

REPORT FOR THE QUARTER

Health Officer E. Mingus, at the Port of Coos Bay

TELLS A STORY OF A MYSTERIOUS THOUGH NOT FATAL DISEASE EXISTING THERE.

It Resembles Smallpox, but Physicians Are Not Agreed on the Malady—That Section is Now Nearly Free from It.

(From Wednesday's Statesman.) Dr. E. Mingus, health officer at the port of Marshfield, filed his report with Gov. T. T. Geer yesterday. He says:

"I have the honor to transmit herewith the quarterly health report for the port of Coos Bay, beginning October 1st, and ending December 31, 1901. No vessels arrived. . . . 63 No vessels departed. . . . 65 Quarantineable disease at port, smallpox. There is a disagreement among local physicians as to the nature of a contagious disease which is prevalent in Marshfield. From reliable authority I have learned that it is the same disease which has shown itself throughout other parts of this state and Washington for the past two years, and which has been diagnosed by the most competent physicians as smallpox. This conclusion, however, was reached by many careful observers only after several cases had been taken into consideration.

"The epidemic partaking of a mild type, some of the characteristic symptoms of smallpox are absent, but undoubted cases have arisen in those of feeble constitution. It has been quite noticeable that the disease has attacked those more readily who were not or did not show signs of recent or successful vaccination. It attacks all ages, but the majority of cases have occurred in children, this being due to the fact that no quarantine measures have been instituted by the city authorities to control the disease, and school children have mingled freely, some of them having the eruption on their bodies while upon the street. In all it is estimated that 250 cases have occurred in Marshfield with one death. The services of a physician were not required in a large number of cases on account of the mildness of the attacks and therefore an accurate count is not practical. The infection was brought overland from Gardiner to this place, and at the time of this report only a few cases remain."

PROBATE ORDERS

MADE YESTERDAY

The Estate of Howard Foot, a Minor, Appraised—Two Petitions for Appointment of Administrators for One Small Estate.

In the Marion county probate court yesterday the following matters were filed and orders made:

Mrs. A. A. Johnson, guardian of the person and estate of Howard Foot, a minor, petitioned the court for the appointment of appraisers to appraise the value of certain property belonging to the estate which has come into her possession since the property was appraised before, and the court appointed L. M. Kirk, C. M. Lockwood and S. Burkholder, who valued the property at \$320.93.

Edna R. Lane petitioned the court that letters of administration be issued to E. C. Judd, in the estate of D. E. Shepard, deceased, who died in this county on December 3, 1901, and leaving property to the value of \$200. Wm. E. also filed a similar petition requesting that Earl Race be appointed administrator of the above named estate, on which a valuation of \$200 was placed. The court honored the latter petition and appointed Earl Race as administrator, fixing his bonds in the sum of \$400, which bonds were duly filed by the administrator and approved by the court, and T. E. Cornelius, J. A. Fokand and P. B. Ferrell were appointed as appraisers.

BIRTHDAY OF REV. T. F.

ROYAL CELEBRATED.

The Woman's Home Missionary Society of the First M. E. Church and Other Friends Surprised the Aged Minister.

Rev. T. F. Royal, one of the pioneer preachers of the M. E. church in Oregon, having attained to his 81st birthday, met the usual fate of good people who have birthdays on Monday evening, when the Woman's Home Missionary Society of the First M. E. church, together with other friends and neighbors, descended upon the family home in South Salem, and took possession. The Presiding Elder, Rev. D. A. Walters, made a speech congratulating Rev. Royal upon reaching so advanced an age, and expressed the feelings of those present in a very tangible form by presenting a birthday present of \$22. Acknowledgment was graciously made by Rev. Royal. The company sang, "Blest be the Tie that Binds"; prayer was offered and a social hour followed, while those present tendered good wishes. The following persons were present during the afternoon and evening:

Rev. D. A. Walters, Rev. and Mrs. R. C. Blackwell, Mr. and Mrs. J. D. Lee, Mr. and Mrs. W. T. Rigdon, Mr. and Mrs. J. W. Reeves, Mr. and Mrs. H. W. Botford, Mr. and Mrs. H. Vandevort, Mr. and Mrs. Thomas Cornelius, Mrs. Emma Royal, Mrs. E. Bagley, Mrs. Card, Mrs. E. J. Pratt, Enos O'Flynn, Mr. and Mrs. H. Pohl, Mr. and Mrs. C. W. Scriber, Rev. and Mrs. John Par-

sons, Mrs. Emma Sugleton, Mrs. Piper, Mrs. S. Jory, Mrs. W. Roebler, Rev. C. Alderson, C. O'Flynn, and the Misses Addie Scriber, Lillie Bosworth, Edie Libby, Bessie Singleton, Mattie Ridgdon, Madary, Katie and Mabel O'Flynn.

WILL SAW LUMBER.—The Capital Lumber Company's mill is temporarily shut down at present but expects to start up soon for a long season's run, as they have advices that their logs are on the way down from the Luckiamute. The indications point to a very active trade in the building line this season. The Capital Lumber Company has already secured a contract from the Indian School for the delivery of nearly 100,000 feet of lumber, which they will commence delivering shortly. They also hope to make arrangements to do considerable business in shipping lumber east this year.

HAS RESIGNED.—Capt. Walter Lyon, of Company F, Fourth Regiment, U. S. A., has tendered his resignation, and upon its acceptance the company will find itself with but one commissioned officer—Second Lieut. H. A. Kurtz. Captain Lyon's action was caused by an excess of work. An election for captain and first lieutenant will probably be ordered soon, as Mr. Lyon is anxious to have his successor chosen as soon as possible. He has done excellent work in bringing Company F to its present efficiency, and has made it the most popular military organization Salem ever had.

MONTHLY MEETING

MASTER FISH WARDEN VAN DUSEN SUBMITTED HIS REPORT

Showing the Receipts of His Office During the Year—The Collections from Licenses Aggregate Over Ten Thousand Dollars.

The State Fish Commission held its regular monthly meeting at the Capitol yesterday, when Master Fish Warden H. G. Van Dusen submitted his annual report of receipts in his department. Routine business only was transacted. The report of Mr. Van Dusen contains a statement showing the receipts for licenses in the districts, named after the several streams and bays, as follows:

Chasco river.	\$ 14.00
Rogue river.	302.00
Coquille river.	364.80
Coos bay.	225.50
Umpqua river.	67.00
Siuslaw river.	252.50
Alsea river.	240.50
Yaquina.	236.00
Siletz river.	133.00
Nestucca.	181.50
Tillamook.	122.50
Nehalem river.	171.00
Nescanicum river.	6.00
Columbia river.	7,246.70
Miscellaneous.	370.00
Sale of confiscated gear and fish.	105.00
Total.	\$10,038.20

THROWN BY A HORSE.—H. M. Jones, residing ten miles east of this city, met with a serious accident yesterday afternoon, by being thrown by a horse. The old gentleman was seriously hurt, and a physician from this city was called to attend the injured man. Mr. Jones' injuries were found to be serious, but it is not thought that they are necessarily dangerous.

CASTORIA. The Kind You Have Always Bought

PASSED THE LOCKS

REPORT OF THE PORTLAND GENERAL ELECTRIC COMPANY.

Filed with Gov. T. T. Geer Yesterday—A Large Number of Steamers, Carrying Many Passengers, Passed During the Last Quarter.

(From Wednesday's Statesman.) The Portland General Electric Company yesterday filed its report with Gov. T. T. Geer, showing the amount of business transacted at the locks at Oregon City, during the quarter ending December 31, 1901. The report shows the following steamers to have passed through the locks during the quarter, making the number of trips and carrying passengers, as shown below:

	No. Trips	Pass.
Elmore.	47	275
Modoc.	60	230
Ruth.	33	316
Pomona.	50	1810
Albana.	50	1675
Bonita.	35	364
Leona.	6	95
N. R. Lang.	14	
Eugene.	2	
Lauches.	2	
Barges.	2	
Total.	361	4195

There were also passed through the locks the following:

Cords of wood.	394 1/2
Logs (feet).	20,000
M. Robertson & Co. (feet).	47,914

MERE OPINION.

Many a man's wife has run him into the ground trying to keep up with a fast set. When a woman can look her corner without holding her breath she could because it wasn't laid tighter.

It takes some people a long time to find out that the whole world isn't singing when they happen to feel blue. A good many people think advertising is just as sweet when it is known by the name of charity. —Chicago Record-Herald.

Alphabetical lists of French quotations have enabled many a poor stick to get credit for the possession of wonderful culture.

THE M'KINLEY FUND RAILROADS AND AGRICULTURE

OHIO WILL CELEBRATE IN THE SCHOOLS AND CHURCHES.

The Birthday of the Murdered President, and Raise Money for the Memorial—An Effort to Secure Similar Action in Oregon.

(From Wednesday's Statesman.)

Gov. T. T. Geer yesterday received a telegram from Gov. George K. Nash, of Ohio, quoting a proclamation of that official to the people of Ohio, calling attention to the fact that January 29th is the late President McKinley's birthday, and urging the people to make that a day for special effort toward raising the necessary funds to construct the McKinley Memorial at Canton. Governor Nash suggests that January 29th be made "McKinley Day" in the schools, that proper memorial exercises be held, and that collections be taken for the monument. He also urges that the churches observe the Sunday preceding that date, by special memorial services, and similar collections.

Later Gov. T. T. Geer received a telegram from Hon. Wm. R. Day, of Canton, urging that a similar proclamation be issued in Oregon, and Governor Geer refers the matter to the churches and schools to take such action as they see fit.

Gov. T. T. Geer yesterday received a letter from Weatherly, enclosing \$3 for the McKinley Memorial Fund, subscribed by Joseph Smith, Elton Sisley and Michael O'Hare.

ANOTHER WRECK AT PASSENGER STATION.

Two Flat Cars Badly Smashed, and Later a Member of the Wrecking Crew Injured—No Lives Were Lost

At 2 o'clock yesterday morning, as the south bound freight train was switching in the yards at the passenger station, when, on the engine, with a couple of cars, backing up to the train, it came with such force, as to throw two flat cars, loaded with heavy timbers off the track, badly wrecking the two cars. The accident happened in front of the passenger station on the main line, and is the third within a month to occur within 600 feet. A wrecking crew was sent up from the car shops at Portland to clear up the wreck. In handling the timbers on one of the wrecked cars, one piece, 18 by 12, 32 feet long, slipped off the car, one end striking Daniel Hall, one of the wrecking crew, on the right hip, severely injuring him, though no bones were broken. Dr. W. H. Byrd, the company's physician, was at once summoned, and he ministered to the injured man, who was temporarily made comfortable at the section house, and later was taken to the hospital at Portland.

"You sparrows look gloomy this morning," remarked the tree toad. "Why shouldn't we?" replied the poor sparrows in chorus, "our bills are all over-dew." —Philadelphia Press.

FOUR BIG COMPANIES ORGANIZED YESTERDAY

Articles Filed in the Department of State by New Organizations—Authority Given Them to Begin Operations in Oregon.

In the State Department, yesterday four new corporations filed articles and received authority to begin operations in the state, as follows:

The California Home Mining Company will do a general mining business with headquarters in Portland. The company is capitalized for \$1,000,000. W. A. Gray, G. W. Simpson and E. A. Sessions are the promoters.

The Washougal Timber Company will do a general logging business, with headquarters in Portland. The company is capitalized for \$500,000. S. Benson, S. Ferrell and J. A. Buckley are the incorporators.

The Pacific Coast Construction Company will build telegraph and telephone lines, railroads, and do a general transportation business, with headquarters in Portland, and a capital of \$30,000. W. T. Muir, C. O. Davis and W. S. Macrum are the incorporators.

The Schmidt Hotel & Investment Company will own real property of all kinds, conduct hotels, and do a general real estate business, with headquarters in Roseburg. The capital stock is \$20,000. Charles, Minnie and W. H. Schmidt are the incorporators.

A PROMINENT VISITOR.—Hon. Edward Everett Young, editor of the Baker City Republican, and one of the Oregon commissioners for the Lewis & Clark Exposition, is in the city, accompanied by Mrs. Young. Mr. Young is a prominent candidate for State Printer.

DELINQUENT TAXES.—Over \$200 was collected in the sheriff's office yesterday on the 1900 delinquent tax roll. There has been up to date, about \$3000 collected altogether upon the roll, since taxes became delinquent, and there remains about \$6000 yet to be collected. Sheriff Durbin and his deputies are very busy now checking over the accounts and balancing up the business for the year 1901. The work of expediting the sheriff's records will be finished in a few days as they are at present at work on the 1899 tax roll.

A Minister's Mistake. A city minister was recently handed a notice to be read from his pulpit. Accompanying it was a clipping from a newspaper bearing upon the matter. The clergyman started to read the extract and found that it began "Take Kemp's Balsam, the best Cough Cure." This was hardly what he had expected and, after a moment's hesitation, he turned it over and found on the other side the matter intended for the reading.

Reactor: "Remember, my young man, there are things in life better than money."

Young Man: Yes I know that; but it takes money to buy them. —Tribune.

Relation Between the Two Great Western Forces

GENERAL PASSENGER AGENT R. B. MILLER'S ADDRESS BEFORE THE FARMERS' CONGRESS.

He Says They Have Common Interests, Which Neither Should Overlook—Each Must Consider the Other in Order to Meet With Success.

(From Thursday's Statesman.)

R. B. Miller, General Passenger Agent of the Southern Pacific, in his address before the Farmers' Congress yesterday afternoon, on the subject, "Railroads and Their Relation to Agriculture," said:

"The subject, 'Railroads and Their Relation to Agriculture,' has, I presume, been assigned to me because of my connection with the railroad, and while the present occasion would seem to be a very appropriate time for its discussion, I would much rather your committee had selected some one more competent to speak to you than myself, because during nearly youth my farming education was sadly neglected. That is to say, an opportunity was never presented for the proper inculcation of the agricultural germ into my system. I do not think that my parents were responsible for the apparent oversight. Perhaps they acted too wisely, for it has often been said that there were many things they could not have inculcated into my head, even with a club. Agriculture may have been included in the list, but it is fortunate for me that they never tried the experiment."

"However, the question as to the railroad's relation to agriculture is a very important, but should not be a difficult one to answer, because regarded from any point of view, the evidence of common interest will always be manifest. I mean to say that the man who adopts agriculture as a vocation, is obliged to consider the railroads, and purposes for which he uses them, as a necessary adjunct to the successful conduct of his business. The railroad is the transportation channel through which the marketing of the fruits of his labor is made possible, and without which the best consuming classes could not be reached."

"On the other hand the railroads are obliged to rely for support upon the transportation of the products of agriculture, and the incidental traffic resulting therefrom. Take away these products, and you would not have any railroads, because in them is represented the very foundation of mercantile life, and due to which they owe their being."

"I may say that agriculture is the hub, from which is extended the spokes leading to nearly all kinds of business. It is primarily the source from which springs our very existence."

"In the absence of these facilities, which make it practicable to obtain an outlet over the entire country, the demand for such products would be confined to an extent, equal only to the consumption, at home, and therefore limited. A condition of this kind would soon result in over production and consequent depreciation, not only in the products themselves, but in the value of the lands upon which they are grown. But through the instrumentality of the railroads we have the world as a dumping ground, thus giving a premium on our crops, because we are always in position to take advantage of the best market, no matter where it may be."

"Why then should it not be natural for these concerns to lend their aid and encouragement in the development of agricultural pursuits, and everything pertaining thereto, with the object of becoming prosperous, as an incident to the prosperity of the community, which they serve, and appreciating that under less favorable circumstances, the result would be quite in contrast."

"Such is the position of the railroad companies today. Their policy is to assist in every possible manner in the promotion of the general welfare of the country, that they may share in it, the fostering of industries and the up-building of the entire territory."

"Information bureaus are created to advertise facts concerning the country's resources, and to induce immigration."

"Industrial departments are established to aid in the plan of development and in many ways is opportunity taken to advance the country's interests. In all of this are the people closely related, and none more so than the farming class."

"The first railroad in the United States was built in 1825. It ran between Baltimore and an adjacent village, a distance of fourteen miles. The rails were of wood, and the cars consisted of an affair designed after the ordinary stage coach of ye olden days."

"The carrying of freight was at first a matter of secondary consideration, but as time went on and traffic increased, the line was extended, cars being built especially for the transportation of freight as well as passengers, and gradually as the Star of Empire leads its way westward, so did the railroads."

"I do not know whether they took their cue from Horace Greeley, who said something to the young men about going west and growing up with the country, but any way they did, and today we find a complete network of lines throughout the country."

"It has only been in very recent years that the first line to the Pacific coast was completed. Prior to that time people crossed the plains in ox teams, suffering all kinds of hardships, and months were consumed in making the trip. Now the ride across the continent can be made in four and one-half days, with all the comforts to be found at home. It takes somewhat longer for freight, but think of the contrast, and imagine if you can, the conditions that would exist here without the transpor-

tation facilities with which we are now favored. What would be done with our products? What markets would we have other than that which might be created at our very doors? What would become of our grain, hops, wool, fruit, and other commodities which are now being shipped to all parts of this and foreign countries?

"Is it not because of the existence of the railroads that the latter is made possible, and do we not sometimes consider too lightly the benefits derived therefrom?"

"The railroad when built is a permanent institution. It is not removable at will and being looked upon as a thing to stay, a full realization of its importance and its connection with the necessities of the country is not always felt."

"A railroad is never completely finished. More money is expended on repairs, improvements and maintenance than the original cost many times over. It is like unto the building of several roads, only the work is done upon the same track."

"Old ties are being continually replaced; bridges rebuilt, or filled; heavier rails laid; the bed is rebalanced; grades reduced; curvature eliminated; new and larger equipment added; and other things done to better accommodate the business and meet the advanced conditions."

"To the same extent has the science of agriculture progressed. I say science because in this day the art of farming cannot be considered as anything else. It is a business of itself, and just as much, if not more so, than any mercantile pursuit, and requiring the same ability and attention, if carried to a successful issue. This is evidenced by the manner in which farming is conducted at present, the methods of cultivation; of harvesting, the use of modern machinery and diversity and character of crops, etc."

"Schools are established for the training of young men in agricultural matters, and the teaching of others along the same line; lectures are given by competent professors, each having a specialty of some particular subject, and continually making experiments for the benefit and education of those interested in the calling."

"The railroad man would not make a first class farmer, but a first class farmer in my opinion would make a good railroad man. I would not, however, advise any one to consider this latter statement seriously, or take my word for it with a view of engaging in the business, because you might not like it, or you might get into a dispute with the president of the road, and then—well, I would be placed in a very awkward and embarrassing position, unless you had a farm to fall back on; but to have a practical knowledge of agriculture would be of inestimable benefit to the railroad man if his duties are of a traffic nature, and while this may not be altogether practicable, there is nevertheless a desire to have an intimate acquaintance at least with the man of the farm, for the purpose of closer relationship and to ascertain his needs, that the same may be looked after, so far as they concern the railroad company."

"To the same extent should the regard for the railroad company be reciprocal on the part of the agriculturalist. In many instances where controversies arise, as is perfectly natural, they are occasioned through misunderstanding, but a higher regard of each other's position, and their intimate relation to each other, should serve to bring them together and make easy the settlement of any differences, either real or imaginary."

"A close alliance between the railroads and the farmers is essential for many reasons. The broader their acquaintance, the more intimate their relationship, and the utmost freedom in the exchange of ideas, cannot help but result in bringing about a good condition, and be beneficial to both. You will find the railroads anxious to meet you more than half way in these matters, and to dispel any feeling there may be of other than the dearest interest on their part, in the progress and welfare of the farmer."

"In no way can an agricultural country become prosperous except through the successful process of agriculture, and in this respect, the matter is of just as much concern to the railroads as to the farmers, hence their interests are mutual, and as such, there should be a feeling of friendship, and a desire on the part of each to assist, and encourage the other."

IN SUPREME COURT

ONE CASE ARGUED AND SUBMITTED YESTERDAY.

Clerk J. J. Murphy Has Arranged the Calendar for the Next Two Weeks.

In the Supreme Court yesterday the case of Francis Keller, appellant, vs. John H. Gates, et al., respondents, an appeal from Marion county, was argued and submitted, by L. K. Adams for appellant, and H. J. Bigger, J. C. Johnson and Grant Corby for respondent.

During the day Judge J. J. Murphy, clerk of the court, made up the calendar for the next two weeks as follows: Monday, January 13th—T. L. Ray, et al., respondents, vs. The Western Contract Company, appellants; appeal from Multnomah county; motion to dismiss, 12 m. Alice O. Brandt (now Shurtliff) respondent, vs. A. Park Brandt, appellant; appeal from Lane county, 12 m.

Tuesday, January 14th—State of Oregon, plaintiff, vs. J. P. Carlson, appellant; appeal from Clatsop county, 12 m.

Wednesday, January 15th—State of Oregon, respondent, vs. Ezra C. Stock, appellant; appeal from Washington county, 12 m. Charles B. Moores, respondent, vs. Clackamas county, appellant; appeal from Clackamas county, 12 m.

Thursday, January 16th—W. G. Randall, respondent, vs. Allen Simmons, defendant; and C. H. Server and Geo. A. Hamilton, appellants; appeal from Clackamas county, 12 m.

Monday, January 20th—C. A. Moore, appellant, vs. J. C. Shofner, respondent; appeal from Multnomah county, 12 m.

Thursday, January 23rd—Otto Johnson, respondent, vs. J. F. Tomlinson, appellant; appeal from Tillamook county, 12 m.

Monday, January 27th—Homer B. Mace, respondent, vs. F. L. Mace, appellant; appeal from Harney county, 12 m.

YOUR FAITH will be as strong as Shiloh's Consumption Cure and cure is as strong as your faith. Shiloh's Consumption Cure is a free trial bottle if you write for it. Shiloh's costs 25 cents and will cure Consumption, Pneumonia, Bronchitis and all Lung Troubles. Will cure a cough or cold in a day, and thus prevent serious results. It has been doing these things for 25 years. S. C. Wells & Co., Le Roy, N. Y.

Karl's Clover Root Tea corrects the Stomach

THE PROOF.

In order to satisfy the people of Glasgow, and continental shipping ports that Glasgow is now free from plague, the lord provost of the city has agreed to publicly dine at the Glasgow Central Station Hotel and sleep there overnight. It was to this hotel that the recent outbreak of the disease was traced.

"Admiral Schley improved in punctation later on."

"How was that?"

"If he didn't wipe out the Colon when he should have done so, he put a full stop to it shortly afterward."—Cleveland Plain Dealer.

Capital Normal and Correspondence School

SALEM, OREGON. Winter term opens January 2d. Special classes will be formed for February examination. Send for sample lists of correspondence work. Address J. J. Krapf, First National Bank Building, Salem, Oregon.

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If you are interested in hop news and prices, it will pay you to get the reports of the N. Y. HOP REPORTING CO., 88 Whitehall St., New York City. EMMET WELLS, Gen. Manager.

WILKES' STALLION, "JEROME"

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