

BY HOPER BROTHERS.

MONDAY, AUGUST 16, 1897.

LIFE SAVING SERVICE.

The Editor Tells of a Visit and Inspection of the Newport Station.

Newport, Aug. 14.—We spent a day at the Newport station of the U. S. Life Saving Service and were well repaid for a visit to this interesting branch of the War department. The station is fully equipped with all the latest appliances and inventions for saving life and property. It costs about \$600 a year to maintain the service here consisting of a captain, or keeper, and seven men. Four of the crew, Frank Ayerdie, Walter Whitten, Wm. Bullins and John Fogarty, are from Newport. The other three are sailors from the Columbia, Victor Peterson, Albert Byer and Oscar Jacobson. The captain is Oscar S. Wickland, formerly of the Fort Adair Life Station, a young man who has seen considerable all-around service. The crew conduct their own mess, raise quite a garden of vegetables and get milk and some other supplies at the nearest farmhouse, of Mr. John Fogarty, Sr., who lives on the Arnold ranch, on three acres of which is the Life Saving station. He came out from Eastern Indiana in 1871, and has been on this part of the coast since 1874. His son is one of the station crew, and he and his team are a useful part of the station service.

Mr. Fogarty comes up to Newport and takes parties to the Life Station, and back from South Beach, where he connects with the ferry. The station is nearly two miles down the beach, right where vessels wrecked off Yaquina bar would be most likely to come ashore. In the years prior to 1896, twelve vessels came ashore here, nearly as many as at the mouth of the Columbia. The quarterly inspection is made by Capt. W. C. Coulson, of the Revenue Cutter service, who located this station. He has headquarters at San Francisco, and is a highly competent and experienced gentleman.

HOW THEY DRILL.

The crew are a hard-working set of men. Besides the regular drills, that occur almost every day, the men patrol the beach for about five miles for twelve hours of the night and keep a day watch and lookout. This is a most important part of the service, and they have rockets and burning signals to warn ships off this dangerous coast. They have already warned several that were coming in too close. They are also schooled in the universal code of flag signal by which they are able to communicate with any ship in any language. Besides, the men are drilled in the duties of a sailor.

The surf, or boat drill, consists in taking the lifeboat proper out through the breakers. This beautiful craft will carry from 40 to 60 people, and weighs about two tons, besides the boat carriage which weighs nearly a ton and has wheels a foot wide. To launch this boat in a storm is dangerous work, and yet once a week the men take her out to sea. She is constructed with airtight compartments and a false or double deck, is a self-boiler and self righter. There are life lines and life preservers attached, but even in an ordinary surf the waves are strong enough to knock a man senseless. Part of the drill is for the men to stand their oars up straight, then they fall into stanchions with a rattle as of muskets. The men then all stand on one of the gunwales and the boat and crew go under water and turn a complete summersault. The boat goes over in about five seconds, comes up full of water, but rights and in a moment is dry as a feather and riding the water like a duck. The drill was given at Newport in the bay before the State Teachers' Association, and on one exhibition of the power of the boat to right herself, she was held bottom side up nearly a minute with the entire crew out of sight. The crowd on shore held their breath, grew nervous and excited but burst out in tremendous applause when she slowly came up and the men had not even wet the hair on their heads. The

men become as expert in the water as seafowl, and this is very encouraging to landmen. It is related that since the crew are here, Capt. Wickland, on one occasion saved two little boys who were being carried out over the bar in a rowboat that got caught in the tide. Frank Ayerdie, better known as No. 1, picked up two men who capsized in the bay last spring. These are only incidents to show that the life crew grow expert at their work.

THE BEACH DRILL.

takes place Thursday. In five minutes the apparatus is drawn a distance equal to the water's edge, a brass cannon fires a twenty pound shot with line attached over a mast-rigged with spars, a whip line is made fast and a Lawser drawn over cross-tees, a tally board with instructions printed in French and English is sent on board, a basket and running tackle is sent out to the ship and a man brought to land, all in the space of five or six minutes. A passenger can be landed every five minutes, but we advise ladies who go to sea to have all their hosiery repaired and kept in first-rate order, as it is impossible to have one's life saved off a wrecked ship and not show one's legs. The last act is to send the hawser-cutter aboard, an American invention, patented in the life saving service, and the connections with the stranded ship are cut, after all are put ashore to a dead loss to Uncle Sam of about three feet of rope. The cannon shoots the rope over a mast at 300 feet with one ounce of powder. A hawser charge will send a line to a vessel 21 1/2 feet, or 700 yards at sea.

There is a drill nearly every day, as follows: boat drill Tuesday, single drill of men Wednesday, beach drill Thursday, resuscitation drill Friday, Saturday house-cleaning. The station, boat house and grounds are kept as clean and neat as a man-of-war.

A PRACTICE TEST of the life crew's service was instanced when the British ship "Glencalroe" went ashore three years ago at the mouth of the Columbia. The crew went three miles on the beach with their apparatus, which the men pull with ropes, and in an hour and a half had landed the entire crew of 22 men.

Captain Wickland was married after he was appointed to this station to an accomplished daughter of Sergeant Fannon, a retired army officer from Fort Canby. His wife has completely surrounded the station with a flower garden. The flowers grow luxuriantly and in richer colors than away from the beach, but will not grow on the sides of the house where the northwest winds strike. Mrs. Wickland is visiting at her mother's home on the Columbia, and the captain had to entertain a party of about fifty ladies and gentlemen who called at the station that morning.

The pay of the men is \$60 a month and the government furnishes beds, bedding and all equipments. The captain receives \$900 a year, but he and the men have to buy their own clothing and board themselves. There is a very well equipped mess room. A reading room is supplied with newspapers, those from Astoria, Portland and San Francisco, by means of which they get news of the movements of vessels up and down the coast. The station really needs a telegraph and telephone service to be in connection with the outer world. The life station is really a very interesting place to visit and no one should come to this part of the coast without spending part of a day there and becoming familiar with the provisions our government has made to protect the lives and merchandise that goes down to the sea in ships. The hour's walk from Newport is really exhilarating, and a drive on the beach is a pleasure not soon forgotten, as old Neptune can double discount all our road supervisors and county courts at road building, and could even give the Salem street commissioner a slight hand-icap.

Wise Men Know

It is folly to build upon a poor foundation, either in architecture or in health. A foundation of sand is insecure, and to deaden systems by narcotics or nerve compounds is equally dangerous and deceptive. The true way to build up health is to make your blood pure, rich and nourishing by taking Hood's Sarsaparilla. Hood's Pills act easily and promptly on the liver and bowels. Cure sick headache.

Eugene boasts of two one-armed bicycle riders.

HE HAS NOT RESIGNED.

Dr. Chapman Telegraphs That He Will Return to Oregon.

The much-published and much-commented-upon report that Dr. Chapman had resigned the presidency of the State university is flatly denied by that gentleman in the following telegram to a member of the board of regents:

MILWAUKEE, Wis., Aug. 13, 8 p. m. A. G. Hovey, Eugene, Or. Have not resigned. Health better. Start to Oregon next week. Letter follows.

C. H. CHAPMAN.

The following statement from the Eugene Guard of Saturday seems to complicate the case somewhat. "Regent A. G. Hovey stated to us this afternoon that Dr. Chapman wrote him several days ago that he had resigned and also that it had been in the hands of President Failing several days. It was probably conditional."

John Fox, Jr., whose latest book, "Hell for Sartain," was recently brought out by the Harpers, and whose new novel, "The Kentuckian," began to appear serially in Harper's Magazine for July, is one of the youngest and one of the ablest of the writers who are making us familiar with the picturesque life of Kentucky.



JOHN FOX, JR.

Mr. Fox, like Miss Murfree and James Lane Allen, writes directly from personal observation, and his characters are closely and sympathetically defined. In "Hell for Sartain" he presents some delightful short studies, and in his latest novel he contrasts the widely different phases of life among the mountaineers and among the people of the "Blue-Grass." The difference, by the way, between the two regions, in spite of the excellent work of the Kentucky writers, does not seem to be understood by many readers. No one, however, can fail to appreciate this on reading "The Kentuckians." Mr. Fox is himself a "Blue-Grass" man, but from living at various times in the mountains and in the valleys he has acquired a very warm regard for them and an intimate acquaintance with their habits.

At Mehama.

For a pleasant mountain retreat, where beauty of scenery and every accommodation form a desirable combination, Mehama cannot be surpassed. This popular mountain resort has been largely visited by numerous Salemites this year. The Albert island, which has always been inhabited by many camps, is entirely deserted this year, the person seeking rest and quiet finding excellent accommodations at the "Mehama House," so ably conducted by Mrs. G. P. Terrell. Among the Salemites found at this mountain hotel, Sunday, were: Mr. and Mrs. H. G. Gile, Mr. and Mrs. P. H. Sroat, Mrs. T. Holyerson, Miss Ethel Cusick, Miss Elizabeth Holverson, Miss Lizzie Harriid and Mr. Clyde Brock.

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Dr. Miles' Heart Cure Restores Health

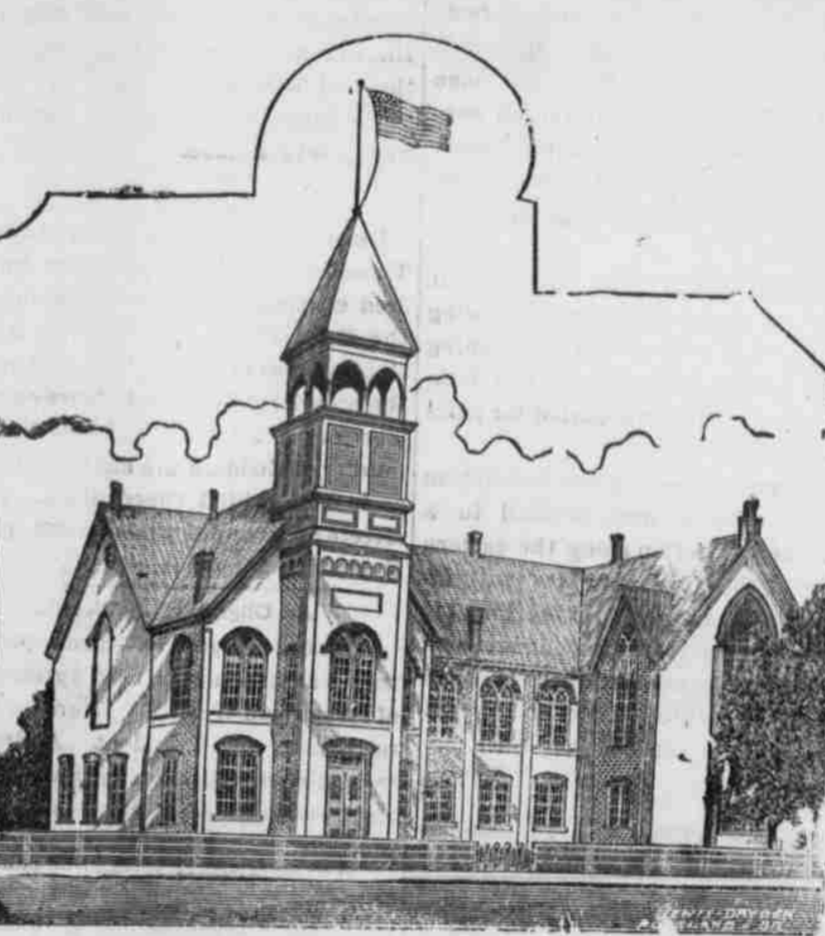
AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher on every bear the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought, and has the signature of Chas. H. Fletcher on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President. March 8, 1897.

THE CENTAUR COMPANY, 17 MURRAY STREET, NEW YORK CITY.

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Salem Steam Laundry Please notice the cut in prices on the following: Shirts, plain... 10 cents Under shirts... 5 to 10 cents Socks, per pair... 3 cents Handkerchiefs... 1 cent Silk handkerchiefs... 3 cents Sheets and pillow slips 24 cents per dozen, and other work in proportion.

Salem Water Co. Office in City Hall. Irrigation hours 6 to 8 a. m. and 5 to 9 in the evening. All irrigation bills for the summer term will be due and payable the 1st of July. Street sprinkling through lawn hose positively prohibited. No deduction for irrigation during absence unless water is cut off the entire premises. No allowance made for part of season as more water is needed to bring out a neglected lawn than judicious use for the entire season. SALEM WATER CO.

Stage Line. From Salem to Willhoit Springs, via Silverton. Leaves Silverton for Salem at 6:30 a. m., Mondays, Wednesdays and Fridays, returning to Silverton same days, leaving Salem at 10 o'clock p. m. Leaves Silverton for Willhoit Springs at 4:30 a. m., Mondays, Wednesdays and Fridays, returning to Silverton Tuesdays, Thursdays and Saturdays. Leaves Salem from Westcott's barn. Fare—Round trip from Silverton to Salem \$1. Round trip from Salem to Willhoit \$1.50 Round trip from Silverton to Willhoit \$1.50 HARDESTY & MOODY.

The Deimel Linen-Mesh Underwear. Our catalogue contains some very interesting facts on the subject of underwear. Ask for a copy at our Salem agents, JOS MEYERS & SON

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NOTICE FOR BIDS.

Bids will be received by the commissioners' court for Marion county at the September term, 1897, for competent persons to board and take care of the poor of Marion county from November 1, 1897, during the pleasure of the court, the county furnishing the farm, house, bedding and clothing. The court reserves the right to reject any or all bids. Bids may be filed with the county clerk until Wednesday, September 8, 1897, at 4 p. m. L. V. EHLEN, County Clerk.

NOTICE FOR BIDS.

Bids will be received by the commissioners' court of Marion county at the September term 1897, for furnishing at the court house twenty (20) cords of body fire in five (5) cord lots from any one person; also for fifty (50) cords of pole oak in ten (10) cord lots from any one person. The court reserves the right to reject any or all bids. Bids may be filed with the county clerk until Wednesday, September 8, 1897, at 3 p. m. L. V. EHLEN, County Clerk.

NOTICE.

To the taxpayers of Marion county: Notice is hereby given that the county board of equalization for Marion county will convene in the assessor's office in the court house at 9 o'clock a. m. Monday, August 30, 1897, and will remain in session during six consecutive days, as required by law. All owners of property are hereby notified to appear at said time and place and show cause, if any there be, why the assessment of Marion county, as taken by the assessor should not be accepted as correct. J. W. HOBART, Assessor for Marion county 8 7 dw

NOTICE TO TAXPAYERS.

Salem, Marion county, Oregon, July, 1897. The county court of Marion county has ordered the Tax Roll for Marion county Oregon for the year 1896, closed on September 1, 1897. All taxes will be delinquent after said date. All persons paying taxes before that date will save costs, as at that time all property upon which taxes have not been paid will be advertised and sold. F. T. WRIGHTMAN, Sheriff and tax collector, Marion county. dw



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