THE DAILY JOURNAL

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BY HOFER BROTHERS.

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NEW YORK AND ITS DOINGS

Newsy Letter From the Home of Millionaires and Sharpers

Work On St. Johns Cathedral Described and Also the Tammany Leaders Picnics

New York, Aug. 8.—If one is to judge by current gossip, New York will have the same mayoralty candidates this year that ran in 1901. It is said upon good authority that Mayor Low will accept a renomination, and since Tammany leader Charles F. Murphy's prestige has been so seriously damaged as a result of the Dock Board inquiry, the favor that once apparently belonged to his candidate George B. McClellan, is turning toward Edward M. Shepard.

Then it is said that Mr. Shepard was promised the Tammany nomination for mayor again in 1903, when he failed to be elected two years ago. There are not a few prominent Tammany men who believe that he is the strongest man that could be named. Not only is it said that Mr. Low will run again, but that the fusion ticket may be a duplicate of that of 1901. Controller Grout can have a renomination if he wants it, while all of the borough presidents have made satisfactory records.

Already the fusion forces have begun issuing campaign literature, and nothing will be left undone before election day to show the voters what has been accomplished for the betterment of the city government by the reform administration. The strict business proposition of whether or not the people desire an administration conducted on business principles as a return to the Tammany methods will be the keynote of the fusionists' campaign.

Commissioner of Immigration Williams thinks that strong influences are at work to send to the United States a portion of the refuse of Europe and wishes to see the time when some restriction will be put upon the flood of immigration to this country. Mr. Williams thinks that, if an illiteracy test should be applied to determine the fitness of immigrants to land, fully 30,000 a year would be debarred from entering this country. His belief is that the basis of exclusion should not be their liability to become a public charge, but the liability to lower our standard of living or civilization.

The lazy-looking itinerant Italians who grind out ragtime on hurdy-gurdies are not as uncalculating as they seem, as their newest "get-rich-quick" scheme will show. The more elaborate of the street organs formerly had moving pictures and dancing figures that were set in motion by the turning of the crank handle. The spirit of "something for nothing" appealed too strongly to one of these "grinders," so he arranged his instrument so that it is necessary to drop a cent in the slot attached to the hurdy-gurdy to start the show. Others quickly followed suit.

The placing of the tracks of the Long Island railroad underground on Atlantic avenue, Brooklyn, is nearly completed, and the company is moving for further improvements of its property in that borough. Property valued at half a million dollars has just been purchased near the Atlantic avenue terminus as a site for an immense freight depot.

Within the last two or three years New York has erected a large number of substantial and costly school buildings, but the need for more is constantly increasing. The Board of Education is now considering the advisability of asking $5,000,000 for several more buildings.

The vexed question of getting a cocktail on Sunday is not so difficult to solve, if one knows how to go about it. This is proved by a young society physician, who a few days ago wrote the following for one of his thirsty friends:

℞ Sp. juniperi comp. 2 oz.
Ext. cusparine fl. 20 drops.
Sacchari, 20 grains.
Misce Fiat potus.
Sig. Pour over cracked ice and laugh before taking.

No building in the course of erection in New York has proved of greater interest than St. John's Cathedral, which will not be completed for forty years yet, although a small army of laborers are daily working upon it. Work has just begun of moving the two huge columns from the pier at East One Hundred and Thirty-fifth street, and it will be long and tedious. Instead of the enormous truck which has been specially designed to cart the sections of the columns being drawn by horses, the truck will be moved, 200 feet at a time, by means of a steam winch. An anchor will be imbedded in the roadway to hold the pulley, through which a wire cable will be run. It will take several days to cart each section to the cathedral, and it will take thirty horses to draw the empty truck back. The truck alone weighs 15,900 pounds, and the large sections of the columns weigh ninety tons each.

Probably the most remarkable of all Brooklyn streets is Myrtle avenue. There is not a thing in Manhattan that can be compared to it unless it is the Bowery, and only in a few things is there any similarity in that. This Bowery of Brooklyn is one of the longest streets in the borough and is a mass of old-fashioned buildings most of them of the tumble-down frame variety. Nothing like the Myrtle-avenue merchant can be found anywhere outside of Dickens' novels, and it is possible to get any old thing—but very few new ones—on the avenue, and always on your own terms.

Reports just issued show that the Presbyterian church has not grown so rapidly in membership, but its members have given most liberally to mission work. Last year a million and a half dollars was given for home missions alone, the largest in the history of the denomination. On the other hand, the contributions of Episcopalians for mission work are decreasing, at least in the dioceses around New York.

Rev. Reginald J. Campbell, pastor of City Temple, London, who has been preaching in various churches all over the country, sails for England today. Dr. Campbell is an enthusiast over America and has ben so pleased with his trip to this country that he talks of making another visit next summer. It will, perhaps, soon become as fashionable for English and Continental divines to spend their vacations in the United States as it is for American preachers to go abroad.

Tammany leaders are courting popularity by giving their followers and their families outings during the hot months. It costs a pretty penny to charter a steamboat and provide refreshments and entertainment for five or six thousand people, but it is a paying investment, and nearly all the leaders, not excluding Chief Murphy himself, have done it.

JOURNAL X-RAYS.

The Browns have worked themselves to fourth place in the Pacific Coast League, and if they keep on may reach fifth or sixth.

* * *

An original young woman of Samar has invented a game which consists of jabbing a pan full of peanuts with a hat pin. The game does not drive the average young man to the grave, but it does send him to his beer.

* * *

It is really surprising the proportion of marriages taking place, that are described by the local papers as being "quiet." Still, notwithstanding the lack of hilarity at the start, there is room for the belief that the scrapping will commence later.

* * *

The thugs over in Seattle have organized a naval service, and there are now nearly 200 fish pirates, who hold up trapmen, and take their catch. It is reported that $2000 worth were taken at one haul. If Portland doesn't want to be outclassed, it will have to hurry.

* * *

As a result of the railroad wreck in Michigan yesterday, that state has received some remarkable additions to if fauna. Several tigers have taken up their quarters in a cemetery, several elephants are pasturing in a grain field. Some lions and hyenas have taken to the woods, and a 20-foot snake has crawled under a school house. All the boozers are taking the pledge.

KODOL Digests What You Eat

Weak Hearts

Are due to indigestion. Ninety-nine of every one hundred people who have heart trouble can remember when it was simple indigestion. It is a scientific fact that all cases of heart disease, not organic, are not only traceable to, but are the direct result of indigestion. All food taken into the stomach which fails of perfect digestion ferments and swells the stomach, puffing it up against the heart. This interferes with the action of the heart, and in the course of time that delicate but vital organ becomes diseased.

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Digests What You Eat

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Notice to Taxpayers.

The board of equalization for Marion county, Oregon, will meet at the office of the county clerk on Monday, August 31, 1903 at 9 o'clock a. m., and will remain in session each successive day for one week.

All parties interested are requested to appear and examine their assessment for the year 1903, and have all errors corrected by said board, if any there be, as no corrections can be made after the adjournment of said board. CHARLES LEMBCKE,

Assessor of Marion County, Oregon.
Salem, Oregon,
August 8, 1903. 8-8-d-w-3w

SALMON COME IN SHOALS

Second Run Now Entering the River by North Channel

Another Run Outside the Bar Said to Be Almost Crowding Each other Out of Water

The fishing situation today remained about the same as yesterday, with more fish being caught in the gillnets, traps and seines than could be handled by the canneries and cold storage plants. A few canneries were able to take the deliveries from their own gear, but most of these had been limited beforehand. The great run that has been in the river is passing up, giving the setners a chance to make immense hauls, but, as they are still limited, a great part of the run will get up the river and go to their natural spawning grounds, as the water is too low for the wheels to operate. The price still remains at four cents, but many are purchased for less. The reported new run to enter the river has made its appearance along the north end of Sand island, and the traps are beginning to feel the good effects of it. There is now undisputable evidence that another run equally large, if not larger, is about to make its appearance. Captain A. B Cann, the bar pilot, who came in this afternoon from the pilot schooner, off the mouth of the river, reports immense schools of salmon out there, and also steelheads and bluebacks. He says he never saw so many in his experience off the mouth of the river, as they seem to be crowding one another out of the water, by their jumping. He also saw great schools of sardines, with many small birds hovering over them.—Astoria Budget.

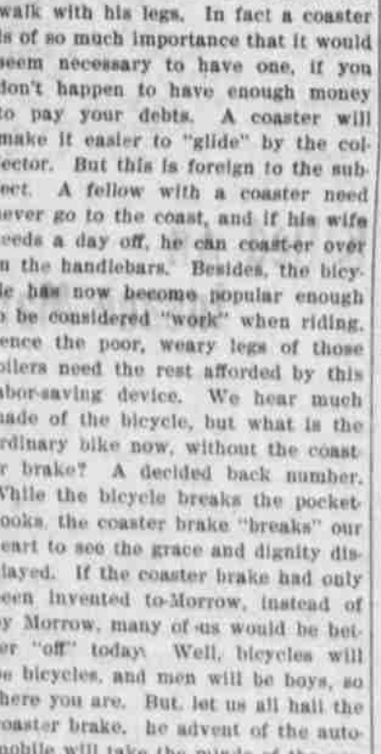
BIKES AND BRAKES

Opinion Of One Who "Sits Down While He Walks"

Some Of the Utilities of the Coaster Brakes Besides Some Other Pertinent Suggestions

Ed. Journal: The new law, requiring bicycle riders to do their pumping in the dust, is liable to "chop a little ice" with some of us. It also reminds us that as much as our success in life depends upon the common, ordinary, everyday bicycle, yet, think how much more important is the matter of having a coaster brake. How many men owe all they have in life to the fact they got on a coaster brake as soon as it was invented. To those who have failed with a coaster brake, it is evident that the brake got on the wrong wheel. It is a good scheme when you commence to ride to get too successful with your "bike" to change the brake onto the front wheel for a while. There is nothing more inspiring than to see the business man, or gentleman of leisure, describing symmetrical circles with his legs up the heavy inclines of our different sidewalks, and then as he approaches a down grade of about two feet, to see him suddenly cease all heavy motion, and gracefully "glide," with limbs at rest, down the grade. This "glide," which is so gracefully executed by some, brings the same sort of visionary visions that reading "Lost Paradise" does. The sinuous movement of those coaster brakes through a crowd of women and children is also interesting to the ordinary man who has to walk with his legs. In fact a coaster is of so much importance that it would seem necessary to have one, if you don't happen to have enough money to pay your debts. A coaster will make it easier to "glide" by the collector. But this is foreign to the subject. A fellow with a coaster need never go to the coast, and if his wife needs a day off, he can coast-er over on the handlebars. Besides, the bicycle has now become popular enough to be considered "work" when riding, hence the poor, weary legs of those toilers need the rest afforded by this labor-saving device. We hear much made of the bicycle, but what is the ordinary bike now, without the coaster brake? A decided back number. While the bicycle breaks the pocketbooks, the coaster brake "breaks" our heart to see the grace and dignity displayed. If the coaster brake had only been invented to-Morrow, instead of by Morrow, many of us would be better "off" today. Well, bicycles will be bicycles, and men will be boys, so there you are. But, let us all hail the coaster brake, he advent of the automobile will take the minds of the pestering public off the wheels for a time, and give them a rest. As soon as the autos get to doing good work with the population, the people will get busy with them, and then, we hope, we can ride on the walks again. Until then, let the coaster prevail, which is a great saver of legs.

Yours for more rest,
CHARLES MILLER.



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