson, lot 11, block 29, Bose City Fark
Exiward Dieck to J. W. Walker, beginning 30 feet west of the northwest corner of block 8, City View Fark Addition, thence south 455 feet, thence west 330 feet, thence north 468.2 feet, thence east 157.6 feet
Cardelta Ehman and C. F. Ehman to J. D. Morris, lot 9, block 71, Fulton Park
Francis M. and Mary A. Mathena to Phineas T. and Carrie E. Hill, lot 4, block 4. Maegly Highland.
Title Guarantee and Trust Company to E. F. Fenton, lot 5, block 5, West 10 425

450 8.000

2.500 650

550 36 2,500

1,000

east ortland Realty & Trust Company to Laura E. McFarland. lot 8. block 2. Hawthorne Butate rederick and Mary L. Tormochien to Mabel Patton, lot 4. block 1. Walt,s Cloverdale Annez

Total\$138,126 Have your abstracts made by the Security abstract & Trust Co., 7 Chamber of Commerce.

Potter Schedule for Beach.

The steamer Potter will sail from Port-The steamer Potter will sail from Port-land, Ash-Street dock, this week as fol-lows: Wednesday and Thursday, 9 A. M.; Saturday, 1 P. M. Get tickets and make reservations at city ticket office, Third and Washington streets. C. W. Stinger, City Ticket Agent.

While export business from the Coumbia River was slow during July, 51,900 barrels of flour and 4,225,089 feet of lumber were sent forcign during the first month of the cereal year. No wheat was dispatched and no charters were announced for new season crop. All flour and lumber went to the Orlent Lumber shipments coastwise were smaller than for any month for more

Are Good, Considering Season.

smaller than for any month for more than a year past. This condition of affairs is due to the labor troubles and the congested condition of the market in San Francisco. Only the regular lumber packets remained in the business and some of them carried part cargoes of wheat. Otherwise the Coast trafic was heavy. Receipts of fuel oil have increased to a large extent.

The coastwise lumber fleet is as fol-Versels-

 Vennels
 Feet.

 Dalsy Freeman
 750,000

 Johan Poulsen
 306,000

 Nome City
 50,000

 Aurella
 525,000

 Excelsior
 530,000

 Johan Poulsen
 800,000

GILLNET FOULS HER WHEEL

Alliance Picks Up Submerged Net

and Is Detained Eight Hours. 100 The steamer Alliance, Captain Oison, from Coos Bay, arrived up yesterday. She brought a full passenger list and about 109 tons of freight. The Alliance will not sail for the South until Saturday night, as several minor repairs are necessary.

On the out voyage from the Columbia 6.000 River the Alliance picked up a drifting gillnet at a point to the southward of Tillamook Rock. The cork line of the net fouled the propeller and brought the engines to a full stop. It required eight hours' persistent effort on the part of the officers and crew to free the wheel. Lines 1.000 1,300 were run aft from the forward chalks and with the aid of light spars hooks on 1:000 the ends were entangled in the net. The double winch was required to break the netting and the rope which so firmly held 3,500 the propeller. At 6 o'clock in the evening the loose

netting had all been cleared and the the engines were started. During the entire time that the crew was working on the wheel canvas was spread on the steamer to hold her head up to the sea and pre-vent her drifting ashore.

GOVERNMENT TAKES JEWEL

Chinese Steward on Nicomedia Tries to Smuggle Rich Ruby.

The Chinese steward of the German steamship Nicomedia is mourning the loss steamsnip Nicomedia is mourning the loss of a large ruby which was conflicted by the Government officials yesterday. An attempt was made by the Celestial to sell the stone, and under the smuggling clause the gem was taken from him and is now in possession of the local officials of the Government Government.

The stone is what is known as a reconstructed ruby and is made up of chips re-cut. To the casual observer it is one of great value. It weighs nearly two carats. The steward offered the stone for \$65 to an official of the Government. This was reported to headquarters and the man arrested and searched.

Marine Notes.

The steamship Thyra will shift to Linnton tomorrow morning and finish her out-



are soon absorbed into the blood and distributed to all parts of the system. Then we begin to feel "out of sorts," no appetite or energy, dull headaches, a tired, sleepy feeling, and often "dumb chills" and slight fever show that this insidious disease is affecting the entire health. As the trouble progresses and the blood becomes more deeply polluted, boils and abscesses, sores and ulcers or brown splotches appear on the skin. As Maiaria is a blood disease, to cure it requires a blood purifier, and S. S. S. is recognized as the best of blood purifiers. S. S. S. destroys the germs with which the blood is loaded and rids the system of Malaria. It goes down into the circulation and attacks the disease in the right way by removing every vestige of the cause and building up the blood from a weak, watery, germ-infected stream to a rich, healthful fluid, nourishing and vitalizing every part of the body by its purity. S. S. S. tones up every part of the system by its fine tonic effects, and being made entirely of healing, cleansing roots, herbs and barks it is an absolutely safe remedy for young or old. Book on the blood and any medical advice desired sent free to all who write.

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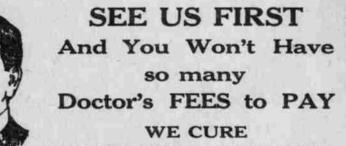
etc. Particularly attractive were the neck-



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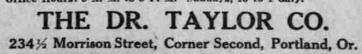


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