THE NEWS OF OREGON.

Interesting Items Gleaned from the State Exchanges.

A very bold robbery occurred in Jackson county this week. Several unknown men made a raid on a Chinese mining camp and robbed the Celestials of $220 in gold dust. The robbery occurred at midday while the Chinamen were eating their dinner and the robbers were not masked. The Chinamen claim they could identify the robbers if they should see them but are afraid to prosecute them as they were promised death in case they did.

Some time ago a seven-year old son of Joseph Bond, of Irving, was injured on the leg and the leg severely bruised above the knee. Inflammation set in and in time the bone became diseased. Thursday morning Dr. T. W. Harris performed an operation and removed a piece of the bone, which constituted about three fourths of the diameter of the bone, and about five or six inches long. The bone promises to heal nicely and will probably come out all right.—Register.

A young man working on the log drive up the McKenzie met with a serious accident Monday, the result of which is not yet known. The report is that he was working on a bank about thirty feet high, a short distance above Hendricks' ferry, and was breaking a log jam, when the logs gave away suddenly and he fell to the bottom, striking on a log on his back. Elmer Roach, of Coburg, a brother in-law of the young man, went up Wednesday to look after him.—Register.

Superintendent Lelong, of California state board of horticulture, who promised to send a colony of Australian "black lady-birds" to the Oregon board of horticulture in June, writes to Secretary Sargent, of Portland, that they were collected, but owing to the stoppage of mail trains they had to be liberated again. He will endeavor to have a colony reach here about the end of August. In the meantime he has shipped a colony of "twice stabbed" lady-birds, which he directs to be placed on a tree infested with the San Jose scale and other pestiferous insects and they are to be introduced here in order that they may spread over the state.—Roseburg Review.

Mr. William McClure, of this city, has received an appointment to the U. S. naval academy at Annapolis. The appointment was made about two weeks ago on recommendation of Congressman Binger Hermann and Mr. McClure is now on his way East to take the examination for entering the school. The examination is said to be very difficult but Mr. McClure is well known here as a very bright student and has already completed more than half the university course here. Besides this he has a good physical constitution and will no doubt pass the required examination. He left Eugene last Monday and will go via Seattle and visit his brothers there before going East. If he successfully passes the examinations he will enter upon a six years' course—four years in the academy and two years on board a warship.—Guard.

Governor Pennoyer and State Treasurer Metschan left Salem on Wednesday morning's northbound overland for Portland. From there they went to The Dalles and after conferring with members of one of the transportation companies, visited the state portage railway at the Cascades for the purpose of inspecting it. This line of railway was considerably damaged by the high water on the Columbia river during June and nearly the whole of the lower incline is still submerged, the river standing at twenty feet above low water mark. These officials are members of the state portage railway board and gave the road as much of an examination as was possible, starting on their return home Thursday. They cannot fully estimate the damage caused by the flood owing to the hight of the water, but concluded to repair the line to the river's edge and continue the work little by little as the water recedes. The length of the incline now under water is about 1000 feet and the damage will not be extensive providing the piling is intact; should this be washed away it will require four or five thousand dollars to repair it. There is great need of the road being operated at present as there are large quantities of freight to be transported. One of the transportation companies alone has 1200 tons of wool to move and it must be transferred to the lower river by the portage line. In conversation with a gentleman connected with the construction work of the Cascade locks, Mr. Metschan learned that the damage to them would not exceed $4000 but the plans of the work may be changed somewhat necessitating a longer time in which to complete the "gateway."—Statesman.

WASHINGTON LETTER.

WASHINGTON, July 23, 1894.

The free traders publicly bluster quite as loudly as they did a week ago, as to the house conferrees holding out for free raw materials until the senators are compelled to surrender but their private talk and acting tells another story. Mr. Cleveland has discovered that he could not dictate to the democratic senators in matters affecting the welfare of thousands of citizens of the states they represent, and he is said to deeply regret that he allowed the advice of Don Dickinson, the Michigan rainbow chaser, to outweigh that of Secretary Carlisle, who advised him not to send that letter. He hasn't changed his mind about free coal for the benefit of the Whitney syndicate, free iron for the Carnegie crowd and protection for the sugar trust, but he has found out that he went the wrong way to get this unique combination of "tariff reform." He wants them as bad as ever, and some say he is willing to see all tariff legislation fail rather than not to get them, but he regrets having jumped on those who know how and do not hesitate to fight back.

Although the conferrees held their first recorded meeting today since the bill, was, on Friday last, sent back to conference without instructions by the senate, the democratic conferrees spent all day Saturday and Sunday in trying to patch up the differences between the house and senate, but as no satisfactory answer has yet been found to the ultimatum of the senators—"take the bill as it is or you'll get nothing—" the status is unchanged. Some of the shrewdest observers are convinced that victory for the senate bill is assured and that the time of the democratic bosses is now principally taken up arranging a series of more or less confusing changes in the bill, which shall make it seem that concessions were made on both sides, or as one man puts it: "Finding a soft spot for Cleveland to fall on." The house conferrees are individually willing to hold out against the senate, but the democrats of the house generally are not willing to keep up the fight, and they have plainly shown their disinclination to fight Mr. Cleveland's battle for him.

Secretaries Gresham and Carlisle are doing their best to defeat the bill which provides that immigrants shall be inspected by U. S. consuls before allowed to start for this country, and which was recently passed by the house and is now before the senate immigration committee. The principal ground for their opposition, according to their chief spokesman, Mr. Stump U. S. commissioner of immigration, is that the bill, if it became a law, would stop all immigration. That argument will hardly defeat the bill, as there are many who believe that immigration ought to be stopped, for a time, anyway. Representative Stone, of Pennsylvania, the author of the bill, and by whose shrewd management it was engineered through the house in spite of the opposition of the chairman of the house committee on immigration, thinks it will be just the law that is needed; that it would shut out the undesirable, giving us only the class of immigrants who are always welcome in all countries.

Mr. Cleveland seems to have little difficulty in controlling the actions of democratic members of the house. Only the other day the democratic members of the house committee on commerce were insisting upon the necessity for the adoption of the resolution authorizing that committee to make an investigation of the recent strikes, because they did not consider the law under which Mr. Cleveland appointed the investigating commission broad enough to furnish the necessary authority. Mr. Cleveland gave the the chairman of that committee a hint that he thought one investigation enough, and straightway the democrats on the committee begin to talk about the clashing that would be caused by two investigations and to indicate very plainly that the resolution was dead. Mr. Cleveland would doubtless be willing to pay largely for a recipe that would enable him to control the senators as easily.

No finer bit of sarcasm was ever got off on the floor of the senate, than when Senator Manderson sent a fan to Senator Vilas, just before his name was called on the vote to instruct the senate conferees to recede from the differential duties on refined sugar, [illegible] his face with the [illegible] motion to lay [illegible] and has [illegible] lengthy and exciting contest. He certainly must have felt like hiding his face when he voted for the sugar trust after having posed before the country as one of its most determined opponents. Senator Stewart's refusal to vote prevented the striking out of the differential duty.

The senate investigating committee sat a standstill because of its inability to get hold of one Battershall, a man who is said to have taken the orders of senators for the purchase of sugar trust stock. As soon as Battershall found out that he was wanted and ascertained that he would be made to tell all he knew or go to jail, he took himself out of the country; at any rate he cannot be found and rumor says he was supplied with money enough, by those who would be injured by his testimony, to make his trip a long and pleasant one.

Cramp's Shipyard.

In the July number of the Century, Albert Franklyn Mathews describes "The Evolution of a Battle-ship," mainly with reference to the building of the Indiana, the most formidable engine of war in the world. It is worth while to look about a place that produces such a monster. He says:

The Cramp shipyard has nearly a quarter of a mile of water-front. Along this frontage are ships in various stages of construction, some on the stocks and some in the water, illustrating almost every step in the building of a vessel. Here, near the entrance to the yard, is an acre or more of punching-machines, enormous contrivances that, as they close their jaws, with their ungainly teeth bite out holes for rivets in the plates and frames as easily as a farmer's wife takes out the core of an apple. Over there is a steel checker-board frame into which big pins are set in a curve. Against the pins stalwart sledge-swingers, half naked, bend the cherry-red frames and plates, as they are slid out of the furnace, into the shapes they must assume for use in the vessels. Here is a great row of blacksmith forges.

Over there is a building where a dozen monster boilers are in construction, and where a traveling crane lifts and moves them as easily as a hotel porter does big trunks. Here are big ship engines, some set up and some taken down. Here are foundries where manganese-bronze screws are cast and where brass and iron are fashioned into a thousand forms. Here is the great moldloft where every line in the ship is laid down and from which wooden counterparts of the vessels are made before the steel construction begins. Here the wood-working shops, the gun factory, the great storehouse, and there is the floating derrick that can pick up a 70-ton boiler, move it 300 feet, lift it high in the air, and place it in a ship in thirty minutes, with as careful an adjustment as a watchmaker uses in fitting a movement in its place.

And here are 5000 men employed in various capacities—machinists, woodworkers, molders, and perhaps most noticeable of all, riveters in sets of three, one map to hold a big sledge against the red-hot rivet, and two, one a right-handed worker and the other left-handed, to pound it until it becomes a part of the ship. So the work goes on until after about two years the ship that existed only in specifications becomes a living thing.

Death of a Pioneer Lady.

At Jefferson, on the morning of August 3, 1894, the soul of another one of Oregon's noble pioneer ladies took its flight from earthly scenes to join the great majority on the other side. Mrs. Elizabeth Denny passed away after a lingering illness, in the 87th year of her life. She was a native of Massachusetts, removing from there to Ohio and thence to Oregon in 1852. Her husband died shortly after arriving in this state, and she was left with six children to rear. The nobility of those children in after life attest to the sterling strength of character of the mother. They are among our most honored citizens. Judge O. N. Denny, whose untarnished reputation is national, Mr. Presley Denny, a leading lawyer of Salt Lake, Mr. John Denny, one of Linn county's most honored farmer citizens, Mrs. William Ralston and Mrs. W. H. Goltra, whom Albany is proud to number among her citizens, and Mrs. A. E. Pike, one of the leading and influential ladies of Eastern Oregon. Truly the excellent lady is fully honored in these children she so carefully and faithfully reared. The burial will be at Lebanon this afternoon and will undoubtedly be largely attended, as she was well known and most highly esteemed. She had been a faithful and consistent member of the Methodist church for fifty years.—Albany Herald.

"There was quite a [illegible] up before the yard was [illegible] were more spectators, as Auctioneer [illegible] Kinsey, under direction of Ex Sheriff Noland, began the sale at 10 o'clock and it was continued all day. In many instances where small amounts are delinquent the costs have [illegible] doubled or tripled the tax. Costs run up like the very old patch when taxes go delinquent.—Guard.

A Mysterious Lake.

Although it may not be generally known outside of New York state, or perhaps the immediate locality in which it is situated, Lake Cayuga is, nevertheless, one of the wonders of the Eastern states. It is situated in West Central New York and is upward of forty miles in length, with an average breadth of but three miles. One of its peculiarities is this: Although upward of 200 persons have been drowned in its waters since the settlement of the adjacent territory, not a single corpse has so far been recovered, and it is a common saying that "Lake Cayuga never gives up its dead." Those who have made an attempt to fathom this mystery say that the bottom of this remarkable sheet of water is simply a series of large openings and crater like cavities, the entire lake-bed having the appearance of being one huge honeycomb, each of the well-like holes being reputed to be bottomless. Another Cayuga mystery is its irregular tides. There is no stated time for their appearance, but when they do come they are very decided, the water often instantly receding fifty to 100 feet and as quickly returning with a roar that can be heard for miles.

A Medford dispatch of Friday says that Owen Grigsby, a young man residing at Eagle Point, committed suicide the night before, by poisoning himself. He was at a dance and in a jocular manner told a party of friends they could attend his funeral the next day.

MERCURIAL RHEUMATISM

Mr. J. C. Jones, of Fulton, Ark., says of S.S.S. "About ten years ago I contracted a severe case of blood poison. Leading physicians prescribed medicine after medicine, which I took without any relief. I also tried mercurial and potash remedies, with unsuccessful results, but which brought on an attack of mercurial rheumatism that made my life one of agony. After suffering four years I gave up all remedies and commenced using S. S. S. After taking several bottles, I was entirely cured and able to resume work. S.S.S. is the greatest medicine for blood poisoning to-day on the market."

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Ar Roseburg	5:50 p m	Ar Portland	4:30 p.

Lebanon Branch.

8:10 a m	Lv Albany	Ar	3:25 p m.
9:00 a m	Ar Lebanon	Lv	2:39 p m
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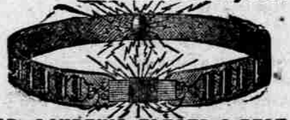

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