

State News

Money in Fancy Cherries.

Fancy Bing cherries sent from Hood River by the Hood River Fruit Growers' Union sold in New York for \$3.50 per ten-pound box. Allowing 75 cents expressage and 25 cents commission, there is \$2.40 per box for the man who raised the cherries. These were, of course, extra fancy, but it goes to show that fancy cherries will command a good price in New York, market conditions being favorable.

The union is in receipt of a letter from Sgobel & Day, which says: "We are glad to hear you people have planted cherries, because you are bound to do well in the future; but you must learn how to pack them for the New York market."

There is evidently money in the cherry business if properly handled, notwithstanding the discouraging reports circulated by the San Diego man who was here this summer, packing cherries for the Eastern market.—Glasgow.

Towards Tillamook.

Ex-County Clerk Morgan and Chief Engineer Davis, of the proposed Hillsboro-Banks railroad, were in town for a short time Monday on their way out to Banks. They say the road is now assured. Right of way for the entire line is secured, running from the depot in Hillsboro to the Turner store at Banks, with the exception of one or two small spaces that have to be taken into court to fix the amount. The engineer said the contractors who were to bid on the grading were to go over the line with him yesterday for final inspection and would submit their bids in a day or two. He is authorized to buy the ties and lumber for bridges of mills here.—Forest Grove Times.

A Young Till-Tapper.

Some six weeks ago a family, consisting of a man, his wife and four children, passed through the valley by team on their way north. Among the children was a little crippled girl about eight years old, who sold paper paraded on the street that were made by her mother. At Eugene the man deserted his family and the woman with her children came back toward California, where she has relatives. They arrived in Medford Monday and Tuesday the girl started out with her usual stock in trade. However, she varied the usual line by trying to do a little till-tapping. At the Medford furniture store she tried the till during the temporary absence of the proprietor, but the ringing of the bell frightened her and at the same time attracted John Butler's attention, so she got nothing. She tried the same plan at other places, but unsuccessfully. At the Postal telegraph office, during the absence of the operator, she secured a purse containing money from another large purse hanging on the wall, and would have escaped with the booty had not Willie Mahoney entered just as she was going out. The purse was found in her hand. The mother disclaimed all knowledge of the child's peccadilloes and promised to keep her directly under her supervision until the family reached its destination in California. Under the circumstances the authorities decided to let them go, and they moved on.—Medford Mail.

Hops at Hood River.

Who knows but what hops may soon be one of the leading products of the Hood River valley. A valley hop buyer, on learning that B. F. Shoemaker of this place had planted five acres to hops vines this spring, was in the valley last week to see how the experiment was working, and so satisfied is he with the results so far that he is anxious to plant 150 acres here, and to contract

for the product for five years at 15 cents a pound. Mr. Shoemaker says it costs no more to plant an acre of hop roots than it does an acre of corn. The roots can be secured at \$6 per thousand. The two Clement boys planted two acres for him in one day, at a cost of \$3 for the labor. He planted 650 scots to the acre. He expects to get his first crop next season.

The hop dealer who was here last week, believes the climate here, being dryer than the valley, would be even better for hop growing. He believes a great deal of the trouble with hop lice and honeydew would not be encountered here.

Big money has been made from this product in the Willamette valley and why not here? Oregon has come to be one of the greatest hop-producing states of the Union. If they will do well here there should be money in the venture.—Hood River Glacier.

The First Gold Discovery.

The first discovery of gold in Oregon was made on Josephine creek, which is located in the western part of Josephine county, then Jackson county, and which was named in honor of Josephine Rawlins, a young girl who came with her father into the Oregon diggings during the early days. The first discovery was made May 2, 1851. Gold was next found on Canyon creek, near Josephine creek, both of which are tributary to the Illinois river. The third discovery was made at Waldo, also on the Illinois, which was called the "sailor diggings," from the fact of the discovery having been made by a band of sailors who heard of the rich gold fields in the Oregon country and deserted their ships at Crescent City and crossed the mountains into the new fields, to return later loaded with treasure. The gold seekers swarmed every creek and gulch in Southern Oregon, and the gravel of each and all were found to be rich with the yellow metal. With rocker and pan millions were cradled from the auriferous and shallow bars.—Grants Pass Herald.

A Regular Fish.

John Leland Henderson of this city and his brother, Professor Louis Henderson, of the University of Idaho, at Moscow, swam the Columbia and back again Tuesday without leaving the water. The swimmers left the Oregon shore near the Oregon Lumber Co.'s mill, kicked their feet against the rocks of the Washington shore midway between the White Salmon dock and Underwood, returned and landed on the sandbar below the city. The distance is nearly three miles. Attorney Henderson is 55 years old, his brother being five years younger.—Hood River Glacier.

Medford Progressing.

Medford is building up rapidly, but not rapidly enough to keep pace with the demand for dwelling and business houses. There isn't a half dozen vacant dwellings in town, nor is there a single business location which is not occupied. Besides this there are residences and business buildings being erected all the time and more are contemplated.—Mail.

Fires at Hood River.

The Mosier box factory, the property of Green & Beck, was completely destroyed by fire last Wednesday morning; loss about \$4000, with no insurance. It is understood that there was also an indebtedness on the plant, making the loss all the more hard for the owners.

The factory was located over stream of water. It appears to have been the custom to keep a fire beneath the building at all times to consume the sawdust and shavings. The high wind Wednesday fanned the flames until the blaze went through the floor of the factory, and in a few minutes the fire was entirely beyond control. The flames then

spread to the dry grass and destroyed 100 acres of pasture before being put out.

It was only by hard work that several barns were saved. A. P. Bateman lost about sixty acres of pasture grass; Mr. Sellinger thirty acres, and several other farmers about twenty acres.

Stored in the box factory at the time of the fire were the camp supplies and tents of a party of Seventh Day Adventists, who intended opening a camp meeting at Mosier, on Tuesday of this week. Their goods meant a loss of \$100. The meeting has been called off, two members of the party going on to Portland.

The big mill of the Davenport Bros. Lumber Co. at Green Point was destroyed by fire shortly after midnight on Wednesday. The loss will come near \$15,000; no insurance. As there are large orders waiting to be filled, the company has begun to replace the machinery, and the buzz of the saws will again be heard in the forests of Green Point within a few weeks.

Considerable money has recently been expended by the mill company in increasing the size of the mill, and the daily output was expected to reach 125,000 feet daily. One side of the mill had been operating but a few days, and was cutting 75,000 feet.—Glacier.

Plenty of R. R. Work.

Nineteen trains, hauling two hundred loaded cars, were at Albany yesterday on the line of the Southern Pacific alone, and eight trains in and out on the Corvallis & Eastern. Twenty-seven trains in a day is a good Albany record. The overlands are so crowded that it takes several sections for most of the trains, and trainmasters have been added to take care of the large number of passengers, far beyond the expectations of everybody. From 200 to 500 tickets a day are sold at the Southern Pacific office, and approximately 7000 pieces of baggage are handled in one month.—Democrat.

Lincoln County Phones.

Tuesday evening the Lincoln County Telephone Company received a shipment of twelve phones and two switchboards, for use on their Newport, Toledo and Siletz lines. This shipment was accompanied by an expert electrician who is now installing the phones and switchboards and putting their lines in first-class shape, so that good and prompt service may be had over all their lines. The line from the Alsea mill was also connected this week.—Toledo Reporter.

Open Season for Deer.

August 15th the open season for the killing of buck deer in Oregon commences and closes with October 31st.

September 1st is the open season for the killing of does, closing with October 31st.

Both must be killed between half an hour before sunrise and one hour after sunset.

Ereth hunter must secure a license from the county clerk of his county.

Profits from the Law.

Deputy Stock Inspector Geo. Irvin has up to date collected from outside shippers the sum of \$335.35. This amount is realized by grant county as taxes under the migratory law passed during the last session of the legislature taxing stock coming from outside to graze in the county.—Monument Enterprise.

Water on Yaquina's Bar.

The Yaquina bay bar is now said to have a depth of fifteen feet at extreme low water and from twenty-two to twenty-four feet at medium high tide. The depth is sufficient to admit all the coasting vessels and medium deep sea craft.

Minister Robbed.

Prayer books, a bible, a book of sermons, a white shirt, two spectacle cases, one pair of spectacles, a shaving brush and various toilet articles, made up the contents of a bag found in the wood yard near the O. R. & N. depot last evening by five St. Stephens. From inscriptions in the books it was learned that the articles are the property of Rev. C. F. Clapp, Congregational evangelist for Oregon, whose home is at Forest Grove. It is believed that the basket and its contents were stolen from Rev. Clapp and after being brought to this city by the thief, were hidden until it was found convenient to pawn them.

It is possible that the theft took place two weeks ago, at which time Mr. Clapp was in the city, but this is not believed to be the case, the officers holding the theory that they were stolen in Forest Grove.

The owner of the property will be communicated with today, and in the meantime a vigorous search is being made for the thief.

One clew which the officers will work upon after they have heard from Rev. Clapp will be the fact that it is believed that a razor was also stolen with the other toilet articles. This belief is strengthened by the finding of the shaving brush. After a description of the razor is obtained it will be easy to learn whether it has been pawned or not and there is also a chance of the thief being caught with the razor in his possession.—Pendleton Tribune.

Railroad Changes.

Rumors are in the air to the effect that the Southern Pacific Company is contemplating a change in its line between this valley and Shasta valley, which will result in shortening the route between the two points some twenty-five miles, will eliminate the steep grades, loops and tunnels of the present route and give an almost direct route. Definite information is hard to obtain but it is positively known that a party of Southern Pacific surveyors have been working this way from the California side for the past several weeks. The route will cross the Siskiyou west of Wagner Butte and come into the valley by way of Wagner gap, connecting with the present line either at Phoenix or Talent.

The advantage to be gained by not only shortening the line, but getting rid of a dangerous and troublesome piece of track is obvious, and with a likelihood of a competing parallel line being built east of the Cascades, the necessity of having as short a line as possible between San Francisco and Portland would naturally cause the

DARK PAGE IN NAVAL HISTORY

BENNINGTON HORROR GROWS WITH EACH PASSING HOUR.

FOUR SCORE IS DEATH'S ROLL.

Many of Dead Are Not Found, but Believed Waters of San Diego Bay Covers Many.

Forty-nine Are Dead in Morgues—Seven Believed to Be Dead in Fire—Rooms—Ten Injured May Die and Missing Number Fifteen.

SAN DIEGO, July 22.—The Bennington horror, which yesterday shocked the entire nation by its long roster of casualties, grew with each passing hour of the day. Even the wildest early estimates of the terrible results of the exploding boilers aboard the gunboat were not exaggerated and instead of lessening the extent of the catastrophe, later and complete details have added to the appalling total of four score before the last word has been written and one of the darkest pages in America's naval history is closed.

These figures, which at first glance appear to be exaggerated, are made up of the known dead, the probable victims among the injured now in the various hospitals and the total number of missing being summarized as follows: Dead at the morgues, forty-nine; dead in the flooded fire-room of the ill-fated warship, seven; the injured who may die, ten; missing, fifteen; the total, eighty-one.

The probable deaths of the injured men are based on the opinion of Dr. A. H. Foster of the United States marine hospital service, in charge of the medical staff, and the number of missing upon the statement of Commander Young. The commander believes the missing men are drowned and the waters of the bay will give up this number of dead.

Day brought other developments and news of most intense interest and importance to the naval officers. From Washington came the information that Rear Admiral Goodrich commanding the Pacific squadron, had been ordered to San Diego forthwith. This was taken to mean that a naval investigation into the causes of the explosion and the fixing of the blame, therefore. Captain Drake and Surgeon Smith, both from the Mare Island navy yard, are upon the scene, the former to direct operations on the wrecked vessel and the latter to assist in caring for the injured and direct the burying of the dead. With Surgeon Smith came the four hospital stewards whose assistance will be welcomed by the overworked medical corps now in charge.

The Bennington tonight lies deeper than ever in the mud and shallow water on the shore of the bay and no apparent progress is made in the work of pumping out the flooded compartments. Until this is accomplished the secrets of her horror chambers will not be disclosed. This much, however, has been discovered, several bodies were wedged beneath the collapsed crown sheets and burst bulkheads of the fire room. How many more may be found in the compartments now on forbidden ground is conjecture.

Cause Is Not Known.

Commander Young was seen in his quarters aboard the Bennington this afternoon. He was asked to make a statement of the cause of the explosion and effects upon the machinery. He said:

"As to the cause of the explosion, I cannot say anything, because I do not know. What I do know is the damage caused by the exploding of the boiler or boilers. Every one in the fire room at the time was killed. Three bodies are now pinned down by the collapsed crown sheet of the boiler D and four more by the burst bulkhead. These bodies we are now trying to release. In order to do this it will be necessary to cut the steel bulkhead in two places. One of the bodies is wedged in such shape as it may be necessary to dismember it in order to take it out. I cannot express an opinion as to when we will reach the bodies."

"The Associated Press has a dispatch from Washington quoting Rear Admiral C. W. Raw, chief engineer of the navy, to the effect that he can only account for the damage to the Bennington by a detonation of high explosives," was suggested.

"That is entirely wrong. There were no high explosives in that part of the ship where the explosion occurred and I am positive it will be found that all damage was caused by the boiler," was the condition of the boiler, captain?"

"So far as I know, they were in first class condition. They were recently tested at 225 pounds pressure. At the time of the explosion we carried 120 pounds."

"When were the boilers last inspected?"

"I cannot answer as to the exact date, but within the past few months."

The arrival of Captain Drake from Mare Island was announced at this point and the commander hastened to the gang plank to greet him. He then declined to make any further statement.

The Boilers Were Old.

Vallejo, July 22.—It was declared managers of the road to look about for every means tending to that end.

Still another rumor is to the effect that this survey is not being made by the Southern Pacific, but is being run by a big eastern company, namely the Chicago & Northwestern, which is just now reaching out for coast-business, and that their object is to parallel the Southern Pacific road and break into the monopoly which that road has been enjoying for so many years. Following the line indicated above the new road would save fifty miles in distance between the Klamath and Umpqua rivers, and besides this an hour and a half in running time, owing to easier grades making the total saving in time nearly four hours.—Medford Mail.

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at the Mare Island navy yard that four boilers of the gunboat Bennington were placed in the vessel in 1901 by a New York firm.

There Were Two Explosions.

Washington, July 22.—The details of the explosion at San Diego as ascertained by Commander Lucian Young, were received at the navy department at 11:15 o'clock tonight in a long telegram from the commander. It appears from the telegram that small leak was discovered in boiler B and the boiler-maker was on the way to repair it and was passing through the engine room when the explosion occurred. He adds that boiler B was forced to the stern through its bulkhead and came in contact with boiler D, which was also forced through its bulkhead and both the boilers exploded with too close explosions.

"There was no noise, only a thick cloud which filled the ship from stem to stern full of scalding steam, soot and ashes, even so much as that the main deck was uninhabitable and those not blown overboard jumped overboard for air and in my opinion many of these were drowned, for seven of the missing cannot be accounted for."

PLAGUE'S GRASP

SIX DEATHS RESULT FROM YELLOW FEVER IN THE CITY OF NEW ORLEANS.

Mayor Issues Proclamation to Citizens, Urging Greatest Care—All Incoming Vessels Will Be Subject to Strictest Kind of a Quarantine.

NEW ORLEANS, July 24.—Tonight Mayor Behrman issued a proclamation to the people of New Orleans urging them to heed the advice of the health authorities relative to the sanitation of their premises and calling special attention to the necessity of screening the houses and placing nets over their eisters and all pools of water which might breed mosquitoes.

At a meeting of the state board of health today it was decided, in response to numerous requests for information from the parish health officers, to prepare and send out a detailed statement of the situation. This will include the official statement that up to date there have been seventeen cases of yellow fever and six deaths. Quarantine regulations, suggested by a meeting of the citizens, requiring six days detention of all vessels from ports liable to yellow fever, were adopted after a very heated discussion.

DIED.

WALKER—Infant son of Mr. and Mrs. D. S. Walker, on North Eighteenth street, Saturday, July 22, 1905, at 7 o'clock a. m.

The burial took place at Hayessville cemetery yesterday afternoon.

LAND OF PLENTY

FALL WILL SEE ADVENT OF BIG CROWD OF HOMESEEKERS TO THIS STATE.

Boom Is Due for Salem and Its Environs—Hundreds of Families Expected to Reach Here After Eastern Harvesting Is Over—Much Building.

(From Sunday's Daily.)

Things are rather quiet in the real estate market just at present. And they are liable to continue in that condition for some time. But there is going to be a reaction and a big one with the advent of fall.

The above is the opinion of the real estate men of this city, who have their ear to the ground and their eye on the trail watching the trend of events.

During the weeks that have come and gone since the opening of the big exposition at Portland, and long before that—when the homeseechers' rates on the railroads were being taken advantage of by easterners, hundreds of people have come and gone, looking for desirable places for future homes, and their visit to this state has not been without its result.

They have looked the state over and have compared it with the country from which they come and the comparison has not been to the disadvantage of Oregon. They have returned to their homes in the east with the determination of disposing of their holdings there and then coming here. That this is so is evidenced by the real estate men of this city who have been made the confidants of more than one homeseecher.

The fertility of Oregon's soil, the great resources of this state, and more especially this valley, where everything thrives with an abundance that is truly astonishing to the visitor, has served as a lodestone to the people who have come in and investigated.

It is estimated from the inquiries that have been made that no less than one hundred families will be here in the fall to buy homes and farms, settling in the immediate vicinity of Salem. This is said to be a conservative estimate by the real estate men of this city, who look for a great rush this fall.

There are hundreds, even thousands, of people coming to see the fair and this valley before autumn, and they are sure to leave a small percentage in the valley.

It is explained that the reason for the forming of the big rush in the fall is due to the work that must be done by the new-comers from the east before they can come in and settle. Their crops in the east must first be harvested and taken care of. Then their holdings will have to be disposed of after that, which will leave them free to come west to take up their new homes in this land of plenty.

During the present hot days there have been some exchanges in property holdings, but of such a small nature that they attract little notice in the market. Indeed, they are insignificant as compared to what is expected in the fall, when the big influx of easterners arrive.

Their coming will not only mean the more of citizens of little to land. It means, also, the erection of new homes and buildings, which entails a vast

outlay of money in lumber and work. There will be industry exhibited in almost all lines, the parallel of which Salem's history does not show.

Besides those who have come here to see a look at the country, hundreds of letters are received daily by the real estate men of the city, inquiring about the price of land here, the conditions of the country, its resources and prospects. These are straws showing that the eye of the world is still on this state and that great things may be expected in the immediate future.

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CLUB A—	Pub. Price.	Our Price.
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Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	.50	
Total	\$2.50	\$2.00
CLUB B—		
Twice-a-Week Statesman	\$1.00	
Twice-a-Week Portland Journal	\$1.50	
Northwest Poultry Journal	.50	
Total	\$3.00	\$2.00
CLUB C—		
Twice-a-Week Statesman	\$1.00	
Twice-a-Week Spokesman Review (new)	\$1.00	
Northwest Poultry Journal	.50	
Total	\$2.50	\$2.00
CLUB D—		
Twice-a-Week Statesman	\$1.00	
Weekly Oregonian	\$1.50	
Northwest Poultry Journal	.50	
Total	\$3.00	\$2.50
CLUB E—		
Twice-a-Week Statesman	\$1.00	
McCall's Magazine	\$1.00	
Pacific Homestead (weekly)	\$1.00	
Hoard's Dairyman	\$1.00	
Northwest Poultry Journal	.50	
Total	\$4.50	\$3.50
CLUB F—		
Twice-a-Week Statesman	\$1.00	
Northwest Horticulturist (M)	.50	
Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	.50	
Twice-a-Week Portland Journal	\$1.50	
McCall's Magazine	\$1.00	
Total	\$5.50	\$3.50
CLUB G—		
Twice-a-Week Statesman	\$1.00	
Woman's Home Companion	\$1.00	
Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	.50	
Weekly Oregonian	\$1.50	
Total	\$5.00	\$3.75

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