

SURVEY AT EUGENE

Great Central Engineers There

LOOKING FOR PASS OVER THE CASCADES

Strengthening of the Theory that the Goulds are Interested--To Take Drain Route.

Salem, Or., Sept. 2—The following dispatch was received today from Eugene: "Messrs. George Lyman Moody and C. E. Cook, locating engineers of the Coos Bay railroad are in Eugene, the object of their visit being to view out the most desirable route of the new road.

"They have been over the McKenzie pass and through the Cascade mountains and are now examining the Middle Fork pass which is generally considered to be the most desirable pass through the mountains.

"The engineers are looking over the country not only with a view to finding the cheapest route for construction of the railroad but are also observing business conditions and the probable traffic upon which the road would depend for revenues

"That the new road will use the Middle Fork is confidently believed by the best informed persons here."

The foregoing dispatch tends toward confirmation of the theory that the Goulds are behind the Great Central Railroad project. Some three months ago a dispatch came from Eugene telling

of the activity of railroad surveyors in that vicinity who had been looking for a pass across the Cascade mountains.

J. A. Straight, of Eugene, took an active interest in the operations and was said to have some connection with the movement to build a railroad across the range.

At that time voice was given to suspicions that the Missouri Pacific was interested in the project. From two other sources recently the positive statement comes that the Missouri Pacific engineers surveyed two routes across the Cascades, one from the head of the Middle Fork of the Willamette, the other from the head of the McKenzie within the past four months. (Now comes the news that the Great Central engineers coming through from Coos Bay have reconnoitered the country through those passes, with indications that the Middle Fork pass will be selected for the railroad.

This would point to the use of part of the survey of the Umpqua Railroad from Drain down the river to Gardiner thence across to Coos Bay, joining the Belt Line railway on the north side of the harbor.

Strikers Fire a Mine.

CHASING TO THE WOODS BY THE GUARDS

Expected Trouble at No. 8 Colliery Postponed---Increasing Numbers at Work.

Cooper, W. Va., Sept. 2—The Pocahontas colliery company's leading mine was fired this morning and is now burning and great damage threatens.

The mine has three entrances in West Virginia and one in Virginia.

Anticipating trouble strong guards had been placed on duty on the West Va. side, but incendiaries effected an entrance on the Virginia side.

A large number of guards pursued the strikers up wooded hill side and fired many volleys into the timber but it is not known whether any strikers were killed or injured.

This is the mine where an explosion nine months ago killed so many miners.

Tamqua Pa. Sept. 1—No attempt was made to open No. 8 colliery this morning, hence the trouble predicted Saturday upon a rumor which went abroad failed to materialize.

The strikers made no demonstrations when an unusually large number of non union men were escorted to work by troops although it was the largest number working since the opening of the strike in Panther Creek valley.

Cheap Colonist Rates

St. Paul, Minn., Sept. 2—Colonist rates identical with those that brought 100,000 settlers to the Northwest during the Spring went into effect again today. Under an agreement among the Northern Pacific, the Great Northern, the Soo and the line through the Omaha gateway special fares are to be offered every day during this month and next to Spokane, the Kootenai district and other points in the Pacific Northwest.

Army Scoops the Navy

ATTEMPT TO CAPTURE NEW YORK FAILED

Higginson Vacates Long Island Sound After Theoretically Loosing Several Ships

New London, Conn., Sept. 2—An attempt of the naval fleet to force a passage of Long Island sound and capture New York has failed.

Higginson's ships again engaged forts Mitchell, Wright and Terry this morning.

The Massachusetts and Brooklyn were theoretically destroyed, and the finally sailed away, leaving the Sound to the enemy.

Reports from Little Gullet state that while attempting to escape several of the enemy's ships encountered submarine mines, theoretically destroying the Alabama and Puritan.

Genl. MacArthur has notified the war department that the navy has retreated and Block island shows no signs activity. He considers the situation in the hands of the army and has notified the governor that he will not need to call out the state militia.

FOR SALE—One half interest in the Christensen & Johnson furniture establishment. For further particulars address W. O. Christensen, Marshfield, Ore. 8-26-11

BOSTON ENTERTAINERS

A large and enthusiastic audience greeted the Boston Entertainers last evening at Odd Fellows hall. The audience was kept in a continuous roar of laughter. Mr. Newton is an artist of extraordinary ability and Miss Durell is equally fine. Without doubt the entertainment was one of the best heard here in many a day. There is a possibility but not a certainty of these appearing here again on Saturday evening of this week. Definite announcement in tomorrow's issue.

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A MAN CAN'T swim in shackles.

It isn't a question of his winning a race, but a question of being able only to keep afloat. The man who is suffering from malnutrition is like the fettered swimmer. His stomach and its allied organs of digestion and nutrition are diseased. It is not a question with him of winning in the race for business but of simply keeping up under any circumstances. Whenever disease affects the stomach it is affecting also the blood and the health of every organ of the body. For blood is only food converted into nutrition and nutrition is the life of the body and every organ of it.



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