

GAME SUNDAY IS CRUCIAL ONE IN TITLE CONTEST

What are Salem's chances against the strong Montavilla team that comes here Sunday? This all-important sport question is going the rounds of those interested in the welfare of the Senators and their possible chances to win the state semi-pro championship in the annual fall tournament which opens Sunday.

It is a bit doubtful who will win the state title, and a great deal depends upon tomorrow's results. Montavilla defeated the Cyclops last Sunday, 8 to 3, Johnny Harkins turning the leaders of the Greater Portland-Valley league back with but four scattered hits. He has been the leading hurler all season, winning 15 of the 16 games he has performed in.

Cyclops have been a stumbling block for Salem all year, now holding possession of first place in the Greater Portland league. Salem, however, has trimmed the Olmen twice and lost three times, one game not counting in the league standings.

This game would show that the two leaders of the Greater Portland league are about even and would show a mighty tough game in prospect against the Portland city champs, with Salem a bit in arrears. Montavilla lost here once this year, but Harkins was not on the mound at that time, being saved for a regular league game.

Both teams are strong and Salem has improved considerably since meeting the Cyclops last. Salem defeated the Motormates on their last appearance here, "Frisco" Edwards proving to be the hero with a home run with the bases full.

The locals have been hitting over .300 all season, while the Montavilla team has a season average of .304. It will be a real battle, matter with the best team winning. Turpin has been added to Salem's forces and will probably do duty here tomorrow. The locals have probably drawn the hardest game of the opening program. Cyclops meet Port of Portland at Portland. The Salem game is billed for Oxford park at the usual time, 3 p. m.

McKersie, Albany's former first baseman, will also be on the key-stone sack for the Senators. McKersie is a left-handed, hard hitting first baseman and will add real strength to the club. "We have a good chance to upset Montavilla and we are going out to win the pennant," said Bishop this morning. "Our team is good and any team that is going like we are now will have plenty of opposition. We will have the same lineup as has been playing, with the exception of the two new players."

My Line o' Talk

Everett Earle Stanard

Captain James Cook—The first comprehensive and exact exploration of the Pacific ocean was made in a series of voyages extending over a number of years by Captain James Cook, of the British navy, and in the third voyage he entered the seas of the North Pacific ocean and sailed along the Oregon coast. Aside from Sir Francis Drake, who skirted the California coast in 1579, and may have sailed far enough north to glimpse a bit of the Oregon shore, Cook was the first Englishman to sight the littoral of the Oregon country.

It was in 1778 that his ships, the Resolution and the Discovery, made the hazardous cruise along the northwest coast, and in March of that year that the commander and his men, including two American sailors saw and named several important headlands and natural features of the coastline landscape.

Boyhood and Youth

Captain Cook was the son of James and Grace Cook, and was born at Marton, Yorkshire, England, in the year 1728. When he was about eight years of age, young James went with his parents to a large farm, where the boy's father was engaged as overseer, or head servant. Thus it came about that the lad was raised in a rural atmosphere. In spite of this, he heard, at an early period in his life, the call of the sea. He served for a time as apprentice to a shopkeeper in a fishing village, but procured his discharge when 13 years of age and found employment and a life to his liking on board the ship, Free Love. Thus began Captain Cook's maritime experience, and from that date he was destined to go forward and rise in the estimation of his superiors until he was elevated to the command of scientific and nautical expeditions sent by the British government into various remote and little known parts of the globe.

Officer and Surveyor

Cook was too observant and of too studious and practical a turn of mind to be held down to the work and life of a common sailor. He had worked up to the position of mate on a large vessel at the time of the breaking out of the war between England and France in 1755. During the Seven Years' War he served his country faithfully, went with a squadron to the North Atlantic coast on several occasions.

Cook displayed an aptitude for surveying and it fell to his lot to make surveys and charts of various parts of the coast, particularly in the St. Lawrence river and at New Foundland. In preparation for Wolfe's assault upon and siege of Quebec, Cook with great bravery sounded the channel of the river in front of the fortress, was discovered, pursued, and barely es-

HOG FANCIERS WANT RETURN OF TITLED PIG

Washington, D. C.—The westward hebra of European art treasure and heirlooms is having its counterpart on this side of the Atlantic, but in this case the trail leads southward, and the "object d'art" is pigs.

A little over a year ago a prominent agriculturalist from Argentina, Don Jose Luis Cantillo, ex-governor of Buenos Aires, came to this country to buy "pigs with a history." In the center of pig production along the upper reaches of the Mississippi river he found "All Sensation Leader," a Duroc boar—a pig of historic, if not aristocratic antecedents and a social weight in his own right. He also obtained several lady pigs that figure prominently in the Burke's peerage of hog lineages. They were bought and are now residing on the Argentine's hacienda, where they enjoy a standing of note.

Not unlike the European art fanciers, American hog fanciers now want "All Sensation" back and they are willing to pay a fancy price for him. Three or four hog raisers in the middle west have made offers. But not one has as yet been answered by Don Jose, and it is feared the United States has irrevocably lost one of its first barnyard treasures.

Escaped with his life. He was soon placed in command of a war vessel at Halifax, and he assisted in the recapture of the Island of New Foundland from the French forces.

Voyages

At the conclusion of the war in 1763, Cook under orders from parliament, surveyed various areas along the Atlantic coast, and then in 1768 was placed in command of an expedition which explored the South Seas for a considerable distance, observing from that latitude the transit of Venus, and discovering numerous islands, including the Sandwich islands. His second voyage carried him into the frigid realms of the Antarctic ocean.

Off For Oregon

Eight days after the American colonies had declared their independence of England, Cook put to sea at Plymouth, England, bound for the more northern parts of the North Pacific ocean. His instructions, opened at sea, bade him "sail northward along the coast as far as latitude 65 degrees, or further if you are not kept back by land or ice."

Seeking the Passage

And so Cook with his two vessels entered and explored the South Seas, visiting and becoming acquainted with that mid-ocean station, the Hawaiian islands, coasting along some 3,000 miles of unknown shoreline, and naming sev-

eral points and promontories on the Oregon side of the Pacific ocean. For a month he tarried at Vancouver Island, then cruised farther north to discover Mt. Edgecumbe and Mt. St. Elias, find and explore the Aleutian islands, and then make explorations southward along the Isian coast. The Northwest Passage which his instructions bade him seek were never located by Captain Cook, for when he landed again on the soil of the Sandwich islands he became embroiled with the natives and was slain.

Began the Fur Trade

Not the least of the results of Cook's voyages was the increase of knowledge which was made in regard to the value of the peltries of otter, beaver and other fur-bearing animals of the north. Cook's men while in the Northwestern waters bartered for a goodly store of furs, and when they arrived on the coast of China, later on, they found that these furs were in great demand by the whimsical Chinese. At Canton and other towns on the mainland of Asia, the sailors of the two vessels, now under the command of Gore, an American, sold all of their furs at the best imaginable prices, and soon after the vessels returned to England, the world was apprized of the fact that tremendous profits might be realized by those who cared to engage in the fur trade off the Northwest coast. It was not long before there were vessels flying the flags of many nations, including American ships, off the Oregon coast. It should be noted, finally, that Ledward, one of Cook's men who was an American, had much to do with arousing Jefferson to the importance of the country of Old Oregon, and that the acquisition of Oregon was an indirect result of Cook's famous voyage.

Los Angeles, Cal.—Municipal Court Judge Rosenkrantz, who refused to issue subpoenas for Carmel residents in connection with the trial of four newboys charged with selling obscene literature, was upheld in superior court. The charge against the newboys is based on a story about Almee Semple McPherson.

TRAIL TO RAIL FETE IS CLOSED

Eugene, Aug. 21.—(P)—The last presentation of the pageant Klatswa has been given. Eugene's Trail to Rail celebration is over. Street cars are running again in the business district.

The queen's ball, last night, was the last event of the long list of the three-day program. Yesterday afternoon the formal dedication of the new Cascade line of the Southern Pacific railroad took place. Clyde B. Altheison, member of the Interstate commerce commission, Washington, D. C.; Governor Walter M. Pierce; Mayor George L. Baker of Portland; Mayor E. U. Lee of Eugene, and W. K. Newell, prohibition enforcement chief for Oregon, were among the speakers. Eugene Radcliff and Portland Rosarians were in charge of the ceremony.

Last night the special train from Portland followed the Klamath Falls special over the new Cascade line, known heretofore as the National cut-off.

BERLINS HIDE FROM PUBLICITY

Quebec, Aug. 21.—(P)—Mr. and Mrs. Irving Berlin today sought refuge from the glare of publicity at the summer home of Max Winslow in Thousand Islands, after failing to achieve anonymity as "Mr. and Mrs. J. Johnson" on the passenger list of the S. S. Montclair from Glasgow.

The song writer and the de-owned daughter of Clarence Mackay, president of the Postal Telegraph company, were greeted at the pier by three newspapermen on their arrival yesterday. Friends had expected them on

the Homeric, since Al Jolson said in New York recently that they were coming home from a Paris honeymoon on that line. Some newspapers at that time credited them with a desire to have their first child born in the United States. In Paris, Mrs. Berlin denied that a visit by the stork was impending. On arrival here Mr. Berlin said: "We are returning to America because it is our home and we hope time has come when we will be allowed to enjoy the beautiful essential of a home—privacy. The only question concerning me in which the public might be interested, is answered when I say I am going to begin work on a new show."

DAMPSEY WILL TRAIN ATLANTIC CITY CAMP

Saratoga Springs, Aug. 21.—(P)—Jack Dempsey is going to shake the dust of New York from his shoes for good, as far as fighting is concerned.

He will break camp tomorrow night and train in Atlantic City. There was much speculation in camp today over a report that Dempsey had bought two colts at the yearling sale in connection with the August racing meet. Some professed to see the possibility of the champion entering the racing game before long.

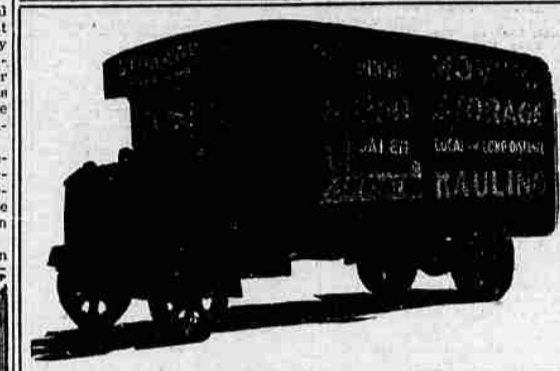
If it is true that Dempsey bought the horses, the purchase was through a commissioner. It is said that one of the colts is a stallion, which he intends to name California, and the other is a filly, which he will call Lady Estelle.



There Are No "Eighty" Golfers With Bad Eyes

If you are one of those whose eyes are focused for distance you can't see the ball 'tho you keep your eyes on it. While you try you're putting the greatest drain on your nervous energy known to medicine. A better golf score, a better day's work, a pleasant evening are in no small part a matter of getting rid of eye strain.

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Announcement--

August 15 the Fred M. Powell Motor Cars was purchased by A. C. (Biddy) Bishop and A. J. Rousseau and becomes part of the already established firm known as

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We are now displaying the new improved Packard Six and take this opportunity to cordially invite you to inspect this new creation. Lower top, stream lined, smartly finished, no radical change but up to the minute improvements. Our show rooms will be open Saturday evening and Sunday. We will be glad to explain its new features.

New Series E closed models will also be here for your inspection tonight and Sunday. In this series you will see a new body creation, the Landau Sedan, embracing all of Oldsmobile's improvements. An automobile that stands out with appearance, reliability, and ease of operation. There is a body design to fit the requirements of nearly every family from coupes to sedans.

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OUR SERVICE DEPARTMENT

In our endeavor to constantly improve our service we have obtained the services of Tom Watts, well known Salem mechanic—who with our former staff and increased machinery should be able to give all of our patrons fast, courteous and efficient service. If for any reason your car is not "just right" drive in and let us inspect it. It is to our advantage to keep every Packard and Oldsmobile right up to standard and you can help us by calling for interval inspections.

CAPITOL MOTORS, Inc.

350 North High St.

A. C. (Biddy) Bishop—A. J. Rousseau

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