

MUST SALUTE BRITISH FLAG

ENGLAND CLAIMS NO JUSTIFICATION FOR SINKING COMMANDER.

DEMANDS REPARATION.

Russia Must Pay Penalty of Indemnity For Ship and Cargo Sunk Off Coast of Japan.

Also England Will Require Most Abject Apology and Promises For Future Good Behavior on Part of Great Slav.

LONDON, July 27.—The British government is sending instructions to Sir Charles Hardinge, the British ambassador to Russia, today, to protest energetically against the sinking of the British steamer Knight Commander by the Russian Vladivostok squadron. Until the presentation of the note to the Russian government, the greatest secrecy will be maintained. It is understood, however, that Premier Balfour and his colleagues have decided to demand that the fullest reparation shall be made by Russia, or preparation will be taken to follow up the diplomatic demands.

Russia Must Salute British Flag.
The British note Sir Charles Hardinge will submit will not mention the amount of indemnity Russia must pay the owners of the ship and British subjects having goods on the vessel, but all that will be sought will be the establishment of the principle of indemnity and apology. A salute of the British flag must also be conceded, and the future protection of neutral shipping assured.

No Justification For Sinking Vessel.
The attitude of the British government is the result of the thorough consideration given to the reports received from Sir Claude Macdonald, the British minister at Tokio, and the examination of international law authorities by legal experts. A dispatch from Sir Claude Macdonald confirms the reports that the Knight Commander had no contraband of war on board for Japan. The government and all the British authorities, it is asserted, unite on the point that there was no justification for the sinking of the vessel.

Press Comments Editorially.
The London morning papers continue to comment editorially on the sinking of the Knight Commander, contending that unless Russia is able to make out a stronger counter case than Great Britain will be obliged to demand both material reparation and an apology.

Oregon's Senator Complains.
Portland, Or., July 27.—Senator John H. Mitchell, attorney for the Portland Flouring Mills Co., has telegraphed a formal complaint to the State Department protesting against the action of the Vladivostok squadron in seizing the German steamer Arabia, which left here early this month for the Orient, whose cargo included a large consignment of flour to Hong Kong and other Oriental ports.

Insurance Rates Up.
SAN FRANCISCO, July 27.—Referring to war insurance rates on vessels from this port, bound for the Orient, a prominent broker said today: "Twenty per cent is asked on Corea, and so far as I have been able to ascertain, something like \$30,000 has been placed at these figures."

"On the Mongolia, which leaves here Friday, some insurance has been placed at two per cent, and today about \$20,000 more went on at three per cent. The rate on the Shawmut took another rise when about \$50,000 went on her today at 10 1/2 per cent. It is not likely any insurance will be placed on the Gaelic until she is heard from at Midway Island."

Shipping at Standstill.
Tokio, July 27.—Foreign and domestic shipping are practically at a standstill and it is possible that on account of future uncertainty it will only partially be resumed when the present raid of the Russian Vladivostok squadron comes to an end. The steamer Siberia, belonging to the Pacific Mail Steamship Company, is now held at Kobe, her sailing being postponed indefinitely.

THE BIG STRIKE.

The Packers Say Donnelly's Organization Did Not Live Up to the Agreement.

CHICAGO, July 27.—"We had an agreement with Donnelly's organization and the allied trades which they failed to live up to, and under the circumstances we do not care to make any further agreements with them." This is the statement which was signed by representatives of the packers and

handed to members of the State Board of Arbitration tonight at the end of the conference between the two bodies, held at the request of the state board in an endeavor to bring about another meeting between the packers and strikers.

While from their statement it would appear that the packers are opposed to meeting the strikers again on any terms, such is not the case. At the last conference between the strikers and packers, the latter informed the union leaders that at any time they expressed a desire to live up to the original agreement they would be willing to renew the agreement.

Another attempt, it was said tonight would be made tomorrow to arrange a conference between the packers and strikers. James H. Walker, a grain broker on the Chicago Board of Trade, is the man who proposes to do what the State Board of Arbitration failed to accomplish. Walker was in consultation tonight with the leaders of the allied trades unions and several packers. He said he was of the firm belief that before tomorrow night he would be able to announce that his mission had been a success.

WILL BE BUILT

SO SAYS L. B. FRENCH OF PORTLAND SOUTHERN RAILWAY COMPANY.

Work Delayed by One or Two Men Holding Out for Exorbitant Values for Right of Way—Says Hopes to Be Grading in Thirty Days.

Mr. L. B. French, of the Portland Southern Railway Co., promoter of the new double track electric railway to be built between Portland and this city was in town yesterday, and a Statesman man after having chafing finally found the gentleman at the Cottage Hotel.

"You may say," said Mr. French, while a genial smile spread over his features, "that whether the people of Salem have confidence in the construction of this line or not, that it will be built."

"Yes, I think at the latest, twelve months from now will see the completion of the road from Portland to Salem," he said. "Our people mean business, and are ready for it. The money is ready. We know where it is coming from, the construction of the road, so we are not worrying at all about other people who doubt."

"When will you begin work, Mr. French?" was asked.

"We were ready to put our engineers at work on Monday," was his reply; "but I find we are now liable to have to change our route on account of some right of way questions. One or two men are holding out in the region between Brooks and Salem, and it may be possible we may cut across the Southern Pacific tracks at Lake Labish and come up on the west side of the Southern Pacific line. We are offered right of way there, and also some other inducements, if we desire to take them."

"There is some question, Mr. French, as to whether your road will do Salem the good that it will Portland," was remarked.

"You may say this," was his reply, "that where Salem has 15,000 people, who might go to Portland, that city has over a hundred thousand who may come to Salem. This proposition will be borne out here as it has in all other instances in the East, where the circumstances are similar. Of inter-urban traffic under all conditions, 60 per cent is 'tourist travel.'"

"I have had occasion," added Mr. French, "to notice other cases analogous to the present one, and I have yet to see a case where the smaller town was not remarkably benefited."

Mr. French said he had little more to say than had already been published, but that the company which he represented would be at work as soon as possible on the line. Surveyors have already laid out the route in a preliminary way, over the hills back of Canemah, and he expects to get the rest of the line located as fast as possible.

Safeguard the Children.
Notwithstanding all that is done by boards of health and charitably inclined persons, the death rate among small children is very high during the hot weather of the summer months in the large cities. There is not probably one case of bowel complaint in a hundred, however, that could not be cured by the timely use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by all druggists.

Mrs. E. Sauter and daughter went to Newport yesterday.

MORE NEWS FROM WAR

CEAR HAS MESSAGE FROM KURO-PATKIN.

NIU CHWANG IS OCCUPIED.

Japanese Army Retires to Niu Chiatung Leaving Soldiers for Police Duty.

Japanese Pressing From All Sides, Thought Will Require Kuropatkin to Retire From Hai Cheng—Fleet On Inland Sea.

RUSSIAN MINISTER ASSASSINATED.

ST. PETERSBURG, July 28.—Minister of the Interior Von Plehve was assassinated this morning while driving to the Baltic station. A bomb was thrown under the minister's carriage, completely shattering it. Mr. Plehve was terribly mangled.

LONDON, July 27.—Practically nothing but official dispatches relating to the operations in the Far East has reached the London newspapers. With two Japanese armies converging on Hai Cheng it is not expected Kuropatkin will long hold that position.

Japs Have Pressed Forward.
Siatshin Manchuria, July 27.—Simultaneously with the advance from the south, the Japanese from the north have pressed forward toward the west, as if to strike the railroad south of Mukden. But the move is not made by a heavy force, so far as known, and it is thought scarcely possible the Japanese would dare to extend such a line, leaving troops on the Russian left in a position to flank them.

Occupied Niu Chwang.
Washington, July 27.—The Japanese Legation has received the following telegram from Tokio: "Miquis Oyama, commander-in-chief of the Japanese armies in Manchuria, reports that on July 25, Niu Chwang was occupied by the Japanese forces. A detachment of cavalry was sent there at first and then a detachment of infantry. Both of these detachments, however, were withdrawn to Niu Chiatung, about three miles from Niu Chwang, leaving only such a number of soldiers as was deemed necessary for police purposes."

Kuropatkin Sends Reports.
St. Petersburg, July 27.—The Czar has received a message from Kuropatkin transmitting the report of General Zvonoboff, concerning the engagement of July 23-24, which resulted in the evacuation of Ta Tch'iao. It is substantially the same report as was published hitherto. It, however, contains the following statement regarding the losses: "Our losses have not been ascertained, but are estimated at twenty officers and 600 men killed or wounded."

Fleet Off Inland Sea.
Tokio, July 28.—The Vladivostok squadron is reported off Province Awa today. Awa is about 200 miles southwest of Yokohama, at the eastern entrance to the Inland Sea.

Chamberlain's Colic, Cholera and Diarrhoea Remedy.
This remedy is certain to be needed in almost every home before the summer is over. It can always be depended upon even in the most severe and dangerous cases. It is especially valuable for summer disorder in children. It is pleasant to take and never fails to give prompt relief. Why not buy it now? It may save life. For sale by all druggists.

RURAL INSPECTOR LEAVES.

Salem Routes Inspected Show a General Improvement in Roads—Part of Route 9 May Be Discontinued.

Rural Mail Inspector Clement, who has been in town several days going over the mail routes with the rural carriers, has completed his inspection, and left yesterday for Ashland, where he expects to establish a new route. There are several changes which he intends to recommend to the Department at Washington, but until official action is taken upon his report, the routes will continue as at present.

Mr. Clement found the roads and bridges in an improved condition, and rural patrons anxious to help the good work along. It was not thought that there would be any dissatisfaction among the carriers should the proposed changes lengthen their routes, as the carriers are now being paid according to the number of miles traveled. The carriers, however, are hopeful of the re-establishment of the old method, together with the promised increase in salary, and they dislike the addition to their routes.

The trouble brewing between Mr. Christensen and Mr. Husebucker, a few miles east of Brooks, may result in that portion of Route 9 being abolished. As stated in the Statesman a few days ago, Mr. Christensen and Mr. Husebucker both claim the strip of land that has for many years been considered a public thoroughfare, and after having their fences so near together as to prevent traffic, the matter was brought into the circuit court. Apparently no attention has been paid to the court rulings, writs and restraining injunctions, for Rural Carrier Cox continues to make his rounds by way of the Christensen back yard.

MENNONITES COMING.

Religion to Settle Near Town of Marion.

Marion county is to have a Mennonite colony of Russians as soon as the said colony can transfer their belongings from San Jose and San Luis Obispo, California, to the friendly

values of Oregon. Yesterday a party of eight of the disciples went to Marion where they negotiated for 2000 acres of land for which they are prepared to pay \$40,000, for the privilege of worshipping God in their own peculiar fashion, and incidentally earning an honest livelihood by tilling the soil. There will be about fifty heads of families in the colony, many of whom are American born. The colony originally settled in Nebraska, and from there moved to California, where they have become dissatisfied and now seek new territory.

There are several well educated ministers among them, who will expound religion to the colony and others earling to listen. Their religion in its simplicity and severity is not unlike the Dhonkubus who have achieved such notoriety by the mortification of their flesh for the purification of their souls, and who look upon human affection as an emotion unworthy of a good Dhonkubor. However, the Russians make good citizens, inasmuch as they are honest, industrious and law-abiding, and are not over zealous in securing proselytes.

MARINE FETE

LAND AGENT WEST SPEAKS IN GLOWING TERMS OF COMING EVENT.

Cash Prizes Amounting to \$6000 Are to Be Given Away, And All Expenses of Visiting Teams Will Be Paid—Great Social Event Will Be Regatta Ball.

(From Thursday's Daily.)

State Land Agent Oswald West has returned from a short visit in Astoria, and speaks enthusiastically of the outlook for the coming regatta, the Tenth Annual Astoria Regatta, to be held from August 23 to 27, inclusive. It will be remembered that last year Mr. West was secretary of the regatta committee and was in a large measure instrumental in its success, and is naturally much interested in the coming events, which he declares are to be the greatest ever held in this thriving city.

Speaking of the affair Mr. West said, "With such men at the head of the committee the regatta cannot but be a grand success, and the members of the old committee are gladly lending them all the assistance possible, and the members of the present committee, young men, were largely instrumental in the success of last year, and they are now using their past experience to great advantage. Geo. McBride, a nephew of ex-Senator Geo. W. McBride, is chairman of the committee and Chas. Halderman, private secretary to Senator Chas. W. Fulton, is secretary. Messrs. Chas. Wright and Gus Woods, of the committee, are now up the valley advertising the regatta, and are being successful in arousing enthusiasm. There is to be \$6000 given away in cash prizes and every event will be the best. Besides this all expenses are paid to all teams which desire to come from a distance, and this is proving a great drawing card."

For queen of the regatta Astoria's fairest daughter is to be chosen. The U. S. Navy will be represented by the largest warships of the Pacific coast. One of the leading features will be the lacrosse match, Multnomah vs. New Westminster, B. C. Multnomah will play in the Astoria Commercial Club in a baseball game for the regatta trophy. The great social event of the season will be the regatta ball.

The events will include the fastest shell crews of California, Oregon, Washington and British Columbia who will compete for coast championships in singles, doubles, junior, intermediate, seniors and fours; horse tournaments, horse races, athletic sports etc. Point Adams and Fort Canby life saving crews in exhibitions of life saving. Champion swimmers of the coast will compete in standard aquatic races. The champion high divers of the coast will compete in thrilling contests. Slack wire, tight rope and greased pole walking, and last but not least, a thrilling balloon ascension. Funny punt race, duck hunt, and tilting matches. Lacrosse and baseball games. The fastest yachts from Shoalwater Bay, Victoria, Vancouver and Portland will take part in the races. Outrigger skiff, four oared barges, pleasure boat races; fish boat, whitehall, 20-foot sloops, cat boats, free for all sloops, gig and cutter races between crews of warships and lighthouse tenders Manzanita, Columbine and Heather; Indian canoes and guided launches; and schooners, cannery tenders and countless others.

The beautiful Astoria harbor, the grandest expanse of water in America, covered with white winged sloops is a sight never to be forgotten.

MERCHANT MARINE COMMISSION

Has Another Important Meeting at Seattle.

SEATTLE, July 27.—The Congressional Merchant Marine Commission completed its work in this city this afternoon and departed for Tacoma tonight. During the day the commission spent three hours hearing papers and addresses by persons interested in the improvement of the American Merchant Marine. As on the day previous the trend of all suggestions for improvement was along the subsidy line.

OUTGROWTH McGOVERN.

PHILADELPHIA, July 27.—Frankie Neil, of San Francisco, bantam weight champion of the world, clearly out-fought Hughie McGovern, of Brooklyn, tonight. The fight throughout was the most vicious ever witnessed in Philadelphia between little men. There was scarcely a second when the boys were not in action. At the close of the sixth round McGovern was almost exhausted and hanging on to Neil to avoid punishment.

NOXIOUS WEEDS.

The prolific growth of all vegetation in Oregon makes unweeded a menace to the country. Attention has recently been called to the fact that cockle burrs and Canada thistle are flourishing along the side streets and in the alleys, and although there is a state law against Canada thistle, the city should take steps for its removal.

GOOD ROADS

MUCH WORK GOING ON AROUND MARION COUNTY FOR BETTERMENT OF HIGHWAYS.

New Roads Proposed for Mountain Districts—Man in Tillamook Wants High Property Exemption and State Road Law—Aid From Office.

(From Thursday's Daily.)

"The work on the county roads is getting along well, indeed," said Judge Scott, yesterday.

Inquiry elicited the fact that the Mt. Angel road was being pushed right along, and that a half mile at the turn of the hill had been covered with broken rock. At the Scott's Mills end of the line more than a quarter of a mile has been laid with rock, which is being quarried out as fast as teams can haul it away. There are about ten teams working on the Mt. Angel part of the road, and ten to fifteen at the Scott's Mills end.

The people of Mt. Angel are well pleased with the results so that they express themselves willing to increase their subscription in many cases. Many of these persons subscribed certain sums to be worked out partly this year and partly next year and they are in nearly all cases working the entire amount out this year. There seems no doubt at all that they will all help further to extend the good cause. It is the intention of the county court to have as much work done as possible at Mt. Angel and then to send the roller at Scott's Mills, to roll and pack that piece.

The road from Champco to the river has been completed, and the people there are all happy. That road cost about \$1300 to \$1400. Judge Scott says the farmers can now haul up the hill there as well as down.

On the Reform School road the work being done by the state is progressing finely, and they have finished the stretch of road west of the bridge. The work of completing the road from the bridge to the top of the hill at the Reform School will be commenced at once.

The County Judge is very anxious to cover this stretch of road with a cap of broken rock, and then smooth it with a "top surface" of screenings and roll it well, thus making this a splendid driving road. At least as soon as the rains set in this fall, the steam roller will be put at the work of rolling this down good and smooth.

Hon. John Minto was before the county court a few days since in the interest of the Minto Pass road through the Cascade mountains. Mr. Minto wants Marion county to appoint a delegate to join with a delegate from each Crook and Linn counties in a consideration of this route for a wagon road to connect the valley and Crook county. Mr. Minto has worked with the object of securing a road through there in view for a long number of years, and as the advancing years creep on, he becomes the more desirous of seeing this, his cherished plan, worked out.

"There is no question at all that Marion and Linn counties have a great deal to gain in the construction of this road," said Mr. Minto yesterday in conversation with a Statesman writer. "I know the rest of the road above Detroit is very easy to build and I believe could be opened up for the expenditure of a very small sum of money. I have estimated the opening of the road at \$1500. But even if it cost to make a road that would get over the sum of \$1500 to each county, the money would be remarkably well spent."

"It cost \$1282.10 in 1874 to survey the route from the Salem court house to four miles east of Detroit. Afterward, in a few years ago, we built the wagon road from Mehama to Detroit for \$1360. It does not require such vast sums of money to make roads that are passable, and the forty miles to be built from Detroit to the Des Chutes ferry is all open and reasonably level country. Mr. Minto intends going up in that country again soon now, to make a full report on its present condition."

The petition for the road to the Santiam mines will be presented to the county court at its next session, and if found to be in order the survey and viewing of the road will be ordered, and a report received at the September term of court. As to the question of crossing the forest reserve, Judge Scott said he was not sure, but thought likely a permit would have to be gotten from the general government. The proposed road will only reach to the river below the mines, and then the mining companies themselves will put in the branch roads to each individual mine.

Judge J. H. Scott, as president of the good roads association, will soon call a meeting of the executive committee of the state good roads association, going up in that country again soon now, to make a full report on its present condition.

Judge Scott is in receipt of a letter from County Judge W. W. Conder, of Tillamook, who says he is busy organizing good roads clubs throughout that county and that he is meeting with fine success. He says he will be at the state convention with a good report.

"In our clubs we are discussing several propositions," said Judge Conder, "among which are changes in the assessment land, so as to cut the state up into districts. To grade the lands throughout the state, except from taxation improvements to the amount of \$5000, which will be an incentive to improve property. On road laws the main point discussed is to allow counties to operate toll roads, toll bridges, ferries, etc., in cases where it is impossible to keep up said roads and bridges at public expense."

"I should like," the writer adds, "that you lay these propositions before the clubs in each county in order that the matter can be discussed at our convention next fall."

A great many people are interested in a discussion of the good roads question, and everything in relation thereto that has a local application is read by them with avidity. A recent writer says:

"Among those interested in road improvement, the farmers of course,

stand first. The character and condition of the roads are of vital interest to them every day in the year. The farmers until recently, have been compelled to struggle with the road problem without much help or encouragement from any other class. Now, however, some strong elements of the city population are rallying to their support. Among these may be named the manufacturers of road building machinery, the makers and users of bicycles and automobiles, and the moneyed men of the cities who have money invested in the country. These people are entering into the work for road improvement with even more enthusiasm and zeal than the farmers."

THREATENING LETTERS.

Family at Lake Labish Receive Anonymous Letters Threatening Destruction of Life and Property.

Lake Labish, a thickly settled district lying between Chemawa and Brooks, has recently been the seat of some peculiar and distressing incidents. A few months ago the community was startled by the finding of what appeared to be a package of poison in the John Zalinsky's well. Mr. Wm. Larsen and family live on the Zalinsky property, and although alarmed for their personal safety at the time, allowed their friends to reassure them of their well-being, so the matter was dropped without investigation.

As published in the Statesman at the time the contents of the package found resembled a mixture of strychnine and some other powder.

Upon drinking some water from the well one day different members of the family were impressed with the peculiar flavor of the water, together with a burning sensation in their throats after drinking it. When a second bucket of water was drawn a small cloth parcel dropped from it, which contained the offensive powder. No chemical analysis was made of it, but the family used other sources for their water supply for a time. A few weeks passed quietly when the family began to notice evidences of enemies at work about them, and at about this time a fine hog died mysteriously with symptoms that indicated poisoning. Closely following this a letter was found sticking in the well curbing.

The letter reads as follows including the spelling:

"Mr. Larson you had better move off this place. You are not safe. You don't know what will happen. That more poison in the well."

But a few days elapsed when Mr. Lewis Larsen, the father of William, found a note upon his gate urging him to leave his son leave the Zalinsky place.

This letter reads: "Mr. Larson you and better get Will to move off that place. We rothe him a not byt they dont pay any tention to it. It is for his benefit to move. he will lose more if he stays on that place. (Signed) F. M. M." (or possibly "F. M.," as the letter is poorly made.

The third letter appeared in due time and was picked up in the road by Miss Georgin Lemen, where it had evidently fallen from the gate. Without date or address the letter begins: "You mig git ter and feathered. if you don't git out of here they will mch you. I will only give you 30 days' time."

The fourth letter was received last week, and appears below:

"Mr. Larsen I tell you it is the best thing you can do is to move. you may think it is a joke, but if you don't what I do you wold not stay on that place over night. Mr. Larson I wold not use that Water for you dont no. What is that are well an will be, an yo nop that old building is not mych, but mite be a great loss to yo, so the best thing for yo is to move. that is all. (Signed) F. M. M." With the exception of the third letter all were written by one hand. Although legible the style is cramped and illiterate. There seems to have been no attempt at disguising the writing, except that the same spelling is not used for the same words throughout, but the writing, once seen, would be remembered, for there is an odd way of crossing the "t's" and a peculiar circling of errors, and a total lack of punctuation, and proper capitalization. The third letter is written in a child's vertical hand, with a child's idea of spelling, and an older head's dictation.

All the letters, however, were written upon leaves from the same tablet and as they have been preserved, it should not be a difficult matter to trace their origin.

In none of the letters is the writer's grievance stated, but quiet investigations are being made.

SUBSIDIES NECESSARY.

Merchant Marine Commission Finds This Keynote From All Interested Parties.

SEATTLE, July 26.—The Congressional Commission appointed to investigate the conditions of the Merchant Marine in the United States spent four hours in the Washington Hotel here today, listening to statements and suggestions from representatives of shipping interests and delegates from the seamen's union. The keynote of all proposed plans for improvement was subsidizing merchant vessels by the Government.

Mr. H. H. Piacus, a hog buyer from Tacoma, who has been in town several days, left yesterday for home,

CORRESPONDENCE.

The Same Old Dilemma.

Noble, Oregon, July 24.

Your comments upon the Democratic platform remind me of an incident in the Iowa campaign of '04.

The Democrats gave out an appointment for a rally. On the appointed day the Republicans asked the privilege of answering in a twenty minute speech, which, after a short consultation among the leaders of the party, was granted. When the Democrat was about to commence his speech, the manager took him to one side, and in a sharp whisper, said:

"Jim, I am as good a Democrat as you are, and a good deal older. You can stand old B. off, all right, but for Coar-r-i-e-t's sake don't say anything about our platform!"

A. S. KINSER.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Wm. D. Druggist*

TO CLEAR TITLES.

Deputy Attorney General Van Winkle Goes to The Dalles on Canal Business.

I. H. Van Winkle, deputy attorney general of Oregon, left yesterday afternoon for The Dalles, having been sent by The Dalles-Celilo Canal Commission, to clear up the records on some lands which they have purchased by the state as a right of way. It seems that many farmers have been living on their farms for several years and did not care to make sure that the title was perfect. On some of these places the title has been cleared by the state of limitations, but this does not suffice with the United States government engineers, and it is necessary that there should be absolutely no defect in the right of way secured by the state and to be decided to the government, before the work of construction will begin.

I. H. Taffe, who was awarded \$15,000 damages because the terminus of the canal at Celilo would be on his land, and would occupy ground where now stands buildings connected with his salmon cannery, has filed a motion in Judge Bradshaw's court for a new trial. The matter has been allowed to drop for the summer, and it is confidently believed that Mr. Taffe is now prepared to withdraw his motion and settle with the state on the basis named. It is not likely in any event that Judge Bradshaw will grant a new trial, without better cause than has so far been presented. Mr. Taffe felt that he should have \$100,000 damages, but engineers who have figured on the matter saw the change in his plan could be made for \$3,000. There are also other damages, such as cutting off his water supply, and cutting off his communication from the river to the cannery. Those who have investigated, say the price named by the jury is ample to make the "damages" named the same time it is very reasonable to the state.

Puts An End to It All.
A grievous wail ofttime comes as a result of unbearable pain from over-taxed organs. Dizziness, Backache, Liver Complaint and Constipation. But thanks to Dr. King's New Life Pills they put an end to it all. They are gentle but thorough. Try them. Only 25c. Guaranteed by D. J. Fry's drug store.

REAR ADMIRAL H. G. TAYLOR.
SUDBURY, Ont., July 26.—Rear Admiral H. G. Taylor, of the United States Navy, commander of the battleship Indiana at the battle of Santiago, died at Cooper Cliff General Hospital at 8:15 tonight, of peritonitis.

From Hot to Cold.
Dysentery is prevalent everywhere in summer and is due to miasmatic poisons, and begins abruptly with inflammation of the mucous lining of the large bowel. In America the disease is common, but properly treated does not result as seriously as in the tropics. Perry Davis' Painkiller is the best known remedy and the most efficacious in the treatment of dysentery.

Mr. J. H. Ray of Medford, is visiting with Mrs. A. D. Palmer.

CHITTIM BARK
Highest Price paid at Fry's Drug Store, Salem, Oregon.

Parties desiring to hold their bark for higher prices, will be given Free Storage at our warehouse.

We are the largest buyers of Chittim Bark, Oregon Grape Root, Oregon Salmon of Fir, and Bee Wax. We will buy for cash, sell on commission, or give you free storage. Write or call upon us before you sell.—DANIEL J. FRY, Wholesale and Retail Druggist, Salem, Oregon.