

# EUGENE YOUNG LADY TELLS OF COLUMBIA WRECK

### MISS CARRIE MARTIN, WELL-KNOWN SCHOOL TEACHER, REACHES HER HOME IN THIS CITY TODAY, AFTER THRILLING EXPERIENCE AND NARROW ESCAPE FROM DEATH ON THE OCEAN

(From Thursday's Guard.)  
Miss Carrie Martin, the only Eugene person on the steamer Columbia at the time of the terrible disaster off Shelter Cove at midnight on Saturday, arrived home on the afternoon train from the north today. She came north on the steamer Geo. W. Elder, which arrived at Portland at 5 o'clock last evening, and spent the night in that city, desiring to rest a few hours before coming on up to Eugene.

Miss Martin was met at the train this afternoon by her mother, Mrs. Mary Martin, her sister, Mrs. Wm. J. Gross, and a number of friends. It was a joyful meeting. Mrs. Martin was a bit of a nervous wreck, but she was overcome with emotion, her joy at seeing her daughter, whom she believed for awhile to be lost in the wreck, was so great.

A Guard reporter called at the Martin home at the corner of East Twelfth and High streets shortly after the arrival of the train, and heard from Miss Martin's lips a brief but vivid story of her experience in the wreck. She was awakened by a slight jar as the two vessels came together. She then heard the swishing of the waters as they poured into the hull of the Columbia through the great hole made by the San Pedro's bow, and she at once knew something was wrong. She arose and began to put on a life preserver, but soon heard some one above shout "All is well."

She then took off the life preserver and began putting on a heavy coat but again she heard from above the shout, "Life preservers." She fastened the preserver around her body and went on deck. She was unable to stand as the vessel was then going down and the deck was at such an angle that she could not keep her footing. Upon reaching the railing of the vessel some one told her to jump and she did, landing safely in a small boat. This occurred at about 12:30 o'clock. A few minutes after 1 o'clock the boat which she occupied was pulled alongside the San Pedro and the party taken aboard.

The San Pedro was in a half-sunk condition and was drifting helplessly, but there was no danger of her sinking on account of her cargo of lumber aboard. At 6 o'clock in the morning the Geo. W. Elder hove in sight and the rescued passengers of the Columbia and the crew of the San Pedro were taken aboard.

After an uneventful run to Eureka, where the San Pedro, which had been taken in tow by the Elder, was left, the vessel proceeded north, arriving at Astoria yesterday morning. Miss Martin had no time to observe the actions of the officers on the Columbia, but says the officers of the San Pedro treated the survivors with every courtesy and kindness. She thinks that Captain Doran of the Columbia could have saved himself by the use of a life preserver, even after he saw the last person off the vessel.

At the home of the bride's parents, Councilman and Mrs. A. W. Gilbert, on Olive street in Eugene, Wednesday evening, July 24, 1907, Arthur C. S. Striker and Miss Pearl Ida Gilbert, Rev. H. N. Mount, pastor of the Central Presbyterian church, officiating. The wedding was attended by quite a number of the friends and relatives of the couple, who are among Eugene's best known young people. The bride acted as Goddess of Liberty at the celebration here on the Fourth of July. The groom is a son of A. N. Striker and is engaged in the engineering business with his father. The couple left this morning for the upper Willamette, where the groom is at work.

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# A. GRAHAM STARTS ON SAD SEARCH

The sinking of the ocean steamer Columbia last Sunday morning off the northern coast of California brings grief to almost every town in Oregon, and Cottage Grove is not an exception, says the Western Oregon. It is almost certain that Mrs. Andy Graham, of Cottage Grove, was a passenger. True, her name does not appear in the list, yet there is a Mrs. A. Gray, and Mr. Graham received a message last evening from the friends with whom she was visiting in answer to an inquiry, stating that she was on the ship. Her name does not appear in the list of rescued, and the greatest apprehension exists that she is lost. A list of 21 cabin passengers who were missing was published in the evening papers of yesterday, among them being Mrs. Gray. Several life boats and rafts that are known to have got away have not been heard from. They may still be afloat or they have landed at remote places. Mr. Graham starts for Eureka today on his sad search.

Geo. Stanley has returned home from his trip to Ashland.

# SAMUEL SCOTT DIES SUDDENLY WHILE AT WORK

Samuel Scott, residing at 515 Ferry street, in this city, died suddenly at the home of E. B. Oldham, seven miles west of Eugene, this forenoon at 11 o'clock. He had been engaged in shingling Mr. Oldham's barn and at first it was thought that he had fallen from the roof of the building, but as there are no bruises on the body it was concluded that he died of a natural death.

The night before Mr. Scott was in very great pain, having had an attack of heart trouble, and it is presumed that another attack came while he was at work, resulting fatally. He was found lying on the ground by Mr. Oldham's little daughter, who ran to the house and told her mother that Mr. Scott was very sick. Mrs. Oldham found him suffering greatly and he soon expired.

The deceased was over 70 years of age and leaves a family in Eugene. Soon after his death his wife, who was at home at the time, was notified. The body will be brought in this afternoon and arrangements made for the funeral.

# TO IMPROVE DEPOT ACCOMMODATIONS

### STATE RAILROAD COMMISSION MAKES FAR-REACHING ORDER RELATIVE TO DEPOTS—MUST BE WELL VENTILATED, CLEAN AND PROPERLY LIGHTED.

The railway commission yesterday made an order which will affect every railroad company in the state and which will be effective on all lines. The order is the result of a hearing conducted at the various railroad stations in the state. The order will go into effect twenty days from date and among others has the following provisions:

"All passenger waiting rooms and passenger cars used in this state shall be supplied with pure drinking water, and lighted, heated, and equipped so as to render the occupants reasonably comfortable.

"Suitable toilet rooms shall be provided and kept clean at each station where an agent is maintained.

"Waiting rooms and ticket offices having an agent shall be open for the accommodation of the traveling public at least thirty minutes before the schedule time of the arrival of all passenger trains scheduled to stop at such station, and shall be kept open after the arrival of such passenger trains for such length of time as will afford passengers a reasonable opportunity to transact their business and to leave the station.

"In the case of delayed trains, waiting rooms shall be kept open until the actual arrival of such delayed train.

"Waiting rooms at junctions shall be kept open when necessary for the accommodation of passengers waiting to transfer from one line to the other.

"Platforms shall be kept lighted at night when the waiting room is, by these rules required to be open."

# RAILROAD NEARS KLAMATH FALLS

Klamath Falls, Ore., July 25.—The California Northwestern railroad will be up to Dorris this fall, was the statement made by Chief Engineer Hoey to a Herald representative Monday evening. During the past few days merchants have been considering the advisability of placing orders for their usual heavy winter stocks, and hence the question of whether or not the railroad will reach Dorris this fall is a question of very much importance to them. The situation was explained to Mr. Hoey, and in reply he made the above positive statement.

"When the railroad reaches Dorris the distance which freight will be transported by teams will be but a little over 10 miles, and the rate from Weed to Klamath Falls during the winter will not exceed that now in effect from Thrall. This in itself will prove of great benefit to business men, although freighters will not be so well pleased, for comparatively few teams will be necessary to handle the business between Dorris and the river, where steamers will bring it to the Falls.

At the Eugene hospital between 5 and 6 o'clock this morning, John Peterson, aged about forty years. He was a well-known Bohemia miner, having worked a long time for the Noonday company, and owned a half interest in five good claims in the district. For several months previous to his death he had suffered from epilepsy, and for several weeks had been confined to the hospital here. He probably died during one of the attacks, no one being present at the time.

The deceased was well liked by everybody who knew him. Besides owning an interest in the mining claims mentioned, he owned a homestead on the head waters of the Smith river in Douglas county. He was single, and leaves his parents, who reside in Sweden, and a brother who lives in Washington state. He was a member of the Eugene lodge of Elks.

County Judge Chrisman has appointed Mrs. Willemina Van Prooyen guardian of Leroy Parker, minor, with bonds in the sum of \$1600. Henry Nelson is surety.

# ASSESSOR KEENEY WILL ASCERTAIN REAL VALUE

### AND MAKE ASSESSMENT FOR THIS YEAR ON ALL PROPERTY WITH SOME DEGREE OF UNIFORMITY.

### Assessment on Timber Lands Will Be About Double What It Was Assessed At Last Year—Average Will Be \$10 to \$12 Per Acre—Some of the Heavy Timber Holders.

The course which Assessor Keeney, of Lane county, is taking in making up the assessment roll at this time is meeting with the approval of most of the people and the thorough disapproval of a few, says the Eugene correspondent of the Oregonian. Mr. Keeney has made it his particular business to ascertain the real value of property and assess with some degree of uniformity. Three noticeable changes will be made that will add to the income of the county when the next levy is made. First, the notes covering mortgages will be enumerated, timber lands will be assessed higher, and the Southern Pacific will pay more on its roadbed, rolling stock and its lands.

Thousands of dollars in thoroughly secured notes have escaped taxation in the past partly because of the difficulty of finding them, and partly, no doubt, because of the habit of letting them go. The mortgage records of the county will form the basis of what assessments are made although other evidence will be used where there is any attempt to evade the payment of taxes on this form of wealth.

### Heavy Timber Owners.

The assessment on timber lands will be about doubled at the next assessment. Last year the average was about \$5 to \$7 per acre. This year it will be \$10 or \$12. Some of the heaviest taxpayers on timber in Lane county will be the Booth-Kelly Lumber Company on 13,849 acres; Weyerhaeuser Timber Company, 22,492; Drew Timber Company, 20,748; Storey-Bracher Company, 6,849; Starret & Hovey, 9,451; Morton, Lewis & Chick, 10,599; Lefingwood-Madalon, 10,278; Hackley Phelps & Bonnell, 8,366, besides numerous individuals who have large holdings. It is impossible to estimate at this time how much timber land there is in this county, but a dozen of the large corporations alone hold more than 200,000 acres.

### Southern Pacific Land.

The Southern Pacific congressional lands, consisting largely of timber, but quite difficult to classify, will be assessed at an average of \$8 per acre, or just double last year's. The lands held by the railroad company will aggregate nearly 300,000 acres, and at the increased valuation will alone add more than \$1,900,000 to the assessable property of Lane county. The valuation of the rolling stock and roadbed will be raised \$1000 a mile and there are 74.64 miles of track in the county.

The statement of the Southern Pacific of its rolling stock, while not very helpful in aiding the assessor to make up his roll, is very interesting so a few items of the department will show. The following is an exact copy of the statement made by the company for the information of the assessor in making his total assessment of Lane county:

Locomotives, all classes, 72; average value, \$2000; total value, \$144,000.

Passenger and chair cars, 41; average value, \$1250; total, \$51,350.

Cattle cars, 44; average value, \$125; total, \$4840.

Caboose, 37; average value, \$200; total, \$7400.

The total valuation aggregates about \$500 per mile and the assessment will be \$1000.

# MARRIED

At the Brown hop yard, north of Eugene, July 24, 1907, W. F. Gregg, of Wendling, and Miss Bertha Fletcher, of Eugene, Rev. O. C. Wright officiating.

# SEATTLE FIRM BID LOWEST ON DRY DOCK

Washington, July 27.—F. McClellan & Company, incorporated, of Seattle, were the lowest of five bidders today for the construction of what is to be the largest government dry dock in the country, to be located at Bremerton naval station. The bid is for \$1,192,684.

The dry dock will be 652 feet long, 115 feet wide and 38 feet deep.

### BLACHLEY SECTION DEVELOPING RAPIDLY

L. W. S. Post and daughter, Miss Pearl, of Blachley, were in Eugene last Wednesday and Thursday. Blachley is 35 miles a little north of west of Eugene, in the eastern edge of the Coast mountains. It is a thriving place. Considerable building is going on at present. The dairy business is rapidly increasing and several dairies are selling \$100 per month of cream and butter. With the dairy products, the timber, stock, fruit and other products, Mr. Post believes a railroad to open up that section with the Willamette valley and the coast would soon be a profitable property.—Oregon State Journal.

# The Kidneys STORIES TOLD BY SURVIVORS OF SHIPWRECK

When they are weak, torpid, or stagnant, the whole system suffers. Don't neglect them at this time, but heed the warning of the aching back, the bloated face, the sallow complexion, the urinary disorder, and begin treatment at once with

### Hood's Sarsaparilla

which contains the best and safest curative substances.

In usual liquid form or in chocolate tablets known as Sarsatabs. 100 doses \$1.

# EXCURSIONISTS MEET DEATH IN TRAIN WRECK

Butler, Pa., July 27.—Three men were killed and a score injured in a wreck on the Allegheny & Western near here today.

The wreck was caused by the breaking of a rail beneath the engine drawing a heavy train of picketers employed on the Buffalo, Rochester & Pittsburgh railroad, on their way from Dabois to Newcastle.

### STEAMER BURNED, NO LOSS OF LIFE

Auburn, N. Y., July 27.—The steamer Frontenac burned on Cayuga Lake, opposite Farley's Point, this afternoon. Nine of the fifty passengers were drowned and several injured.

Later a telephone message from Ex-Mayer Burgess, of Auburn, says no lives were lost.

# SEATOR BORAH'S FINAL ARGUMENT

Boise, July 26.—By seven o'clock this morning hundreds of persons besieged the doors of the courtroom to hear Senator Borah continue his argument in behalf of the state. So great was the throng that court officials and others having business at the trial were compelled to secure entrance in various ways. Most of them climbed up the steep, improvised stairway in the rear. The jury was also brought up these stairs.

A majority of the seats were occupied by attorneys who have come from many cities of the West to hear the final argument. Mrs. Haywood, the invalid wife of the prisoner, was in her accustomed place; the prisoner's mother sat next to Mrs. Haywood and with the family was also his sister and one of his daughters, Mrs. Steunenberg, wife of the ex-governor, and her son, Julian, were early in court.

When the last seats of the courtroom were occupied the disappointed hundreds took up positions on the lawn to hear what they could of Borah's address as the words filtered out of the windows.

Senator Borah began by going over what he called the trail of blood left by Orchard. He asserted:

"One of the most absurd of many absurd things brought into the case by the counsel for the defense is the accusation that Pinkerton's engineer, Steunenberg's assassination."

The senator contended that the impelling force behind Orchard came from Denver. He declared the murderer came from there fresh from association with the officers of the Western Federation of Miners. Marlon Moore, an officer of the federation, helped Orchard to deceive Mrs. Orchard, when Orchard wished to desert her. Pettibone helped Orchard to pack his utensils of murder in his trunk.

"Why is Pettibone not here to deny it?" the lawyer cried. "His silence is confession of guilt. Pettibone's absence is absolute corroboration of Orchard's story."

Then from out of the testimony of witnesses for the defense alone, picking it out from the mass of mixed material, Borah showed the intimacy that existed between Orchard and the highest officers of the Western Federation of Miners.

"Watch these five men—Simpkins, Orchard, Meyer, Haywood and Pettibone—Steunenberg is to die within thirty days—watch them—we have got them together—they are moving to the scene."

This was Borah's dramatic climax of his theme. Throughout the senator's objective point was conspiracy—the essence of the state's case—and that Orchard was but a tool in the hands of W. D. Haywood.

Borah began his speech last evening. It was sensational from the start. From time to time he turned on counsel for the defense, fierce denunciation pouring from his lips, and a times brought protests from Richardson and Darrow, but with blazing eyes and hot words, he silenced every effort to break the rush of his words.

The climax was reached when, in behalf of the state of Idaho, its people, its governor and himself, he disclaimed all intention or desire to give immunity to Orchard. With pale face and voice quivering with emotion he exclaimed:

"I know not what your verdict will be in this case. I don't believe anybody knows. There is one thing I do know, and that is you will never get two men in the state of Idaho to turn Harry Orchard loose. You will never get any man as governor to turn him loose. Orchard has been promised no immunity, and if you should ever have anything to do with such a bargain I should want the great God to wither my right arm till it fell from its socket."

The Lumbermen's Association of Washington has raised \$100,000 to fight the proposed freight rate increase on Eastern shipments. They will appeal to Oregon lumbermen to assist them.

### MANY DEEDS OF NOBLE HEROISM PERFORMED IN FACE OF DEATH AND MANY STRANGE EXPERIENCES—ALL UNITE IN PRAISING CAPTAIN DORAN FOR HIS COOLNESS AND COURAGE

Portland, Or., July 25.—Of deeds of valor the wreck of the Columbia had its full share. Of instances of cowardliness there were but few. Not to the men are the acts of heroism all to be credited. Women did their full share, and two of the noblest deeds of all were performed by young girls, one a miss of 17, the other a mere child of 12. That little Ethel Johnson, daughter of Mrs. J. A. Johnson, of San Francisco, saved two lives became known when the survivors reached port here yesterday on the George W. Elder. The little girl, buoyed up by a life preserver, held to 11-year-old Effie Gordon, who was overcome by the shock and exposure, and also cheerfully assisted Olaf Larson, who had no life preserver, in keeping himself afloat. The child kept courageously by this trying task for nearly an hour until all were taken aboard a life raft.

### Silvo's Sad Story.

Possibly the saddest story that comes from the grim reaper's list of Columbia's passengers is that of E. Silvo, who lost his wife and two babies while struggling to save them. Silvo was in the steerage, and was coming from Los Angeles in search of a new place to make his home.

He managed to get his wife and babies on deck, but they were only in time to be drawn down by the sinking of the ship. In face of this staggering loss, survivors say he worked with a will saving others, and not until the confusion was ended did he give up to his grief. Thereafter he was inconsolable. He went ashore at Astoria yesterday forenoon harboring the faint hope that his loved ones might be among those who landed in a life boat at Shelter Cove.

### Are Left Destitute.

Not a few survivors are left in straightened circumstances as a result of losing their money and effects in the wreck.

"I do not know where my supper is coming from tonight. I haven't a cent left in the world," said Joseph Kumley as the Elder neared Portland late in the afternoon. "My purse, my trunk and even my everyday clothes went to the bottom with the Columbia. All I have is this black shirt, which I had on when the wreck occurred, and these clothes which were furnished me after I was picked up by a lifeboat."

"My traveling fund of \$300 and my ticket home are gone. I have nothing in Portland to look forward to, although I can quickly supply me needs by wire," said Miss Emma Griesse, of Cleveland, O. "Everything I had with me went down."

Others there were in similar plights. Among the steerage and second cabin passengers a good percentage had the whole of their worldly possessions with them when they were wrecked.

### Bids the Ship Farewell.

Almost the last to leave the wharf was a tall, slender girl, a handsome brunette, erect as a pine and lithe as a willow, who had smiled and nodded and laughed to this one and that as she left the ship. She was Miss Maybelle Watson, of Berkeley, Cal., who while drifting in the sea and supported only with a life preserver, had for two hours held up another woman and finally saved her life.

"I just came down to have one more look at the old ship," she said to a newspaper reporter, "and she looked good as she came up to us there in the water that morning after the wreck. Oh! she came so slow, but she looked so good. I want just one more good look at her. Goodbye, old ship, goodbye," and she turned and went with her brother to his home in this city.

### Saved by Womans.

Phil E. Goslinsky, of San Francisco, was among those who had to swim for it. When the crash came and the Columbia was setting, Goslinsky pressed to assist several women of his home. Throughout the swim Miss Eva Booker, of Franklin, Ky., a few minutes later Miss Booker returned the heroic favor by helping Goslinsky onto a life raft when he swam alongside, all but exhausted by a hard struggle with the brine. He had given his life preserver to a woman and but for the fact of his being an excellent swimmer would have been lost.

### Tribute to Captain Doran.

All pay tribute to the fine courage of Captain Doran, who might easily have saved himself.

Dwight Cosner, of Lewis, S. D., and J. C. Orr, superintendent of schools at Schuyler, Neb., were on the rail directly under the captain's position on the hurricane deck. Both were able to hear his commands plainly, and no more fitting tribute to the courage of the Columbia's master can be paid than in the record of his own words and conduct.

"After the collision I heard Captain Doran call all people out on deck," said Mr. Cosner. "Listen, people, this is the captain talking to you," he said. "I want everybody to remain cool and all get up on this deck."

"Then, after a moment, in the same clear, cool, commanding voice, 'Gentlemen, help the ladies.'"

### Heard Commands Plainly.

"I was directly under the captain's position at the time. I began helping women over the rail and as I got them above the rail the captain, or some one with him, helped them to the bridge. Three women had gotten

# GLASS CASE SUBMITTED TO JURYMEN

San Francisco, July 26.—The case against Louis Glass, first vice president and general manager of the Pacific States Telephone and Telegraph Company, charged with the crime of bribing Supervisor Charles Boxton in the sum of \$5000 to vote against an ordinance granting the Home Telephone Company, a rival rival, a franchise in San Francisco, went to the jury this evening after 14 days of actual trial and a day and a half of arguments by Assistant District Attorney Heney for the people and T. C. Coogan and Delphin M. Delmas for the defense.

The reading of Judge Lawlor's charge to the jury consumed one hour and at its conclusion the courtroom was cleared, the jury was given in charge by two deputy sheriffs and by them conveyed in a trolley to the Fairmont hotel.

The entire morning session, from 10 o'clock until a few minutes past 12, was occupied by Mr. Delmas in the closing argument for the defense. Mr. Heney, in the judgment of able observers, exceeded his powerful effort in closing for the prosecution in the Mayor Schmitz extortion case.

Judge Lawlor instructed the jury that it was not necessary that there be direct evidence of expressed agreement of conspiracy. It is competent to prove that the defendant was a party to the conspiracy by circumstantial as well as direct evidence. He said the prosecution must prove the bribing of Boxton and the connection of the defendant with giving the bribe; and if the prosecution fails to prove that connection, the verdict must be "not guilty."

# INVESTIGATING CAUSE OF WRECK

San Francisco, July 25.—The investigation into the cause of the Columbia wreck was begun here this afternoon by Captain Birmingham, supervising inspector of steamships. The first witness was F. Peterson, lookout on the Columbia.

Peterson testified that the weather was foggy, and he could see only two ship lengths. He heard the San Pedro's whistle sounded once a minute to the starboard of Columbia. When Peterson first saw the San Pedro she was about 150 feet distant and was coming "square on" to the Columbia. On sighting the San Pedro he leaped onto the bridge, where he was at the time of the collision. He could not say whether or not the Columbia was going at full speed. There was no wind. The Columbia blew her whistle regularly.

After the collision he was told by Captain Doran to arouse the passengers. He called those in the forecastle, and then started to the life boat to which he was assigned, but found it gone. He had no time to call the people in the steerage or cabin. He ran to another life boat and was there alone when he saw Captain Doran standing near, and was asked to give a hand in launching the boat.

Quartermaster Hinner testified that the Columbia floated five to seven minutes before going down. The shock of the collision was not great.

# BRYAN EMULATES HERO FAIRBANKS

Storm Lake, July 25.—W. J. Bryan is not to be outdone by Vice President Fairbanks. He rescued a Storm Lake woman from an automobile accident here today. He was being driven to the lake in an auto after addressing the Chautauqua.

A stop was made when a motor, which was being driven by Mrs. E. B. Stillman, of Corvallis, Iowa, crashed into his car. Mrs. H. W. Deal, who occupied the rear car, was hurled to the ground and slightly injured.

Mr. Bryan sprang out, and after lifting Mrs. Deal into the car, cranked the machine and the injured woman was brought home.

# MRS. SHANNON'S ESTATE WORTH \$15,703.03

T. G. Hendricks, executor of the estate of Mrs. Elizabeth Shannon, this afternoon filed in the probate court the inventory of the property of the estate. There are the following items in the report: Money, \$854.53; promissory note, \$256; other personal property, \$12,300; real estate, \$14,690. Total, \$15,703.03.

An order was made by Judge Chrisman directing the executor to sell the following pieces of real estate to pay the cash legacies made in the will: The east half of lot 1, block 14, Mulligan's donation to Eugene, and 80x80 feet in Skinner's addition to Eugene.

up and several others were pressing about for their turn when the water seethed over the deck.

"I can do nothing more for you—God help us all," the captain exclaimed, and a moment later the steamer went down."

"That Cosner escaped is remarkable, and the escape of Orr, who had leaped into the water a moment before, was likewise by a narrow margin."

"I was drawn down for a distance of what seemed from 50 to 60 feet," said Cosner. "I thought the end had come, but presently I felt myself being carried upward again, and with great velocity."

"Unluckily I came up under a raft and was nearly strangled before getting from under it and out where I could get a breath of air."

# NEW WENDLING TRAINS WILL START ON AUG. FIRST

### OFFICIAL ANNOUNCEMENT OF SERVICE HAS BEEN MADE FROM PORTLAND OFFICE OF COMPANY.

Train Leaves Eugene at 7 in the Morning and 1 in the Afternoon. Leaves Wendling at 9:50 a. m. and 3:50 p. m., Arriving at Eugene at 11:40 a. m. and 5:40 p. m.

Official announcement of the new train service between Eugene and Wendling has been made from the offices of the S. P. Co. in Portland. The service will begin on August 1 and the schedule will be as follows:

Leave Eugene at 7 a. m. and 1 p. m., arriving at Wendling at 8:50 a. m. and 2:50 p. m.

Leave Wendling at 9:50 a. m. and 3:50 p. m., arriving at Eugene at 11:40 a. m. and 5:40 p. m.

The trains will be mixed freight and passenger, and stops will be made at all stations and sidings between Eugene and Wendling.

The trains will leave Springfield as follows: Going up at 7:20 and 1:20 p. m.; coming down at 11:20 and 5:20 p. m. The service will be daily except Sunday.

### Other Train Changes.

Business has grown so heavy on the Cottage Grove local that the time of arrival of the train in Portland will be changed on August 1 from 11 to 11:30 a. m. The train will leave Portland daily at the old time.

The passenger fare between Portland and Oregon City will also be increased from 25 to 50 cents on that date, it having been found impracticable to compete with electric car service between these points.

Beginning August 1 the same train service that is run between Portland and Forest Grove on week days will be put in on Sundays, as a result of the demands of travel.

# CHRISTIAN MINISTERS MEET AT SALEM

A meeting of more than common importance among church circles was that of the federation committee of the Christian church which met in Salem Thursday. The conference was held in the study room of the pastor of the First Christian church, among those present were Deacon E. C. Saxon, of the Eugene Divinity School, Rev. J. J. Evans, of Albany, Rev. E. M. Muckley, of the First Christian church of Portland, Rev. J. F. Ghormley of the Central Christian church of Portland, and Rev. Davis Erret of the Salem First church. A discussion of the plans for the bringing about of the federation movement and unity among the churches of all denominations occupied the attention of the ministers present.—Statesman.

### ALBANY HAS TWENTY-SIX PASSENGER TRAINS DAILY

Albany has twenty-six passenger trains daily, according to the railroad registers, counting a section as a train, ten on the main line of the S. P., six on the Albany-Lebanon road, two on the Albany-Springfield line, six on the Albany-Corvallis run, two on the Albany-Yaquina line and two on the Albany-Detroit run, each with a separate number except the first sections of Nos. 11 and 12 of the main line. Towns south of here have eight trains daily and those north ten, except Woodburn, which has 12.

Albany's railroad facilities are certainly gilt-edged, and trains run in such a way as to be of convenience to people wishing to trade here and undoubtedly bring many to Albany for business, a big booster.—Democrat.

# ALLEGED FIND OF HOLY GRAIL CUP IN BRITAIN

London, July 26.—The Daily Express prints a story of the discovery near Glastonbury Abbey of a glass vessel of beautiful workmanship, apparently of great antiquity, which is the Holy Grail of the Arthurian legend. The Holy Grail is the cup from which Christ is reputed to have drunk at the last supper, and, according to British tradition, was brought to England by Joseph of Arimathea after the crucifixion.

At her home at Cedar Flat, July 27, 1907, Mrs. Jessie Easton, wife of Richard Easton, aged 25 years, death was rather sudden. She had been up during the day and ate her supper with the family, but she became worse afterward and died at her home last night, besides her husband, several children and near relatives. The funeral was held today with interment in the Smith cemetery near Natron.

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