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Office, corner Court and Liberty Streets

SATURDAY, JULY 27, 1889

The Motor Line.

All those interested in the construction of a motor line from Salem to Silverton should read carefully the article embodying the views of our leading citizens in today's JOURNAL concerning this important move. It is a step in the right direction and its completion will be hailed with joy by everybody. The beginning of the article referred to is on the second page and is concluded on the fourth page.

A Fine Field of Barley.

In speaking of the immense yield of some of the grain fields in the vicinity of Salem, a JOURNAL reporter yesterday in conversation with D. D. Prettyman, a gentleman of large experience, said that there was a field of barley, now being harvested, three miles north of this city that would produce one hundred bushels to the acre. It stands so thick on the ground that it cannot be cut in the usual way. This farm belongs to E. P. Walker. There is also a field of wheat on this same farm that will average forty bushels to the acre.

The San Jose Scale.

After close investigation by the Oregon state board of horticulture it is of the opinion that this most destructive enemy of not only the fruit, but the ornamental and forest trees as well, has secured a hold in some of the orchards in Southern Oregon, and it is feared that it will be found in other parts of the state. Careful inquiry from parties with whom the scale is found develops the fact that they have been brought into Oregon on trees shipped from California. As trees from California have been pretty generally distributed all over the state by the industrious tree peddler, so it may be expected that these destructive insects have doubtless gone with them.

Prepare for the Census.

An exchange remarks that it is not generally known, as it should be, that the statistics which will be gathered by the enumerators in the house to house visit in June, 1890, relate to the year beginning June 1, 1889, and ending May 31, 1890. It is especially desirable that farmers should keep an accurate account of their productions during the census year, so that they may be able to render reliable returns, instead of trusting to their memory, which is liable to be at fault in many things. They could thus make up their report of farm products and live stock during leisure moments in the winter and spring, and save time when the census visitor calls in the busy month of June.

Coming By the Car Load.

Watermelons and cantaloupes are arriving daily by the car load from California. Mr. Wright had the honor of shipping the first load to this city. In fact he secured the first car-load that came from California to Oregon. There were melons on the streets of Salem sometime before Portland could indulge in such a luxury. All hail to the enterprise of our merchants! Although melons are piled up in the greatest profusion in many of our groceries, they are not of as good quality as they were last year, hardly up to the standard. However the standard will be reached as soon as the Oregon melons come into market, which will be along about the first of August. They will be larger and of a better flavor than those shipped from California.

Workingmen Wanted.

A gentleman, says the Oregonian, has been trying to employ men here to work at railroad building, but he cannot get any. He says there are three jobs here for every laboring man. He had to send to San Francisco for men and 100 men left there on the steamer yesterday for this city. They will be sent to work on the Cour d'Alene road. A lot of men left there some time since to go over into Montana to work, expecting to get more wages; but they found this year that wages were no higher in Montana, and they had to work for \$2 per day and lost three weeks' time. Railroad contractors in Montana expect to get all the men they want from the east for \$1.75 per day. From 500 to 1000 men could now find employment at railroad work in the upper country, if they could be obtained.

A THRESHER BURNED.

A Lively Fight With Fire—Wheat Saved From Destruction.

Yesterday afternoon about four o'clock, while Noah Herren was threshing grain on his farm four miles from this city, the machine caught fire and was burned to the ground before the fire could be stopped. There were about 800 bushels of grain in the sacks near the machine, but by the prompt action of the hands it was saved. The machine burned so rapidly that even the rubber belt could not be saved. The fire quickly spread toward the fence and burned about one hundred yards of it down. The harvest hands worked faithfully to save the crop and after a time they had the fire under control.

The loss will be about eight hundred dollars. It is not known how the fire originated. Some think it caught from a spark from the engine which was a "Minnesota Chief," and had only been run a short time. Mr. Herren came to this city to-day and purchased an "Advance" and will be ready to start up again on Monday.

Scenery Isn't All.

The Oregonian hits the nail square on the head in the following truthful remarks: When men of high natural intelligence and varied worldly experience visit Oregon and Washington like a congressional committee, or a party of tourists that include able congressmen or men of wealth and business capacity, they usually see little of our state save those places that are attractive to the lovers of fine natural scenery. They are taken for a trip down the Columbia to Astoria, or up to The Dalles; they sail through the Sound and go home with a very superficial view of the solid resources of Oregon and Washington in agricultural, timber and mineral wealth. Perhaps the local committees who receive such visitors are unable to guide their steps, but if they are, a trip through the Willamette valley, through the "Inland empire," through the timber districts and mining region of Washington, would reveal the agricultural and other resources of Oregon and Washington far better than mere pleasure excursions which exhibit the beauty of Columbia and the salmon "stock yards" at its mouth. The conversation held by intelligent and observant tourists with their neighbors on their return from our coast is the best sort of an advertisement of its advantages, and it is desirable that these visitors should go home with something more than a superficial estimate of our solid resources and pressing wants. A man may be highly amused and entertained during his trip to Oregon and yet go home with no very definite knowledge of the solid merits and advantages of our section that are attractive to emigrants from the east. It is a pity that such men should not go home thoroughly instructed, instead of being only thoroughly amused and diverted as a half-grown boy is on the 4th of July, and about as well filled with solid information of the real wealth, vast resources and pressing wants of this country.

Indian School.

As a Salem gentleman was riding on the train he became acquainted with some gentlemen who had been traveling all over the United States, and as they passed the Indian school at Chemawa, one of the gentlemen remarked as he took from his pocket his traveling guide: "That he had passed a great many schools but had not passed one that the students were as well behaved as at this Indian school." He said that at nearly every school the students would yell and wave their hats at the traveler. This speaks well for the Indian school. The traveler made a note of the fact in his guide book.

The Bachelors' Retreat.

Reese Leabo, A. Reunle, J. A. Cook and Clare Irvine returned to Salem this afternoon from Newport, where they have been rusticated for the past two weeks. This camp was one of many near Nye creek, nicely located on the hills back of Newport and convenient to the beach. Their camp survived under a no less romantic title than that of "The Bachelors' Retreat."

Articles of Incorporation.

Articles of incorporation were filed before the secretary of state: The Hansen cigar manufacturing company of Portland, Or., with Charles Hansen, Michael Hansen and J. H. Stock as incorporators. The capital stock is \$5,000, divided into shares of \$10 each.

The Tualitan Creamery Co., of Tualitan, Washington county, Or., with J. R. Thompson, E. A. Knotts, Geo. E. Day, Jno. Sweeney and S. Cummings, as incorporators. The capital stock \$25,000, and this is divided into forty shares of the value of \$30 each.

There are two thousand people now at Yaquina Bay, pleasure seeking. This is the largest crowd that has been there, it is said, since it has been accessible by rail.

The Motor Line.

(Continued from second page.)

M. E. Godell. Feels that it should come in at the north end of town, and let the passengers take the street cars from there. Don't think the motor ought to pass through the principal streets.

John Van Eaton. As far as the motor line is concerned, the general plan as laid out by members of the company he thinks is first-rate, but doesn't know anything of their plans at this end of the line. His idea is the motor line is one of the improvements the community should not stand in the way of or hinder. Don't know anything about the engines, the only objection he would have to allowing it on any street they would ask for would be the scaring of teams, etc. You can't get too many connections with the outside, surrounding country.

F. N. Gilbert. Of course, give them or anything else that will help the town, right of way to come in. Certainly they should be properly restricted and should be under the city restrictions inside the corporate limits, but give them the right of way in by all means. Whenever a town gets so narrow-minded that it wants to keep such things as this out they had better fence it up and be done with it.

A. Bush. Would give the right of way, properly guarded, by all means. Can see no objection to granting the company the use of Chemeketa street as applied for. Of course, the city should have safeguards over the rights of property owners, and the company should be required to operate and build the road so as not to obstruct travel. Proper care should be taken in the interest of people who use the streets for other purposes.

J. H. Lunn. I don't see where it will hurt more than the street car line. Don't want to back any thing that will help the city, but don't see why it don't come in from the north and come along the river; there is not enough travel on Front street to be of much consequence; think that will be a good street for the company to use.

J. F. Brown. Wants to see it come through East Salem so as to take in the Asylum and Penitentiary, and would be satisfied with it on Chemeketa street. Thinks the line would be a good thing for the city.

T. McF. Patton. Thinks some streets should not be given up to such things as car lines, and thinks the road should be allowed to come into the city at some place where it will least inconvenience the people who have occasion to use the streets. Thinks the city ought to have some streets where a person can drive a horse without having the horse scared.

Geo. P. Hughes. Don't see any cause for objection, and the road will be as good for Salem as a broad gauge railroad between Salem and Silverton. Ought to be built; will be a good thing and should be granted any reasonable way of entering the city.

J. G. Wright. I want to see the line built, and think the line ought to be allowed to come in on any street that it wants to; can come in front of my house if it wants to, and right up close to the sidewalk at that. I think it will be too good a thing to throw any obstructions in the way of.

J. H. Albert. Of course, you know I am not in favor of heading off any railroad. A motor line can help bring in business, and no man should let his local interest stand in the way of anything that will benefit the place, or anybody in the place. In this day and age the use of streets for street railways and motor lines is just as legitimate as it is to use them for carriage ways; and in point of business done, a street car and motor line will not obstruct a road as much as an ordinary vehicle. Think, of course, that the city should require modern construction so as to be noiseless and practicable. Railroads are what build up flourishing towns and cities, and should have all of the encouragement possible. Another thing: I don't believe that a remonstrance, however numerous signed by residents of any one street, should influence the council to prevent a motor line entering town on that street, if it seems the most desirable and practicable approach.

Isaac Vanduyne. Am heartily in favor with the motor line project; think it a good scheme, and think the company can build it. Think it to the best interest of Salem to give it the right of way on the streets where needed. I suppose I have as much land on Chemeketa street, in this city, which the company has petitioned the council for the privilege of using, as any one, and I am perfectly willing for them to go on Chemeketa street.

E. C. Small. Give them anything they want in the way of right of way in the city so that they can get in. It won't pay to obstruct any thing of that kind at all.

C. B. Moore. I am in favor of this line, of course; would like to see Front and Water streets, given up to railroads for railroad purposes. I do not see why this company should not have the privilege of coming down Chemeketa street if that street is less calculated to serve its purpose. If one street starts in to shut them out other streets will do the same thing.

Louis Kuhn. Never keep out railroads. Of course, I don't think it would be wise to let them come on the principal streets, but let them come in on streets not much given to travel. I say, any railroad that wants to come into town, let it come.

T. L. Golden. Think it is a good scheme, just what the city wants. I am perfectly willing to let them use any street they want, so they leave the street in as good condition as they found it, that is: have their grades level with the street grade so that it will not obstruct other travel.

J. R. Dickenson. I think it is a good thing. I don't know that at present I would object to giving the company the privilege of using Chemeketa street. I like to see things go on. Don't see why men want to be so quiet all the time.

Leo Willis. Wants to see enterprise given an equal chance. Thinks the motor line will be of more benefit than the street railway, at least, and as our streets are wide, think the right of way could be granted without great inconvenience, and it would be a good thing for the town. By all means it must be allowed to come into the city some way. Let us not try to drive away anything that will help build up the city but do all we can to aid it.

Dr. H. J. Minthorn. As far as I am concerned that motor line can come into the city on any line it wants to. I am in favor of everything that is going to help the city. Not only that, but our company will do more than anybody else to help get it here.

Ex Gov. S. F. Chadwick. It is a good thing. Think it ought to be favorably received by the city. It is a road that is very much needed, both for convenience and pleasure of the people of the city and of the country between here and Silverton, and the people of that enterprising town. The city should give the right of way through any street into the city. It will be one of the best feeders Salem could get.

Real Estate Transactions.

Daily transfers furnished to the CAPITAL JOURNAL by the Union title abstract company:

Jno. F. Miller and wife to Sampson Jones, portion of land in Salem. \$5000 00

Sampson Jones and wife to Jno. F. Miller, the north-east cor. of block 46 in Salem, Or. \$5000 00

Mrs. Hanna K. McCully to W. S. Arnold, lot No. 3 in block 76, Salem, Or. 12,000 00

P. S. Knight and wife to Joseph T. Whitney, 11 acres in township 7, s. 2 w. of Willamette meridian. 1,100 00

The assessment roll of the city of Pendleton shows the O. R. & N. company to be the largest taxpayer, their valuation being \$42,440. The largest individual taxpayer is W. F. Matlock, assessed for \$38,745.

A number of new settlers have arrived in Douglas county. They are of the better class and have along with them fine cattle, fowls and a good supply of farming implements.

Contracts for grading twenty-five miles of the Tacoma, Olympia & Chehalis Valley railroad have been given and work is being pushed vigorously, seven miles being already graded.

The annual exhibit of the Josephine county clerk shows that the expenditures during the past year were \$20,580.14 and the receipts \$20,981.16. Warrants to the amount of \$9,025.31, exclusive of interest, were redeemed. The county still has a debt of \$9,743.86, to which must be added accrued interest.

Peculiar

In the combination, proportion and preparation of its ingredients, Hood's Sarsaparilla accomplishes cures where other preparations fail. Peculiar in its good name at home, which is a "tower of strength abroad," peculiar in the phenomenal sales it has attained, Hood's Sarsaparilla is the most successful medicine for purifying the blood, giving strength and creating an appetite.

—They are always nice and fresh, pure as the purest, fine as the finest, and good as the best. Their goods are always the best and are sold as cheap as the cheapest. Everything in season and all delivered free. For your groceries go to Squire Farrar & Co.

A grave mistake—To use an inferior denture. Wright's Myrr tooth soap gives beautiful white teeth and pure breath, sold by all druggists.

A GOOD CUP OF COFFEE. Is a great attraction for a restaurant. The coffee drawn from Hellenbrand's Patent Coffee receptacle is one of the many great attractions of his eating parlors. Thousands of cups of his excellent coffee are sold every week. And as for oysters and meals he cannot be equaled in the state.

DIED.

GOHN.—At the residence in North Salem, Friday, July 25, 1889, the infant child of Mr. and Mrs. J. P. Gohn.

Funeral to-day from residence.

State Treasurer's Thirty-Fourth Notice.

STATE OF OREGON. TREASURER'S OFFICE, Salem, July 26. Notice is hereby given that there are funds on hand to pay the following warrants drawn on the Second Land Fund, and that the same will be paid on presentation at this office. Warrants No. 338, issued in 1887, \$200; No. 339, \$200; No. 340, \$200; No. 341, \$200; No. 342, \$200; No. 343, \$200; No. 344, \$200; No. 345, \$200; No. 346, \$200; No. 347, \$200; No. 348, \$200; No. 349, \$200; No. 350, \$200; No. 351, \$200; No. 352, \$200; No. 353, \$200; No. 354, \$200; No. 355, \$200; No. 356, \$200; No. 357, \$200; No. 358, \$200; No. 359, \$200; No. 360, \$200; No. 361, \$200; No. 362, \$200; No. 363, \$200; No. 364, \$200; No. 365, \$200; No. 366, \$200; No. 367, \$200; No. 368, \$200; No. 369, \$200; No. 370, \$200; No. 371, \$200; No. 372, \$200; No. 373, \$200; No. 374, \$200; No. 375, \$200; No. 376, \$200; No. 377, \$200; No. 378, \$200; No. 379, \$200; No. 380, \$200; No. 381, \$200; No. 382, \$200; No. 383, \$200; No. 384, \$200; No. 385, \$200; No. 386, \$200; No. 387, \$200; No. 388, \$200; No. 389, \$200; No. 390, \$200; No. 391, \$200; No. 392, \$200; No. 393, \$200; No. 394, \$200; No. 395, \$200; No. 396, \$200; No. 397, \$200; No. 398, \$200; 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