

GASOLINE LAUNCH STRIKES AN OBSTRUCTION

OCCUPANTS OF THE BOAT WERE THROWN INTO TWELVE FEET OF WATER.

MILLARD HILL IS DROWNED

Boat Struck a Glancing Blow on a Tree One End of Which Stuck Out of the Water.

Story of the Terrible Experience Is Related by Roy Price, a Student of Willamette University—Narrow Escape of Mrs. C. D. Smith From Drowning.

(From Sunday's Daily.)

The gasoline launch owned by Hill Bros. was overturned at 5 o'clock last evening while cruising in the government slough two miles above Salem, and Millard Hill was drowned before help arrived. Mrs. C. D. Smith, who was also in the boat, went to the bottom and when rescued was unconscious, but by dint of great exertion life was again brought into the body, and she is now past all danger.

The gay party started out on a pleasure trip at about 3 o'clock yesterday afternoon and proposed to spend the afternoon fishing. In the party were Millard Hill, one of the proprietors of the Hill cigar store, Roy D. Price, a student of Willamette University, who was invited to join the fishing party, and Mr. and Mrs. C. D. Smith.

After fishing under the steel bridge for a short time and having no luck, the launch was headed up stream, and the party went up into the old river channel, known as the government slough. They cruised around for some time, and the engine began to work badly. Mr. Hill was at the wheel, and Mr. Price went to work on the engine in an endeavor to correct the trouble. Leslie Garber, a boy residing in West Salem, happened along with a small boat, and Mr. Smith transferred to his skiff, and started for the river, proposing to fish in the river at the mouth of the slough, where there is a rapid, for trout.

The boat had hardly gone out of sight until they heard screams, which were rapidly repeated, and Smith was immediately blanched with fear, and cried: "They are drowning." He seized the oars and at the first mighty stroke broke one of them. Their progress was then very slow, crippled as they were for motive power, and they did not arrive at the scene of the trouble for ten minutes, when Hill had disappeared, leaving no trace of his whereabouts, and for some seconds the body of Mrs. Smith could not be located. They finally found tresses of her hair floating on the water, and by reaching the oar in her dress, Mr. Smith managed to bring the body to the surface and with the help of young Garber, drew her into the boat. She was in an unconscious condition, and frothing at the mouth, but Mr. Smith and the boys laid all else aside and within ten minutes as a result of their efforts to resuscitate her, she began to breathe.

They rolled her on the seat of the boat and by artificial respiration and a determination to succeed, finally restored breath to the body. Leslie Garber then began rowing the boat to his home in West Salem, and while on the way Mr. Smith worked constantly with his wife. Their progress was painful and slow on account of the broken oar, but by the time West Salem was reached Mrs. Smith was breathing more regularly. She was carried to the home of Sim H. White in West Salem, near the river bank, and Dr. W. B. Morse was immediately summoned by telephone. Dr. Morse responded at once and after a half hour's work succeeded in bringing her back to consciousness, and left her entirely out of danger. Later in the evening she was brought to her home in this city. She is still suffering from her harrowing experience, but is doing remarkably well for one brought from the very jaws of death.

A Terrible Experience.

The story of the terrible experience is best told in the words of Roy Price, who is the only one who saw the accident, and still retained consciousness and his faculties. He is 19 years of age, a student of Willamette University and lives with his father, Rev. W. C. Price, on the Garden road. He said:

"I was invited to go fishing with Mr. Hill and Mr. and Mrs. Smith, and was glad to avail myself of the opportunity. After spending a short time near the bridge we went to the old river, about two miles above Salem, where the engine began working badly. Mr. Hill, who usually operated the engine, was at the wheel, so I went to work to repair the machinery. Hill was paying no attention to the running as we were motionless, only a short distance from the shore, and in deep water. Suddenly the engine started with a jump, and went at full speed. The launch shot ahead rapidly, and almost instantly there came a terrible shock. The bow of the boat shot up into the air, and she turned turtle, the stern going down, carried by the weight of the engine. We were all thrown at least ten feet from the boat, and ourselves struggling in about fifteen feet of water.

"The boat had struck a glancing blow on a tree, one end of which stuck out of water about twelve inches, and could have been seen by the pilot had he been expecting such a thing to happen. The log was struck about six inches below the water, and a glancing blow. As soon as we went into the water I began to scream to the boys in the boat for help, and heard them answer and coming in our direction.

Price Swims to the Boat.

"I swam to the overturned boat, but could not hold on until I got hold of the bow, when I saw Hill and Mrs. Smith fighting in the water, each seeming to have hold of the other. I got hold of an oar and gave the woman one end, while with the other I held her partly out of the water. I asked Hill, 'can you swim?' and he replied 'I think so.' I then told him to swim to the boat, and he said 'get an oar.' I replied, 'I only have one oar and I gave that to the woman,' and again I said 'swim to the boat.' The girl finally went un-

der, still holding to the oar, and when the boys in the skiff arrived neither were in sight, but the blade of the oar was sticking out of the water, and the woman still had hold of the other end. I showed the boys where she was and in a short time they had her in the boat. We could find no trace of Hill, and so started for Salem, to save the life of Mrs. Smith.

"When we were first thrown into the water, I caught hold of Mrs. Smith, but she struggled and I was unable to do anything, so swam for the boat and gave her the oar. If Hill could have swam four strokes he would have been able to reach the boat and save himself."

Friends of Mr. Hill say he was a good swimmer, and if this is the case he must have been struck when the boat hit the log, as he was able to talk to Mr. Price, but unable to swim.

Hill's Body Recovered.

The accident caused a sensation and a feeling of sorrow in Salem where Mr. Hill was a popular young man, and within a short time crowds of people were hurrying to the scene of the accident with boats and rigs. The point at which the boat went down was near the truck garden run by the familiar Chinaman, Gong, and owned by Hep Lee. Many drove to this point and secured boats, and with pike poles fished and dragged the bottom of the slough for the body. At 8:07 o'clock last evening Sim H. White, who had taken charge of the search, raised the body to the surface and into the boat. It was lying on the bottom about twenty feet below the boat, and in twelve feet of water. The remains were immediately brought to Salem in the boat and taken to the morgue. Coroner Clough went to the scene of the accident as soon as he heard of the trouble, and assisted in the search. He decided that there was no occasion for an inquest, as it was simply a sad accident, with no one to blame, especially not criminally, and could not be helped. Mr. Price worked heroically to rescue the unfortunate persons, and to him is due the rescue of Mrs. Smith, as the oar enabled her to remain above water for a much longer time than did Mr. Hill. As yet no arrangements have been made for the funeral.

Popular Young Man.

Millard F. Hill was aged 25 years, and a member of the firm of Hill Bros., proprietors of the Hill cigar store on



TWO PROMINENT RED CROSS WOMEN.

Miss Clara Barton, the first and only president of the American Red Cross, who retired recently, has devoted her life to the alleviation of the sufferings of humanity. Mrs. John A. Logan, who, by virtue of her position as first vice president of the Red Cross, is in temporary charge of affairs, is the widow of the late Senator Logan, who was the Vice Presidential candidate of the Republican party in 1884.

Commercial street, near the office of Ralfour, Guthrie & Co., and is one of a family of four boys, the others being Lafe, Clarence and W. W. Hill. He was well liked by all who knew him, and leaves many friends to mourn the sudden snuffing out of a promising young life. He had been interested in the cigar store for about two years, and formerly engaged in the logging business on the Santiam river.

FEMININE HOBO.

Jennie Morrison Roams Over 1,300 Miles With an Oar.

BUTTE, Mont., June 17.—Jennie Morrison, the young Baker City, Or., maiden, who was arrested in this city after she had hoboed over 1,300 miles, disguised as a boy, in company with Ed Grant, a convict from the Oregon penitentiary, will be brought back to Butte and tried on a burglary charge preferred by Mrs. A. Vandergough, who befriended the girl after she had been released from the Butte jail. Miss Morrison and Grant are now confined in the county jail at Billings, where they were sent up for thirty days on the charge of carrying concealed weapons. The two were arrested as they were riding into Billings on the brakemen's of a freight from Butte.

HONOR SALEM.

A Number of Salem People Selected for Honors by the Grand Lodges of the State.

The state conventions of various of the fraternal and secret orders of Oregon have taken place recently, and a number of people known locally to the readers of this paper have received honors thereat.

Mr. D. Webster of this city was elected a member of the Council of Admon- istration of the Grand Army of the Pe-

public, while Prof. Z. M. Parvin was named as one of the delegates from Oregon to the National Encampment, which will take place at Boston, Mass., in August. Miss Lizzie Smith and Miss Helen Southwick of this city were elected members of the executive board of the Woman's Relief Corps at the encampment at Hood River.

At the Masonic Grand Lodge which met in Portland, Dr. W. T. Williamson, a former Salem resident, was elected Senior Grand Warden, and Lot L. Pearce of Salem, Junior Grand Warden. Lot L. Pearce was also elected Grand King. L. Steiwer of Salem, Grand Captain of the Host; Judge Geo. H. Burnett of Salem, Grand Lecturer of the Royal Arch Masons.

At the grand Lodge of the I. O. O. F. at Astoria, recently, Salem fared remarkably well, Grand Master Mills being chosen for Salem; Deputy Grand Master Hodson coming from Stayton, and while Grand Warden Carter is not a Salem man, his family relatives cause him to stand well with Salem people.

A PIONEER GONE

GEORGE H. JONES, VENERABLE IN YEARS, SUCCEUMS TO THE GRIM REAPER.

Came to Oregon From Ohio in 1852—Crossed the Wide Plains and Bugged Mountains Along the Emigrant Trail—Well Known and Respected Citizen

(From Sunday's Daily.)

Old residents of Salem were very much shocked yesterday morning at reading a bulletin posted at the office of this paper announcing the death of another of Oregon's pioneers, George Hossmer Jones, of South Salem.

Mr. Jones came to Oregon first in 1852, following the weary trail across the plains, as did many others at that time. He returned to the East via the isthmus of Panama in 1854, but again in 1855 came back to Oregon and formed a partnership with the late Hon. E. N. Cooke, they having for eight or ten years the principal merchandising business of Salem in what was known as the Headquarters building, which then stood on the present site of Ladd & Bush's bank, on the corner of State and Commercial streets.

They furnished a great deal of merchandise and other supplies to soldiers during the Indian war of 1855,

PASSING OF BIG WARSHIP

DESTRUCTION OF LARGE IRON FIGHTING MONSTER IN EASTERN WAR, CAUSE OF CHANGE.

SMALL WARSHIPS IN DEMAND

Great Britain May Take the Lead in New Naval Construction to Secure Greatest Security.

Fighting Ships of the Future Appear to be a Compromise Between the Great Metal Laden Battleship and the Swift Armored Cruiser—Speed the Better Factor.

LONDON, June 18.—The day of the smaller battleship is coming. The instant destruction of the Petropavlovsk and the Hatsue by floating mines has furnished conclusive proof that naval warfare in the future will be attended by dangers which no armor can guard against. There is, therefore, no object in putting more money in a single battleship than is absolutely necessary in order to obtain the needed speed and strength sufficient to carry big guns of long range.

Mr. Philip Watts, the director of naval construction, is now busy with his plans for the present year, favoring the smaller battleship, and the wisdom of which is being questioned by those designed by Sir William White. Commenting on this matter the Express says:

"It is Britain's duty to take the lead in naval construction. The strength of our navy lies not only in its numerical power, but also in its dexterity. Our ships must conform as closely as possible to the conditions necessary to obtain the highest degree of security possible in modern naval warfare.

Lessons of the East. The Far Eastern conflict has added much new information to our previous knowledge, based largely on theory, as to what might happen in this age of high explosives. We have now to turn these fresh facts to our advantage. Mr. Watts has always been in favor of the smaller battleship, and the wisdom of his belief has been fully confirmed. Not only will less money be locked up in a single structure, but there will be greater speed, which, in war time, is almost as important as fighting power.

The fighting ships of the future appear to be a compromise between the great gun-weighted, metal-laden battleship and the swift armored and swift armored cruiser. Speed is the chief factor. This vital essential has been upheld time and again in these columns. The slow, unwieldy man-o'-war is as obsolete as Nelson's three-decker."

DIVORCE SUITS FILED.

One Wife Alleges Cruel and Inhuman Treatment, the Other Desertion.

Julia A. Paulson, yesterday instituted divorce proceedings against her husband, Paul J. Paulson, in department No. 2, of the circuit court, her complaint being based upon the grounds of cruel and inhuman treatment. Mr. and Mrs. Paulson were married in Winnebago county, Iowa, on October 2, 1885, the issue of their marriage being eight children, seven of whom are living.

The plaintiff asks for an absolute divorce, the care and custody of the seven minor children, and a decree of the court setting aside for the plaintiff a just portion of the property owned by the defendant, and also an order requiring the defendant to pay into court a reasonable sum of money to be used by the plaintiff for paying her expenses of the action and for the support of herself and children during the pendency of the case. Grant Corby and H. J. Bigler are the attorneys for the plaintiff.

An action was also commenced by Huldah A. Griswold, who desires to become legally separated from her husband, Phillip Griswold. The parties to this suit were married in Hersey, Oscoda county, Michigan, on November 14, 1901, and the plaintiff alleges that her husband deserted her on December 20, 1899, without cause or provocation, and has ever since refused to live with her. Turner & Inman appear as the plaintiff's attorneys.

BOARD OF TRUSTEES MEET.

Tonight Will Occur the Annual Commencement Exercises of the Oregon Institute.

There will be a meeting of the board of trustees of Willamette University today. Among the trustees who have already arrived are Rev. B. F. Rowland, Ph. D., of Eugene; Rev. L. F. Belknap, of Forest Grove; Dr. L. E. Rockwell, presiding elder, Portland district; Dr. W. B. Ford, presiding elder, Eugene district; Dr. M. C. Wire, of Albany.

Large Class Will Graduate.

This evening will occur the annual commencement exercises of the Oregon Institute in the First M. E. church. This event always attracts a large and interested audience, as it is the graduating exercises of the preparatory department, and there will be a large class of young people, and the exercises will be interesting.

HIGH LICENSE AND NO MUSIC.

LA GRANDE, June 17.—Mayor J. E. Foley has issued an order that no more music be allowed in the saloons of this city, which has been in effect for three days. The licenses of saloons will be raised from \$500 to \$1000 shortly.

TORPEDO BOAT GOES DOWN.

AJACCIO, Corsica, June 18.—During the night of June 16, two British torpedo boat destroyers collided off Port Torres, Sardinia. One of the destroyers, the Bat, sank. The crew was saved.

Legal Blanks at Statesman Job Office. Legal Blanks at Statesman Job Office.

THE IMPROVEMENTS WHICH GIVE THE CHAMPION BINDERS



Their Advantages over all other Binders are briefly these:

The Force Feed Elevator, which prevents choking and loss of grain.

The Eccentric Wheel which gives increased power for binding, and relieves the machine and horses from strain during this operation.

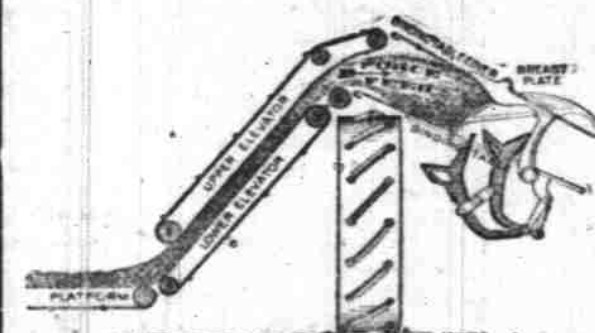
The Relief Rake, which keeps the inner end of the cutter bar clear of weeds and undergrowth in all conditions.

These inventions are found only on the CHAMPION Binder. In all other features the Champion is at least as well adapted for all kinds of work as other binders. In many other features besides those of supreme importance above mentioned it is superior to all others.

We lack the room in this advertisement to say all that we would like to for Champion Binders. There is so much that can be said in favor of each and every part that we would refer you for complete information to the factory catalogue, which can be had for the asking. We will simply illustrate here some of the principal features, trusting to the well-known keen perceptives of the American farmer to see at a glance the advantages claimed.

CHAMPION FORGE FEED ELEVATOR

The Back is taken off to show how the Elevator works.



The Force Feed Elevators do not thresh the grain against the binder cover, nor let it stop at the top of the binder deck, but deliver it positively to the packer arms. There is no choking at the top of the elevators. There is no grain lost between the elevators and binder deck.

The force feed on the Champion Binder is warranted to waste less grain than the elevator on any other binder.

When the needle is up compressing the bundle the driving chain is pulling over long spokes. This gives greater leverage for the hard work and lessens the strain on the machine and on the horses. There is no jerk or strain while the bundle is bound, as on other binders.

The chain continues to pull over long spokes until the bundle is started out. Then it pulls over short spokes and brings the needle quickly back to position. In heavy grain the eccentric power-giving wheel has a great advantage over a wheel with spokes of equal length.

The eccentric wheel of the CHAMPION BINDER is warranted to give a gain of 16 2-3 per cent in power for binding over any other binder.



With the same size wheel, when spokes are of unequal length, there is greater leverage on the side of the long spokes.

This explains the gain of power by the eccentric wheel on the Champion Binder, the operation of which is shown in these illustrations.

CHAMPION RELIEF RAKE

The Relief Rake of the Champion will keep the inner end of cutter bar clear in all conditions. In clean standing grain the relief rake may not be needed, but is not in the way and takes no power to run. In weedy or grassy grain, or in down and crinkled grain it is worth \$25 in a single harvest. With the Champion the driver never has to get down to pull grain from the corner or use a long stick or whip for clearing it, or, as is often done with other binders, he need never drive out and not cut a full swath because the inside guard fingers are clogged by an accumulation of weeds and grain.

CHAMPION Machines are modern. They work well and give no trouble in harvest time.

Mitchell, Lewis & Staver Co.

SALEM BRANCH

Vehicles, Harness, Whips, Robes, Bicycles.

State Street

Salem, Oregon.