

TOURING IN EUROPE

HON. TILMAN FORD WRITES FROM ANTWERP, BELGIUM.

Tells of His Experience While Crossing the Atlantic—Difference in Time—An Ancient City.

ANTWERP, Belgium, July 17, 1900.—Editor Statesman: We reached this city yesterday morning, after a voyage of 10 1/2 days from New York. The steamship Kensington, on which we sailed, carried about 8000 tons of freight, and 1075 passengers, divided as follows: Saloon, 242; steerage, 696; crew, 107. Her captain is a German named Frank Albrecht. The boat consumed about 130 tons of coal per day, and is 494 feet long, by fifty-seven feet in breadth. Some of the passengers were seasick a day or so, others longer, and a few all the way over. My sister and I were both favored by not being at all sick. We saw several whales along the journey, but they all appeared to be peacefully disposed. There were ships in sight nearly all along the line, going "every which way."

There is the matter of difference of time which has been bothering me somewhat since I left home. I was prepared to set my watch ahead three hours at New York, but when we arrived at this place and found the difference in time a little over five hours between there and here, and the distance between the two points only 3227 miles, I began to wonder if the Atlantic ocean was more nearly round than the United States. Again, eight hours in 6000 miles looks pretty extravagant. I am writing this letter at 2 o'clock p. m., and if this time question is all right, then the early risers in Salem are only just getting up.

We had several preachers and a number of fine singers with us and on Sunday arrived, all hands adjourned to the main saloon of the ship where appropriate and excellent divine services were held. Rev. C. A. Benjamin, of Athens, Pa., preached the principal sermon. In the evening similar services were held. Rev. Duncan, of Wyoming, preaching the principal sermon. On the Wednesday evening following, Rev. Father Clume, of Syracuse, N. Y., favored the passengers by delivering his address on Abraham Lincoln, which has already been somewhat favorably spoken of by the Eastern press.

One would naturally think that being so long on the boat would become monotonous, but in this case the deck of the ship was sufficiently large so that the passengers who desired to do so, could run the gamut of games, and engage in indoor and outdoor sports, none other were permitted than gambling, which still exists. It was Washington's idea to reclaim the swamp, and for this reason he cut the canal described hereth.

There are a large number of species of animal life in the swamp, bear being abundant. Deer are now rare, but are still occasionally shot, and wild horned cattle are found within the limits of the swamp. These cattle feed upon the tenderer shoots of the canes, and dwell in considerable herds. Bird life is abundant, and the number of serpents is extraordinary at certain seasons of the year. Various ditches have been dug for draining the canal, and at present access is obtained to Lake Drummond by Jericho ditch, 12 miles long, 15 feet wide and 3 feet deep.

The first section of the swamp is comparatively open, having a burnt off. Gradually the reedy growth becomes thicker and the canyons, the banks of the ditch are for the most part very marshy; the growth of young canes, holly and mistletoe is notable. The water is of a deep, sherry color, and, strange to say, it is said to be healthy to drink, probably owing to the infusion of juniper. The "Black Gum Swamp," two miles from Lake Drummond, is most impressive, the trees being tall and set close together.

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VIRGINIA'S DISMAL SWAMP. One of the Most Curious Features on This Continent.

The Dismal Swamp of Virginia and North Carolina, says the Scientific American, is one of the most curious features of the North American Continent, and it is one of the least-known sections of the country. It is a great fresh water morass, lying back from the sea, between Norfolk and Albemarle sound. It belongs to that group of inundated lands where the lack of drainage is due to an original deficiency of slope combined with the retarding influence of vegetation on the movement of the water from the land. The coast of New York southeast, more or less modified by river action. From the James river southwest the elevations of the plains are still further lowered, the incisive action of the streams have yet further reduced it, leaving parts of the surface in the form originally belonging to the sea bottom.

This plain is sharply bounded to the west by an escarpment formed by the sea when the surface of the continent was about twenty-eight feet below its present level. This old sea bench, to which Doctor Shaler, in his interesting account of fresh water morasses in the United States, published in the Tenth Annual Report of the Geological Survey, gives the name of the "Naseonand Shore Line," extends from near Suffolk, Va., where it is rather obscurely indicated, having been somewhat effaced by erosion, southward, with extreme distinctness of the front to Albemarle sound. The eastern boundary of the swamp district is determined by certain low elevations, apparently hummocks in their nature. In its original condition before its origin had been affected by alluvial, the area was consequently greater than it is at the present time. The processes of artificial drainage, of course, resulted in the reclamation of a large area, and the swampy section of this geological feature was finished before the middle of the present century.

In the last century the Dismal Swamp Canal Company constructed a canal in a general easterly and western direction from the waters of the James river to the waters of the

Albemarle sound, near South Mills, S. C. The result of this interference with the natural drainage of the swamp has been that the western section of the morass is probably more flooded than it was before the barrier was constructed, while the section to the east of the canal, deprived of water, has become partially desiccated.

Probably the most interesting feature in the topography of the Dismal Swamp is the presence of a large lake toward the western end of the swamp. Its origin has not been definitely determined by physical geographers. Doctor Shaler is of the opinion that it was formed in the following way: The general sloping platform of which the Dismal Swamp rests evidently emerged from the sea in a somewhat rapid manner. The alluvial surface appears to be conclusive evidence of this.

First, we may assume that the sterile character of the soil would have prevented the growth of forest trees and other plants of a higher order over the greater part of the plain. The growth of such plants would naturally have begun on the periphery of the district, either on the western border, where the soil had already been formed, or next to the sea, where the humidity would favor the growth of plants, even on barren sand. The forest then gradually advanced toward the center of the field and the falling trees and other entanglements would serve to form an obstruction to the outflow of water, and thus to retain the central part of area in the condition of a shallow lake. The area of this basin will be gradually narrowed by the growth of cypresses, black gum and other trees which can maintain their roots below the level of permanent water. The level of the water in Lake Drummond has been raised until since the construction of the canal, and the forest is still gaining upon the lake at several points.

If Doctor Shaler's views are accepted, Lake Drummond must be considered as belonging to the type of enclosed lakes which are so common in the small morasses of glaciated areas. The vegetation exhibits a great diversity over the entire area of the swamp, which is estimated at being over 800 and 1,000 square miles. The principal trees are those which are tolerant of water about their roots. These are the bald cypress, juniper and black gum. There are also canes and mosses in great variety. The reputation of Dismal Swamp is that of a gloomy and impenetrable region, filled with fever and malaria, and infested with snakes and noxious animals.

John Boyle O'Reilly, who spent some time in exploring the swamp says: "The Dismal Swamp is an agony of perverted nature. It is Andromeda, not waiting for the monster, but already in his grasp, broken and silent under the intolerant embrace."

The lake was discovered in 1775 by a Scotchman named Drummond, and after the revolution George Washington purchased the swamp and organized the Dismal Swamp Company, which still exists. It was Washington's idea to reclaim the swamp, and for this reason he cut the canal described hereth.

There are a large number of species of animal life in the swamp, bear being abundant. Deer are now rare, but are still occasionally shot, and wild horned cattle are found within the limits of the swamp. These cattle feed upon the tenderer shoots of the canes, and dwell in considerable herds. Bird life is abundant, and the number of serpents is extraordinary at certain seasons of the year. Various ditches have been dug for draining the canal, and at present access is obtained to Lake Drummond by Jericho ditch, 12 miles long, 15 feet wide and 3 feet deep.

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A CONTINUOUS RUN

ALLEN PACKING PLANT WILL NOT SHUT DOWN THIS SEASON.

Abundance of Fruit Makes It Necessary to Operate Cannery Continuously—Fine Pea Crop.

(From Daily Statesman, Aug. 1.)

"The abundance of fruit and vegetables this season will necessitate the continuous operation of our cannery plant throughout the season," remarked O. V. Allen, manager of the Allen Packing Plant of this city, yesterday afternoon. The management of the cannery had expected to shut down about August 1st for a period of probably two weeks but Mr. Allen assured a Statesman reporter yesterday that the plant would be operated as long as there remained anything in the way of fruit and vegetables that could be handled by his company.

The pea crop is holding out better than expected and many are being received daily but it is expected this week will finish this vegetable. The peas had about matured when the "cut worm" appeared and have sustained the great damage on that account. About 100,000 cans of this vegetable have been canned already this season. About 15,000 cans of black raspberries have also been preserved.

The blackberry crop is in the midst of its ripening and will last for about two weeks longer. By that time, or about August 20th, the Bartlett pears will be ripe and it is the intention of the company to preserve all of this delicious fruit that can be handled. Tomatoes will follow the Bartlett pears but some damage to the tomato crop by the "cut worm," is reported from some sections.

Mr. Allen says he is satisfied his company will have no difficulty in finding a ready market for all the products the cannery may can this season. He says there is a good demand in the East for canned cherries, blackberries, pears, and in fact all kinds of fruit, while the consumption of vegetables is not so large nor the demand as great. All vegetables can be readily disposed of on the Pacific coast.

EN ROUTE TO CHINA.

Consul H. B. Miller Writes to Editor of Grants Pass News Concerning His Trip.

Hon. A. H. Carson, of Grants Pass, last week received a letter from Hon. H. B. Miller, recently appointed United States consul to China, who is en route to his post of duty. The letter bears date of June 29th and was written aboard the United States Army Transport Logan, off the east coast of the island of Formosa, bound from Manila to Taku, China, via Nagasaki, Japan.

The following excerpts are taken from the letter: "Here I am sitting about through the China seas with a regiment of United States regulars going to war in China. We will land at Taku, and I will get to see something of the war, although I do not expect to enlist.

"I shall probably return to Nagasaki on this boat in the course of a month, and if the war continues I will no doubt be ordered home, so that I may be back by October 1st.

"We cannot get any information here about this trouble, and probably know less about it than you do.

"We had a very nice trip from San Francisco to Manila, being a month on the way. We spent two weeks in and about Manila and enjoyed it very much, although the weather was very warm, and one perspires constantly day and night. The country is rich, the people are poor and the climate is hell or much like it.

"We went about as much as it is safe to go, and found many interesting things. The people are bright and shrewd, cut throats and liars, and are killing many more soldiers now than during actual warfare.

"I rather hope to return by fall, and in the meantime am seeing much of the Orient, and learning many interesting things."

MARRIAGE LICENSES FOR JULY.

During the Month Just Closed Fourteen Permits Were Issued by County Clerk Hall.

During the month of July just closed, County Clerk W. W. Hall was called upon to issue fourteen marriage licenses. They were: July 3d—Chas. T. McPherson and Miss Anna D. Atwood, John Parsons, witness.

July 5th—Hugh McPolan and Miss Dora Messinger, Patrick Gellan, witness. T. Wegman and Miss Emma Murphy, P. Tennell, witness.

July 9th—Claud A. Dunn and Miss Nellie E. Bradley, J. M. Holman, witness.

July 10th—J. Brady and Margaret Murphy, A. J. Van Wessenhove, witness.

July 12th—George Spaniel and Miss Anna Besscher, George E. Forstner, witness. J. W. Vaughn and Miss Loreta Fish, Wm. Fish, witness.

shop she dropped her umbrella. An Englishman who was passing picked it up and restored it to her hand. "Do you not remember me, M. in Baron?" said the empress, as he would have proceeded on his way. The pedestrian, who, though English by birth had inherited a foreign pedigree, and had known the empress in earlier days, looked hard at her, then removed his headgear reverently and bowed low: "Parlon, majeste, my eyes were blinded the last time I looked at you."

THE JULY FIRE RECORD.

Department Was Called Out but Twice During the Month—Damages Aggregated About \$500.

During the month of July, this year the Salem Fire Department was called upon but twice but the aggregate of the losses sustained was not large. Salem has been fortunate in the matter of fires having not experienced a conflagration for years nor a serious fire loss since the Salem Flouring Mills were destroyed last September. The fire fighting paraphernalia of the local department is in first-class condition.

The first alarm for the month was made on the evening of July 4th, when an interior blaze originating from the range, caused some excitement at the White House Restaurant, No. 206 State street. The fire was quickly extinguished, the damage probably not exceeding \$10.

On Wednesday evening, the 25th ult., the department was called to the corner of Trade and Church streets where the dwelling belonging to Fred Kurtz and occupied by James Cherry, was ablaze. The fire was extinguished after the building had been damaged to the extent of about \$500, the loss being fully covered by insurance.

DEMAND FOR SACKS.—Manager H. B. Holland, of the Salem Flouring Mills Company, reports an unusual demand among farmers this year for grain sacks. Many sacks are being delivered to farmers daily but thus far none of the new crop of wheat has been received at the mills. It is expected new grain will be delivered at the mills before the end of the week as harvesting is in progress in various sections surrounding Salem. Location at the office of the Salem Flouring Mills Company remains at 46 cents.

A SUMMER'S OUTING

SALEM GIRL WRITES OF TRIP TO BREITENBUSH HOT SPRINGS.

The Journey Is a Difficult One, but the Place Is a Delightful Summer Resort.

The following letter was addressed to the Statesman on the 26th ult. by Miss Lucia Cochran, of this city, and is descriptive of her trip to Breitenbush Hot Springs, where she is enjoying a summer's outing:

"At last we are settled at the famous Breitenbush Hot Springs, and I will now tell you of some of our experiences in reaching here.

"We left Salem bright and early on the morning of July 10th, driving over to Kingston where, at 8:15 a. m., we took the train for Detroit, reaching there about 12:45, after one of the most tedious trips I have ever taken. If you have never had the pleasure of riding on a mixed train over a branch road, I would advise you to take such a trip, as you will find it to be entirely different from anything you have ever done before. However, a good warm dinner at Hotel Santiam soon revived our spirits and we started out to search for a camping place. It is very difficult to find a good place to camp near Detroit, for the ground is very rough and in some places is quite rocky. At last we found quite a nice place down on the flat near the river and proceeded to set up housekeeping. By the way, I heard an old resident describe where we were camped as 'down on Casey's flat below the sawmill.' I thought that sounded a great deal like the title of some cheap, popular song, but since it had been named before our arrival, I could not complain.

"Detroit is a very quiet little place, containing about a dozen and a half hotels, two stores, two saloons, two hotels, a school house and the post-office. The houses are in two rows facing the railroad track and with two exceptions are unimpaired. The town is surrounded by mountains which are very rough and wild and are covered with timber. Detroit seemed very strange to me, when I first went there. Imagine, if you can, a town with no streets, sidewalks, carriages or bicycles, no professional men or women of any kind, no churches although they do have church services once a month in the school house, and Sunday school every Sunday.

"The only thoroughfare is the railroad, and the only means of conveyance is a 'push car,' a small flat car which is put on the track and pushed along with a pole. Seven of us girls got one of these push cars one day and went down to Berry, a small station two miles below Detroit. Going down it was just fine, for it was down grade all of the way and we hardly had to touch our poles to the ground at all, but coming back, we had to push all of the way. Nevertheless, we had a very pleasant ride and lots of fun.

"There was no one else camping at Detroit when we were there, until just a few days before we left, when A. W. Prescott and wife came up from Salem and set up camp near us. James Walton came up and stayed a week with us and from the way he and Gates began to fish, I was afraid there would soon be a great scarcity of fish in the river and creeks, but after fishing about three or four days and landing over 200 of the speckled beauties, they early cooled and the fish were left in peace.

"After camping about two weeks at Detroit we decided that we were strong enough to take the trip over the mountains, so, on the afternoon of July 23d, we started, via a pack train, for the Hot Springs. We had four pack horses and two saddle horses. The ladies all have to ride astride, as it is not safe to go over the trail any other way. You should have seen us when we started; the

trail is so narrow we had to go single file, so we had quite a long train. I will have to give you the order of our procession. First came the leader of the train, then a pack horse, a driver, two more pack horses, a second driver, I came next, then Gates, mother, Will Walton, and last of all came Dewey (the dog). It was all very novel to me, and I enjoyed it immensely.

"I must say a word here about the 'leader of the train.' It was a nice, black pony and one of the most intelligent animals I ever saw. The driver would talk to her just like he would to a person and she seemed to understand everything he said. Her pack was a little wider than those on the other ponies and several times, when the trees would be close to each side of the trail, making it very narrow, the driver would call out, 'look out for your pack, Patsy,' and she would turn out of the trail and pick her way along the side of the hill until the trail became a little wider, when she would come back and take her place at the head of the train.

"From Detroit to the Springs is a long, hard ride of five or six miles right over the mountains, fording streams, going under logs, dodging branches, etc. Up hill and down, one moment fairly holding your breath for fear of taking a 'header' over your horse's head, the next, hanging on to the horn of your saddle for dear life, to keep from taking a toboggan slide backwards down the mountain side. It is a very beautiful ride though, as the trail follows right up the Breitenbush river and there are so many beautiful mountain streams flowing into it. When about three miles from the Springs, just as we reached the top of Scorpion mountain, we had a splendid view of Mt. Jefferson. We could see it from base to summit, and it certainly was a grand sight. We are only ten miles from the base of Mount Jefferson and five miles from the summit of the Cascade range, from which you can see six or seven peaks.

"We finally reached the Hot Springs about 9 o'clock, tired, dusty and very hungry, and found Mr. and Mrs. J. P. Egges, of South Salem, with supper ready and waiting for us.

"So much for the present. Will write again, telling you of the Hot Springs and what they are like."

TRUCKMEN STRIKE.—Information reached this city last evening that the jobbing trade in Portland was temporarily paralyzed by reason of a strike of the truck and dray drivers of the metropolis. These men belong to a union, and they recently demanded an advance from \$2 to \$2.50 per day for their work, and, as their demands were not complied with, they struck yesterday noon. All the wholesale houses in Portland depend on the trucks to move their goods between the warehouses and the railroad stations and wharves, and they find their business seriously interfered with, and will probably join the strikers in demanding the immediate settlement of the strike by granting the desired advance. Henry Lang, the well-known Portland traveler, when seen last evening, confirmed the report of the strike, saying he had heard from his house to the same effect, and he stated it as his opinion that, should the strike continue, the Portland traveling salesmen would be called home, as it would be useless to take orders for goods, if those goods could not be moved out of the warehouses in Portland. He said, men were scarce in Portland, and he did not think the strikers' places could be filled by the owners of the trucks.

A Chicago man has designed a life-saving net for use at fires which is easy for the firemen to support, having an outer grip rope looped at intervals to the rope which supports the net, the loops being curved sufficiently to allow the men to grip the rope without binding the hands.—Chicago News.

Over-Work Weakens Your Kidneys.

Unhealthy Kidneys Make Impure Blood.

All the blood in your body passes through your kidneys once every three minutes. The kidneys are your blood purifiers, they filter out the waste or impurities in the blood. If they are sick or out of order, they fail to do their work.

Pains, aches and rheumatism come from excess of uric acid in the blood, due to neglected kidney trouble.

Kidney trouble causes quick or uneasy heart beats, and makes one feel as though they had heart trouble, because the heart is over-working in pumping thick, kidney-poisoned blood through veins and arteries.

It used to be considered that only urinary troubles were to be traced to the kidneys, but now modern science proves that nearly all constitutional diseases have their beginning in kidney trouble.

If you are sick you can make no mistake by first doctoring your kidneys. The mild and extraordinary effect of Dr. Kilmer's Swamp-Root, the great kidney remedy is soon realized. It stands the highest for its wonderful cures of the most distressing cases and is sold on its merits by all druggists in fifty-cent and one-dollar sizes.

You may have a sample bottle by mail. Home of Swamp-Root, free, also pamphlet telling you how to find out if you have kidney or bladder trouble. Mention this paper when writing Dr. Kilmer & Co., Binghamton, N. Y.

trail is so narrow we had to go single file, so we had quite a long train. I will have to give you the order of our procession. First came the leader of the train, then a pack horse, a driver, two more pack horses, a second driver, I came next, then Gates, mother, Will Walton, and last of all came Dewey (the dog). It was all very novel to me, and I enjoyed it immensely.

"I must say a word here about the 'leader of the train.' It was a nice, black pony and one of the most intelligent animals I ever saw. The driver would talk to her just like he would to a person and she seemed to understand everything he said. Her pack was a little wider than those on the other ponies and several times, when the trees would be close to each side of the trail, making it very narrow, the driver would call out, 'look out for your pack, Patsy,' and she would turn out of the trail and pick her way along the side of the hill until the trail became a little wider, when she would come back and take her place at the head of the train.

"From Detroit to the Springs is a long, hard ride of five or six miles right over the mountains, fording streams, going under logs, dodging branches, etc. Up hill and down, one moment fairly holding your breath for fear of taking a 'header' over your horse's head, the next, hanging on to the horn of your saddle for dear life, to keep from taking a toboggan slide backwards down the mountain side. It is a very beautiful ride though, as the trail follows right up the Breitenbush river and there are so many beautiful mountain streams flowing into it. When about three miles from the Springs, just as we reached the top of Scorpion mountain, we had a splendid view of Mt. Jefferson. We could see it from base to summit, and it certainly was a grand sight. We are only ten miles from the base of Mount Jefferson and five miles from the summit of the Cascade range, from which you can see six or seven peaks.

"We finally reached the Hot Springs about 9 o'clock, tired, dusty and very hungry, and found Mr. and Mrs. J. P. Egges, of South Salem, with supper ready and waiting for us.

"So much for the present. Will write again, telling you of the Hot Springs and what they are like."

TRUCKMEN STRIKE.—Information reached this city last evening that the jobbing trade in Portland was temporarily paralyzed by reason of a strike of the truck and dray drivers of the metropolis. These men belong to a union, and they recently demanded an advance from \$2 to \$2.50 per day for their work, and, as their demands were not complied with, they struck yesterday noon. All the wholesale houses in Portland depend on the trucks to move their goods between the warehouses and the railroad stations and wharves, and they find their business seriously interfered with, and will probably join the strikers in demanding the immediate settlement of the strike by granting the desired advance. Henry Lang, the well-known Portland traveler, when seen last evening, confirmed the report of the strike, saying he had heard from his house to the same effect, and he stated it as his opinion that, should the strike continue, the Portland traveling salesmen would be called