

The Willamette Farmer.

SUPPLEMENTAL TO THE WEEKLY OREGON STATESMAN, SALEM, OREGON, FRIDAY, AUGUST 18, 1899.

COMPANY K HOME AGAIN

Reception to Oregon's Volunteers.

A HEARTY GREETING

Extended to the Heroes of Luzon on Their Arrival in Salem—A Banquet at the Capitol.

(From Daily August 11th.)

COMPANY K, Second regiment, Oregon Volunteers, departed from Salem on April 26, 1898, returned to Salem on August 10, 1899. When they left they were soldiers subject to orders from their superiors; today they are free citizens, but with military records of which they may well be proud.

Salem and the surrounding country turned out en masse yesterday to welcome the returning regiment of Oregon volunteers. Fully 10,000 people were assembled around and about the Southern Pacific passenger depot when the trains bearing the returning heroes rolled in from the south and the latter were greeted with cheers from almost every throat, intermingled with music by the Salem Military band, and the exploding of numerous bombs and crackers.

There were three trains, the first arriving at 10:45 o'clock, headed by engine 164; it was composed of nine cars, one of which was used for carrying the baggage of the volunteers riding thereon. As it came to a stop, the band which was stationed on the main platform of the depot, struck up "Marching Through Georgia" and the large crowd while at the wooden mill was called wide open for a noisy greeting to the precious load of human freight that was stored up within the walls of those elegant travelling palaces.

The locomotive whistle also sounded a loud salute. The companies coming were A, D, L, and H. They were accompanied by Governor Geer and some of his military staff who went with him to the state line to meet the homecoming soldier-citizens. The companies alighted from the cars and proceeded to form a line near the depot. While this was going on the second train came in sight and soon stopped close up to the rear of the first train, on the main switch in front of the depot; it contained companies M and E, in four cars, and another car was used by the officers. Engine 173 finished the motive power for moving this latter lot of railroad rolling stock. Both locomotives were decorated with the stars and stripes and tricolor bunting and numerous flags and streamers were attached to the sides of the cars, besides small banners bearing the names of the companies quartered therein.

It having been ascertained that the old and last military train would not arrive promptly on schedule time, owing to other trains having been given the right of way, the companies then in the ground were formed in parade column and headed by the band, with large division of the G. A. R. and veterans as a guard of honor with W. F. Simpson as color bearer, and the local military company—K, Third regiment, N. G., as escorts, were marched down Twelfth street to State, thence down State to Church, north to Court and up Court to the capitol, where they were directed to the entrance of the west wing of the basement story and thence to the banquet tables which were spread as described in the Statesman of yesterday.

The escorts to this portion of the volunteers then proceeded back to the depot for the purpose of meeting those of the volunteers who were to reach the city on the last section. This train whistled at 11:45 o'clock and as its engine No. 1782 brought it alongside the depot a shout went up that it itself was sufficient to announce to the crowd that the passengers who were pouring every platform and peering from all the windows were the nearest to the "hearts of their countrymen" who were there. The cheering continued for several minutes and there seemed to be a grand and simultaneous rush to the cars in order to get the first handshake with the returning heroes. Company G was also on this train, and the men of this organization at once formed and marched to the capitol. The members of company K were enthusiastically engaged, for some time, in greeting their relatives and friends, and in taking care of their baggage and other property. As quickly as possible these volunteers were gotten together and escorted to the capitol where they, too, were banqueted.

As each hero completed his feast he excused himself from the table and came, coming out onto the grounds of the capitol, became the center of a curious and anxious gathering of friends and acquaintances who, one and all, seemed anxious to grasp his hand and more and extend to him a still warmer welcome on his return.

THE LUNCHEON.

After leaving the trains, the battalions marched to the capitol, where the hospitality of the residents of

the Capital City was lavished upon the brave volunteers, in the shape of a lunch. The tables had been very prettily arranged throughout the lower floor; they were very neatly covered with snow white table cloths and were supplied with a profusion of flowers. The volunteers were admitted to the eating apartments from the west entrance, which was guarded by members of the committee to prevent the general public from crowding in and interfering with the feeding of the multitude. The lunch, prepared by the committee, was simply elegant, fully sustaining the reputation of the Salem ladies regarding their ability in the performance of such assignments. A good, substantial lunch, including delicious coffee, sandwiches, cold meats, cakes, fruits, concluded with ice cream. It was very interesting sight to watch the volunteers, who, for over fifteen months, had not been accustomed to such accommodations, dispose of the victuals with which they were supplied by a bevy of charming young lady attendants. This function of the reception was an unqualified success; the ladies in charge having satisfactorily performed the duty assigned them. They were ably assisted by over fifty young ladies. The number of persons fed, including the volunteers, the members of the G. A. R. post, the Salem Military band, and company K, Third regiment, Oregon National Guard, was about 800. The number of volunteers represented in the regiment upon its arrival in Salem is not thought to have exceeded 500.

THE DEPARTURE.
When the lunch had been concluded, the volunteers, whose homes are north of Salem, repaired to the passenger depot and boarded their respective trains. The three trains departed in the same order that they arrived, the first section going at 1 o'clock and the two remaining sections at intervals of fifteen minutes each, thereafter.

Many accompanied the volunteers to the depot and, as each train pulled out from the station, they were given a parting demonstration.

A BOTTLE MESSAGE.

FROM CAPTAIN OF THE BRITISH BARK MIDAS.

Ballast Shifted Causing Crew to Take to the Boats—What Has Been Their Fate?

PORTLAND, Aug. 10.—What has every appearance of being a genuine message from the lost bark Midas, was found floating in the breakers, just off Stout's place, about four miles north of the Columbia river on Tuesday, by John Klosterman of this city. A slip of paper was found in a bottle which Klosterman secured while in bathing. As far as it could be interpreted by handwriting experts, by whom it was examined, the message read as follows:
"British bark Midas: ballast shifted; all in small boats. First mate's boat capsized. Will all drown."
The last words of the message were so indistinct through the apparent haste with which they were written, and the fading of the pencil marks, that they could not be deciphered. The signature, except the word "Captain," was quite plain. The Midas sailed from Nagasaki, for Portland, in January, 1899, with a crew of twenty-five men, to load wheat.

On receipt of the message the signature was compared with that of Captain Wessinger, on his clearance papers at the custom house. The resemblance is so striking as to leave small room for doubt as to its being made by the captain of the lost Midas.

FISHING SEASON CLOSED.

The Total Pack in the Columbia River Smaller than Last Year.

Astoria, Aug. 10.—The fishing season was brought to a legal close today with the last run of salmon, which has yet entered the river, swimming unmolested past Astoria's docks. It is estimated the total pack is 276,000 cases, not more than two-thirds of the usual pack. Old fishermen and others familiar with the industry claim that the runs of salmon are getting later and later with each recurring season, and the demand is universal for a change in the law which will materially extend the season.

CONDITION OF CROPS.

Wheat Declined in July and Is Lower Than the Average.

Washington, Aug. 10.—The August report of the statistian of the department of agriculture shows the following averages of conditions on August 1st: The average condition of spring wheat declined 8.1 points during July, and on August 1st it was 23 points lower than at the corresponding date last year, and 3 points below the August average for the last ten years. The condition in the principal states is as follows: Minnesota, 90; Iowa, 89; Nebraska, 85; South Dakota, 84; North Dakota, 86; Washington, 85; Oregon, 81.

KLONDIKE GOLD.

Seattle, Aug. 11.—It is stated that there is now at St. Michaels, Alaska, about \$3,000,000 worth of gold dust for shipment to San Francisco and Seattle. It is thought this will conclude the big gold shipments for this season.

Let friendship creep gently to a height; if it rush to it it may soon run itself out of breath.—Fuller.

AGUINALDO KEEPS QUIET

Americans Hunt for the Insurgents.

TWO TOWNS OCCUPIED

General Otis Forbids Trade with Ports in the Rebels' Hands—A Strict Blockade Provided.

MANILA, Aug. 10.—5:45 p. m.—Official reports, received here from the scene of the recent fighting with the Filipinos, say that today was spent in a reconnaissance, during which the American troops found few of the enemy, but there were no engagements of importance. A battalion of the Seventh infantry under Major O'Brien advanced very close to Angeles. The major reports there are about 250 insurgents there. A battalion of the Twelfth infantry made a reconnaissance in the direction of Foras, but the enemy there scattered. The main body of the American army is at Calumpit. The lines have been lengthened materially, since the advance was stopped yesterday, and now include the towns of Guagua and Santa Rita.

Major General Otis today issued an order closing the ports, in the hands of the insurgents, to inter-island traffic. Aguinaldo issued a decree on July 24th, dated from Tarlac, closing the insurgent ports to vessels flying the American flag, and inviting vessels under other flags to visit them. Visitors under foreign flags cannot traffic with these ports without running the blockade.

The gunboats Concord, Yorktown, Callao and Pampanga, bombarded San Fernando Tuesday. The Filipinos replied with cannon and musketry for an hour and then fled to the hills, the gunboats firing on them through the machine guns, until the rebels disappeared. The bombardment was continued for some time afterwards, and many houses were riddled and destroyed, but the town was not set on fire. The gunboats did not land men. The rebels' losses are not known.

The United States transport Sheridan sailed for home today with 667 men of the South Dakota regiment; 996 of the Minnesota regiment, and 205 men discharged from various organizations.

NEW OFFICERS.

Washington, Aug. 10.—General Otis has made the following nominations for officers of the volunteer cavalry regiment, known as the Eleventh cavalry and organized in the Philippines: Colonel James L. Lockett, captain of the Fourth cavalry; lieutenant-colonel, John Weisenberger, major of the First Washington.

Captains—Edward Asturias, captain of the First Washington; R. T. Hazzard, lieutenant of the First Washington; Henry Legell, lieutenant of the First Washington.

First lieutenants—Morrow C. Gustin, lieutenant of the First Washington; Walter V. Colchett, private of the First Washington; Lewis S. Syrr, lieutenant of the First Washington; Oliver P. Hazzard, corporal of the First Washington; Polly Hill, sergeant of the First Washington.

FALSE HOPES.

Washington, Aug. 10.—The following cablegram has been received from Manila:

"Captured by a high insurgent authority exhort the inhabitants to hold out a little longer; that European recognition will be granted by August 31st, and the present United States administration will be overthrown."

WATSON'S GOOD WORK.

Washington, Aug. 10.—Mail reports, received at the navy department, show Admiral Watson is using every means to break insurgent traffic between the islands of the Philippine group. Commander Sperry, of the Yorktown, reported to Watson early in June, that in his opinion the insurgents were throwing troops into Negros and Leyte from Luzon and the Island Panay. Sperry sent the gunboat Samar, under command of Ensign McFarland, to break up this traffic.

In four days he destroyed thirteen schooners along the coast of Panay. Each vessel had a full cargo. In each case the natives were set ashore with their personal effects.

WILL HONOR DEWEY.

President Urges a Washington Committee to Make a Demonstration.

Washington, Aug. 10.—"Gentlemen, burn plenty of red fire." That was President McKinley's emphatic admonition to the representatives of the citizens of the district when they called to consult with him regarding the arrangements for the reception to Admiral Dewey upon his arrival in Washington.

When the chief executive of the nation views the city on the night of Dewey day, he will find that his injunction has been carried out most faithfully. Admiral Dewey will be escorted to the capitol by a committee on the day the nation's sword is to be presented to him. That night there will be a monster parade. Every organization in the District of Columbia

will be invited to participate in the procession. Every military body, all the civic, fraternal, patriotic, social and benevolent societies and the bicycle clubs will be included.

An energetic effort will be made to have each body in line make some distinctive illumination on its own account. There will be elaborate illuminations along the line of march.

A PLUCKY WOMAN.

Had a Tussle with a Bear and Is Aided by Her Dog.

Lebanon Criterion.

C. G. Johnson reports that last Thursday Mrs. Thomas, wife of Samuel Thomas, of Humphreys' mill, while out picking blackberries, met a large black bear in the patch, and both being desirous of securing the berries, they proceeded to settle the question of right to the patch. Bruin, thinking he had a right by possession, at once raised on his haunches and made for Mrs. Thomas, who defended herself as best she could, but was knocked down by a cuff from Bruin and would have been badly bitten but for the prompt action of her shepherd dog, who tackled Bruin from the rear. This attracted the attention of the bear from Mrs. Thomas and she immediately got up and, seeing her dog in danger of being killed, grabbed a club and proceeded to give Bruin the second round, but he was ready for her and at once dealt her such a blow on the head as to completely knock her out. When she regained consciousness the bear and dog had vanished and she had the whole field to herself, but concluded to try to get back home before Bruin returned. Aside from being scratched and bruised up some, she is as well and plucky as ever—a very narrow escape.

MOVED COURT HOUSE 20 MILES.

Building Loaded on Car Trucks and Hauled by a Locomotive.

A county seat on wheels was not regarded as extraordinary in the unsettled days of the western states, but a recent incident in Boxbutte county, Nebraska, has served to arouse public interest in what is regarded as a marvel in the moving line. For ten years Alliance, a Burlington railroad town, has been trying to get the county seat away from Hemingford, a land company town. For six consecutive annual elections the voters of Boxbutte were called upon to express their wishes as to a removal, but the Hemingford crowd always succeeded in rounding up enough cowboys off the range to defeat the railroaders. Three years ago, however, Alliance won. The Hemingford men say it was by colonizing a few railroad gravel trains in town. The matter was fought out in the courts, but Alliance got the final decision.

The land company had built at Hemingford a large court house, which it had leased to Boxbutte county. When the records were removed to Alliance, a few months ago, the county commissioners and the land company held a conference at which the latter offered to move the court house intact to Alliance, a distance of 20 miles. The commissioners did not think to could be done, but the Burlington Railroad company offered to undertake the job.

The building is 50 feet long by 40 feet wide, two full stories in height, with a heavy truss roof, and weighed 100 tons. It was moved from the old foundation to the railroad track and there loaded on four 50,000 pound capacity trucks. There are two deep cuts in the railroad between Hemingford and Alliance and it was necessary to elevate the building upon the cars so that it would clear the tops of the banks. This made its top over 50 feet above the track, and to prevent it from swaying a set of double blocks and falls over each corner were used and brought down to a 60,000 capacity coal car loaded with heavy material.

The train was run at the rate of six miles an hour, and in six hours from the time it left Hemingford the building was unloaded at Alliance, and now proudly surmounts its new foundation. The building was practically uninjured in the transfer, and the job is regarded as something extraordinary in the line of moving.

JAPANESE FIENDS.

Chicago, Aug. 10.—A special to the Tribune from Vancouver, B. C., says: The following mail advices were received by the steamer Empress of Japan: A terrible flood has swept over the sub-prefecture of War Chow, where 1850 houses were destroyed and thousands of poor people rendered homeless. A band of thousands of robbers is ravaging the country. Ten junks full of soldiers to head them off were captured, the arms taken from the soldiers and the junks burned. Hundreds of the soldiers were drowned. Seven hundred natives who resisted the onward march of the enemy were killed, while 2000 saved their lives by joining the robbers.

JONES' RACE HORSES.

Henry Mann and David Henry will train Silas Jones' stable of runners the coming season. They have been doing some preliminary work on the home track, near Gervais, but will move to Salem this week. The string of "bang tails" comprise the following: Handsome, Granger, Olympic, Misty Morn, Tribby, also four youngsters all by Handsome, and a 2-year-old by Oregon. They are breaking the youngsters. Five will go to Salem and they will probably take Granger to Victoria and enter him in the jumping races at Victoria and Vancouver.

RETREAT OF INSURGENTS

Americans Have Taken Several Cities.

THE ROADS ARE BAD

But Operations Are Considered Necessary to Relieve the Inhabitants of Bataan Province.

WASHINGTON, Aug. 11.—General Otis cabled the war department today, as follows:

"Manila, Aug. 11.—Adjutant-General, Washington.—MacArthur has taken possession of Santa Rita, and reconnoitered Borac, Angeles and other points. The insurgents were driven north. One casualty yesterday, none today. The condition of the roads makes movement of troops difficult, but it is considered necessary to open up this section of the country, as it virtually gives control of the province of Bataan, and relieves the inhabitants there. (Signed) Otis."

General Otis today also cabled the war department, that the City of Para had arrived, and that Private Cosley Reid, of the Twenty-fourth infantry had died at sea. He also reported the departure of the Sheridan, which sailed for home today.

The City of Para sailed from San Francisco, July 13th, with companies B. and D., Fourth cavalry; headquarters and companies A. F. H. and K. Twenty-fourth infantry, and company B, engineer battalion; thirty-six officers and 911 enlisted men, General Schwan commanding.

The Sheridan will bring back the Minnesota and South Dakota troops.

A NAVAL FIGHT.

Washington, Aug. 11.—The navy department this afternoon received the following cable relating to the burning of the Saturnus by insurgents which was reported in the press cables several days ago, and also the shelling of San Fernando, reported on Wednesday: "Manila, Aug. 11.—On August 2d, the gunboat Pampanga, Lieutenant McNamee, patrolling Lingayen bay, Luzon Island, found the American steamer Saturnus on the beach at San Fernando, the insurgents having robbed the cargo. Naval Cadet Woodward, in a dingy, secured a hawser around the rudder post of the steamer, under musketry fire from strong intrenchments and from the steamer. The Pampanga returned the hot fire, but could not move the steamer. The insurgents boarded the vessel. Have sent the Yorktown to punish the piratical act."

"On August 7th, the Yorktown and Concord, and the gunboats Callao and Pampanga entered the port of San Fernando and found the intrenchments, encircling the water front, fully manned. Non-combatants were seen thronging a substantial warehouse on the north side of the town. The vessels refrained from firing in their direction. The first shell from the Yorktown was answered without delay by field guns and musketry fire. The vessels shelled the town for 45 minutes. The extent of the damage cannot be ascertained. The Pampanga remained there, the Concord and Callao are also patrolling Lingayen bay, Luzon Island. The Yorktown has returned to Manila. I have sent particulars by mail."

"The climate in Manila is delightful now. Vessels cannot be detached, as all are needed to prevent unauthorized trading. (Signed) Watson."

HELD TO ANSWER.

Preliminary Hearing of Frank McDardel, Daniel Yesterday.

Portland, Aug. 11.—The preliminary examination of Frank McDardel, accused of murdering Clara Fitch, began in the municipal court today, and was concluded at 4:40 p. m. Acting Judge Mason held the accused to appear before the grand jury without bonds. Eight witnesses testified on the part of the state, but the evidence as a whole was the same as given before the coroner's jury, and nothing additional was brought to light.

ROCKEFELLER ALIVE.

Washington, Aug. 11.—The following cablegram has been received from General Otis:

"From Southern Luzon a report comes that an American officer is held there a prisoner and the description given indicates it is Major Rockefeller."

Major Rockefeller is an officer who disappeared several months ago, shortly after his arrival in the Philippines, and nothing has been heard of him since.

SECRET OF GOING UPSTAIRS.

Most People Walk Up Wrong, Says a Doctor. He Tells the Right Way.

A physician who declared that few people knew how to walk upstairs properly, was asked to describe how it should be done. He said: "Usually a person will tread on the ball of the foot in taking each step. This is very tiresome and wearing on the muscles as it throws the entire suspended

weight of the body on the muscles of the legs and feet. You should in walking or climbing stairs seek for the most equal distribution of the body's weight possible. In walking upstairs your feet should be placed squarely down on the step, heel and all, and then the work should be performed slowly and deliberately. In this way there is no strain upon any particular muscle, but each one is doing its duty in a natural manner. The woman who goes upstairs with a spring is no philosopher, or at least she is not making a proper use of her reasoning faculties. The habit, too, of bending over half double when ascending a flight of stairs is exceeding reprehensible. In any exertion of this kind when the heart is naturally excited to a more rapid action, it is desirable that the lungs should have full play. The crouching position interferes with their action, the blood is imperfectly aerated, and there is trouble at once. Give the lungs a chance to do their work everywhere and at all times."

THE HORSELESS FUTURE.

For the future, the automobile holds out the promise of a city practically free from the maddening street noises that make modern urban existence more or less a torture. Cobble pavements are laid to resist metal tires and the pounding of steel-shod horses. With every vehicle motor-driven, and every wheel pneumatic tired, all pavements can be of asphalt. Not only will the rumbling of heavy trucks and the clatter of hoof beats disappear, but there will be no more tracks to cut up the streets, since electric omnibuses, carrying as many people and moving as swiftly as the electric cars of today, will take the place of street railways. Having already conquered the rail, electricity will then have made itself master of the highway as well. Rapid transit for long distances being supplied by electric trains in clean, cool, brilliantly lighted subways, the elevated roads will be no more. The removal of the horse from the streets will not only make them noiseless, but will practically solve the problem of street cleaning, and greatly improve the sanitary conditions of urban life, reducing the amount of street refuse to a minimum. With clean, smooth thoroughfares, through which swift, air-shod, easy-riding vehicles dart noiselessly, it will no longer be necessary to seek the country for rest and quiet.

Once the horseless age is in full sway, every man will have his own automobile, and the bicycle, which has already, to some extent, supplanted the horse, will in turn be shelved, save for the purposes of sport. With the universal development of sources of supply of electricity, the electromobile will take the place of all other forms of traction, and plugs will be provided in the streets from which the automobilist may take his supply of power by a nickel-in-the-slot device, while along rural highways power stations will be established so that journeys of any distance may be undertaken. Even on the farm, automobiles will do the heavy burden carrying. The horse may furnish sport on the race-course and riding exercise for the few, but no longer will he be the chief bearer of man's burdens. Who will say he has not earned his rest?

UNDER THE SUMMER MOON.

She was a summer girl, faintly in dress, pink-checked and golden haired, and there was a business line running about the corners of her cherry lips that any man might have seen with half an eye if he only looked for it.

The man talking to her that night in the mellow moonlight hadn't so much as half an eye for business, and she knew it. But he was marvellously soft of voice and winning of manner, and he had seen many moons and talked beneath their magic light.

"Do you know," he said to her, "that I love you?"

"How should I," she answered, with a rapturous longing in her tones, "when you have never told me?"

"Then, dearest, listen while I tell you—I love you, Jane, I love you."

She looked up at the far-off silent stars and down into his melting brown eyes.

"But you have told so many girls that," she contended.

"Oh, darling," he protested, "how could you be cruel enough to doubt me so?"

"Didn't you ever tell any other girl that you loved her?" she asked, with all the pent-up yearning of a woman's soul, to know that she was alone in a man's heart.

"Never, darling, never," he breathed, with intense fervor, taking her unresisting hand in his.

She looked at him, and the lines about her cherry lips threw little shadows on her dimpled chin.

"Oh, George," she whispered, dreamily, "what a 12-by-14 liar you are!" And George dropped like a slump in the market.

MISSISSIPPI POLITICS.

Mississippi is one of the states having a general election this year for governor, secretary of state, treasurer, auditor and attorney general. The term of these officials is four years, but the salaries paid them are somewhat meagre. The governor receives \$3,500 a year, the secretary of state is paid \$2,000, the other officials get \$2,500, except the lieutenant-governor, who is paid by the day, and only when the legislature is in session. In Jackson, under the existing ballot laws of Mississippi a democratic nomination there is equivalent to an election.

There is but one way to heaven for the learned and the unlearned.—Jeremy Taylor.