

SENATORS READY FOR VANCOUVER

Both Teams Call in Reinforcements and Series Will Be Thriller

The Vancouverites will invade Salem tomorrow to play baseball against the Senators for a four-game series.

When the Vancouver players arrive tomorrow, they will find a city seething with activity and with throngs of wide awake people. But when they step on the diamond at Oxford park, they will be greeted with regular he-men donned in the

uniforms of the Senators, all fidgety with anxiety for the clarion voice to call "Play ball."

As the world's series comes at the time of the season which finds the players at the zenith of form, so does this series find the Senators in tip-top condition.

Every game has found them hitting better, fielding cleanly and executing plays with machine-like precision. In the last three games the Senators have consistently been able to register double plays, requiring rapid thinking and a deal of cleverness.

All of 'em Stars

A pleasing feature of the playing of the Senators is the uncertainty as to who will crash into limelight with a circuit drive, or a timely hit that brings in runs. The different members of the local team have taken turns at playing the leading role.

Last Sunday, Stewart, the Senator

third sacker, covered himself with glory with his terrific hitting. A week before that it was the ball working backstopper, Kracke, who sent the fans home jubilant with the accomplishments of his clouting. Hayes, Blanchard and Proctor have taken turns at furnishing thrills for baseballdom by their timely extra-base hitting. "Ducky" Holmes once brought home the bacon when his hit through a knot hole in left field sent a 1 to 0 game. All of this means that as a team the Senators are dangerous and capable of breaking up a game at any moment.

With the addition of "Dick" Cox, the hard hitting outfielder of the Portland Beavers who has been secured by Bidoy Bishop to play with the Senators during the Eks convention, the local team has a strong combination in the outer gardens. The Senator outfield with Cox playing the leftfield, Stepp centerfield and Jack Hayes in the right field, would be a credit to any Coast league team. All are able to cover leagues of territory in their respective positions and have whips capable of cutting off runners at the home plate. Out of this combination, Jack Hayes and Cox are able to hit assorted deliveries. Stepp is not a whirlwind at the bat, but he is an East India tornado when he once gets on the bases. He is like a cat not to steal the shirt off the second baseman.

BASE BALL

Oxford Park, Salem, Ore.

Vancouver, Wash., vs. Salem Senators
JULY 22-3-4—2:30 P. M.



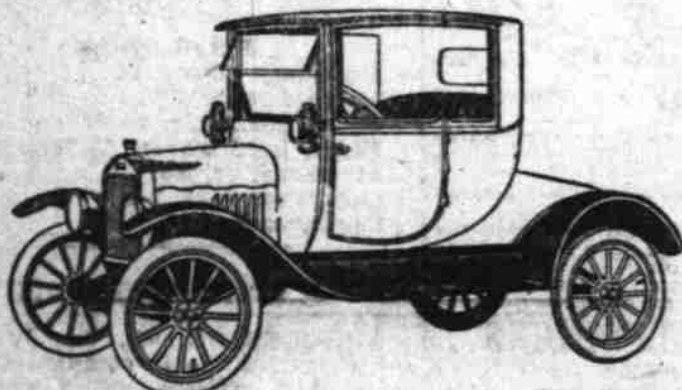
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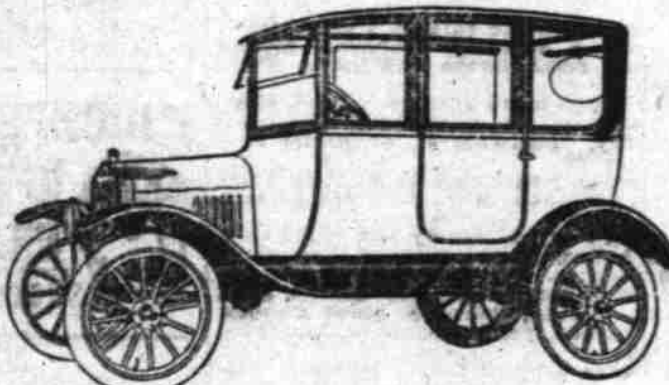


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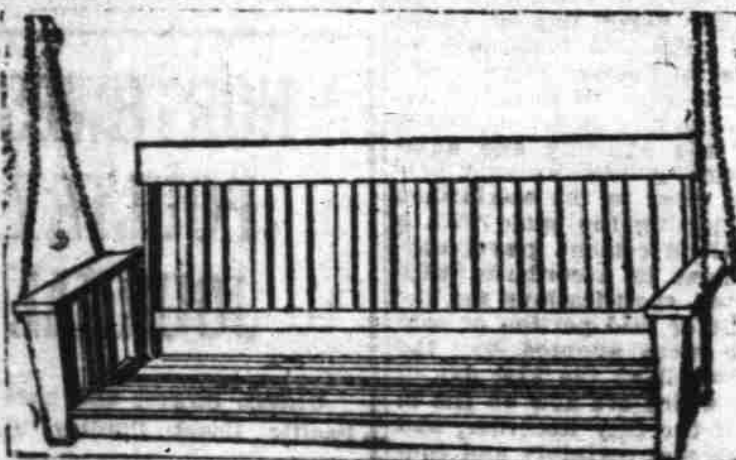
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SALEM

JURY BLAMES TRUCK DRIVER

Inquiry Made Relative to Accident When Train Hits Motor Vehicle

When the Coos Bay limited train, No. 23, on the Southern Pacific, was approaching Salem from Portland about 10:15 Sunday morning, it ran into a state-owned truck driven by Charles E. Chandler, who failed to notice the approaching train at the crossing of Pacific highway between the Valley Packing plant and the state fair grounds.

The truck was hit about the rear wheels and was madly smashed, while Mr. Chandler was knocked unconscious and sustained a four-inch cut on the neck. The force of the impact twisted the pilot back under the locomotive, causing the front wheels to jump the rails and the ties were torn for over 500 feet before the train was stopped without further damage. Mr. Chandler recovered consciousness in a short time after being picked up and was taken to the Willamette sanitarium where he is doing well.

For the purpose of fixing as nearly as possible the cause of the accident, an investigation was conducted Monday morning by Southern Pacific officials before a jury consisting of three men selected from various departments of the railway service and two outsiders from Salem, the latter being George E. Halverson and Frank Davey, and before these several witnesses were examined, the statement of Mr. Chandler, the injured truck driver, being also read.

The disinterested persons who saw the accident were H. T. Mitchell and his daughter; H. P. Mitchell, who resides a few miles north of the scene; Mrs. Barker of Portland and Miss May Taylor, all of whom were in Mitchell's automobile which stopped about 60 feet from the crossing, also C. L. Urub, who was standing in front of the packing plant.

The testimony of those in the Mitchell car, differing in no important particular, was to the effect that Mr. Mitchell had noticed the arm of the block signal in a warning position and looking around saw the train coming. He notified his daughter, who was at the wheel and she stopped the car and the engine was killed. Mr. Mitchell got out to crank the car and at that moment Mr. Chandler, whom they had passed on the road a short time before, pulled out around them and was not looking either way until he ran upon the railroad track. He then discovered the train approaching and made a frantic effort to get across, but it was too late and the crash came. Miss Taylor was positive she heard the train whistle sounding for the crossing. Miss Mitchell was quite sure she heard it, but Mr. Mitchell could not be sure of it.

Mr. Urub gave a similar account of the accident. He heard the whistle and then looked up from his car, saw the Mitchell car and its occupants stopping on the other side of the track, saw the truck coming and noticed that the driver was coming on regardless of the approaching danger, that he did not look around until he was on the track and then it was too late.

Engineer Connolly, with experience of 30 years, 15 years on this line and two years on this train, testified as to the blowing of the whistle and the ringing of the bell. He saw the Mitchell auto stop, but did not see the truck until he hit it, as he was on the right side of the cab and the truck came on the track from the left. He was running at the usual rate of 40 to 45 miles an hour.

Fireman George Earl Long had seen the truck coming when the train was about 200 feet from the crossing, but supposed it would stop and did not know otherwise until it came within 25 feet of the track, when he hastily told the engineer and the latter set the air brakes, but the collision was inevitable.

The officials say there is no man in their service so thoroughly interested in safety observations as Engineer Connolly and no man more careful to observe them himself.

Mr. Chandler, in his statement, said he did not hear any whistle or bell and saw no warning signal, nor did he have any knowledge of an oncoming train until his front wheels were on the track and then he made every effort to cross in safety. He has been driving trucks and motor vehicles seven years, is married and has one child.

The decision of the jury was that it was a case of neglect of caution of the part of the truck driver, who failed to take a hint from the machine which stopped in front of him, but dashed ahead without reasonable care, and that no blame could attach to the trainmen.

The truck driven by Chandler was rented by the state to a contractor and Chandler was not in the state's employ.

"Just look at that rooster," remarked the duck, "since he's begun crowing he's had his statue placed on the top of the barn."—Farm and Home.



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Brooklyn	3 9 0
Cincinnati	2 9 1
Grimes and Miller; Eiler and Wingo.	
At Pittsburgh—	R. H. E.
New York	5 8 0
Pittsburgh	2 4 2
Nehf and Snyder; Cooper and Schmidt.	
At Chicago—	R. H. E.
Boston	4 9 2
Chicago	9 15 2
Scott, Watson and Wilson; Carter, Hendrix and Killefer.	

AMERICAN LEAGUE

At Philadelphia—	R. H. E.
St. Louis	5 10 1
Philadelphia	4 12 0
Burwell, Davis and Severid; Moore Naylor and Perkins.	
At Washington—	R. H. E.
First game	
Detroit	7 15 0
Washington	6 14 3
Oldham, Daus and Ainsmith; Courtney, Snyder, Schack, Erickson and Picinich.	
Second game	
Detroit	2 7 0
Washington	1 5 2
Ehmke and Stanage; Shaw, Snyder and Picinich.	

At New York—	R. H. E.
First game	
Chicago	7 11 2
New York	5 10 2
Faber, Kerr and Schaik; Qutan, McGraw and Ruel.	
Second game	
Chicago	3 10 0
New York	6 8 2
Cicotte and Schaik; Mogridge and Ruel.	
At Boston—	R. H. E.
Cleveland	9 14 0
Boston	8 15 5
Morton, Neihans, Uhle, Bagby and O'Neill; Fortune, Karr and Walters.	

COAST LEAGUE

At Los Angeles—	R. H. E.
Los Angeles	1 6 2
Vernon	3 5 1
Brown and Bassler, Lapan; W. Mitchell and Devormor.	

At Sacramento—	R. H. E.
Portland	0 9 1
Sacramento	2 7 0
Polson and Tobin; Penner and Cook.	

At Sacramento—	R. H. E.
First game	
Portland	0 8 4
Sacramento	5 8 2
Kallio and Tobin; Pittney and Schang.	

At Salt Lake—	R. H. E.
Seattle	10 15 2
Salt Lake	4 10 2
Gardner and Baldwin; Baum, Cullop, Hood and Byler.	

At San Francisco—	R. H. E.
San Francisco	2 9 1
Oakland	6 5 1
Couch, McQuaid, Lewis and Agnew; Holling and Mitze.	

Receiving a Burglar.

How should one receive a burglar? Books of etiquette provide no answer. One is told how to receive a distinguished guest. But with burglars the citizen is left to figure out a suitable procedure for himself.

One man heard a noise in his dining room. He got out of bed quietly. Took his pistol. Climbed to the roof. And there he remained in safety until daylight.

Dignified? Of course not. But he might have done worse. He might have gone downstairs and got shot.

Presumably the man's wife wasn't home. For then he would have felt required to go downstairs and try to put the burglar out. Even if the silverware the burglar could carry off were not worth \$50!

The best thing to do is to pound on the floor until the burglar de-

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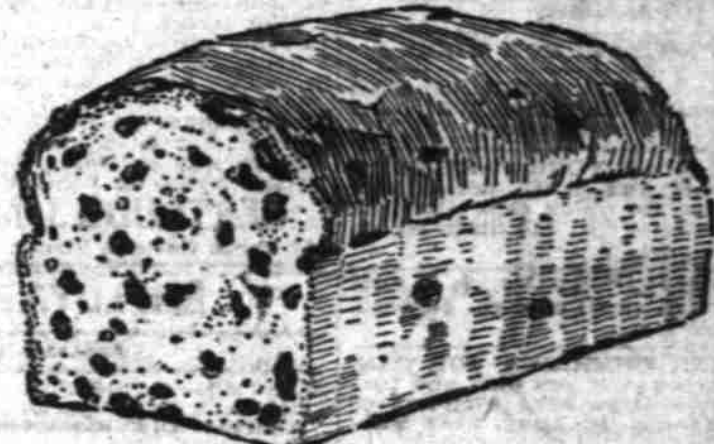
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The best thing to do is to pound on the floor until the burglar de-

parts in alarm. The wife may to help. Let her stand at the door and cry "Police!" Refuse to receive the burglar. Make it clear you are "not at home to him." Rochester Times-Union.

EVIDENTLY HE WAS

Then there was the Irishman who saw in a bookstore window, "The dirty scab!" said he—American News Trade Journal.



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We use only Sun-Maid Seedless Raisins in making this delicious bread. Our years of experience in bread making make it possible for us to produce a bread that is the maximum of flavor and food value.

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