

COUNTY JUDGE SCOTT MAKES PROPOSITION

To State Fair Board That Would Result in Much Good to Practical Road Building

County Judge John H. Scott, who is also president of the State Good Roads Association, has made a proposition to the state fair board that ought to appeal to everybody as a practical matter. It is his suggestion that a display of road work be made at the coming fair, such as will be an object lesson to every one who attends. It is his plan to have Portland dealers display road machinery in full operation. For instance, he suggests that they bring up a rock crusher, and during certain hours of the first three or four days keep it in operation. After that his idea is to have the county road roller roll the rock thus crushed into place and make a piece of good road. In the first place the state fair board can well utilize a piece of good road on the grounds and by this process can get it built at very little cost, besides giving an exhibition of road work that will be of inestimable value to the state at large.

Judge Scott thinks he can also induce the Portland agents of road machinery to erect a gravel screen on the grounds, whereby gravel is hauled and screened into several different sizes for road work. In addition to this it is suggested that the fair board arrange to have a supply of rock from the Liberty quarry, or elsewhere nearby to be crushed. Also to have several carloads of granite from the Corvallis & Eastern road, which is being advocated for road purposes, as well as a good supply of the common river boulders. After a quantity of each of these varieties has been crushed, it is proposed to make a short piece of road with each kind of material, and thus enable the people who attend the fair to judge as to the advisability of their use.

A dirt grade should first be made,

showing the excavation necessary for scientific road building. One course of rock could be put the whole length of this grade, then, after it is compactly laid down, a course of another kind could be put on top of this, about two-thirds of its length, finally a third course could be put down about half the length of the second course. This would present to the view of the spectators, the four separate strata, as were, of a completed road. Also showing the respective value of the different kinds of rock for road purposes. Many other tests and experiments could here be made, which would redound to the credit of the state fair management, and to the value of good roads. Besides being an advertisement for the modern road machinery manufacturers, it would be the means of giving the state fair a fine piece of road and work wonders as an object lesson road building.

It is to be hoped that the state fair management and the road machinery manufacturers will take this matter up and give the people of Oregon a rare object lesson. It would also be well to invite all the county judges, city street commissioners, directors and as many road supervisors as possible to witness these demonstrations, and thus promulgate the work of education for better roads.

National Bank at Marshfield.

Marshfield, Or., Aug. 20.—A movement is now on foot by local capitalists to institute a first national bank in Marshfield. Promoters of the enterprise are W. F. Jewell and O. P. Hinesdale, of Gardiner, and J. S. Coke, Albert Matson, C. H. Merchant, F. S. Dow and John Pruess, of this city, and Walter McFarland, of San Francisco, now traveling representative for J. A. Folger & Co. The latter will be cashier of the new institution.

DOWN IN THE GULCH

Salem Automobile Story Comes From a Corvallis Newspaper

Down at the foot of a 150-foot embankment about four miles beyond Summit, with wheels pointing skyward, twisted into a thousand shapes and badly smashed generally, lies what remains of a fine two-seated automobile, says the Corvallis Gazette.

The accident occurred nearly a week ago while John Moyer, a gunsmith of Salem, and three companions were enroute from Corvallis to Newport. This is probably the first time an auto has ever attempted this tortuous road, but the novelty of the trip appealed to the romantic natures of the gentlemen in question and that is how the automobile got into the scrape. Everything went well until the summit was reached and the descent on the west side of the Coast Range began. There are some pretty steep grades and the wagons have cut deep narrow ruts. The view from the summit and beyond for several miles is also of surpassing beauty and it was while the auto-wagon was puffing and snorting down one of these particularly bad stretches of road and the chauffeur was rubbering 'round through the canyons that the spill took place.

The automobile ran into the bank on the upper side of the road and Moyer, who was doing the steering, act, twisted the crank violently in the opposite direction. The auto grunted a couple of times, rolled over on its back and with a wild snort started down the 150-foot grade, demolishing two rail fences, grinding dirt and stones to powder and leaving a trail behind similar to a Kansas cyclone. The dead auto is lying at the foot of the grade still, silent and cold. The occupants were not seriously injured, but have been in no mood to make a post-mortem examination of the poor old machine.

DAVIS REALLY AGED

Efforts at Notification Were a Severe Strain Upon Candidate

Washington, Aug. 20.—Newspaper correspondents representing both Democrats and Republican journals have returned here from Waite Sulphur Springs, W. Va., where they reported the Davis notification proceedings. It is remarkable that these men who are unprejudiced observers unanimously declare that ex-Senator Henry G. Davis showed such signs of senile decay in his speech of acceptance that the proceedings were a mere burlesque. Physically, they say Mr. Davis appeared to be remarkably robust, but his efforts to read his written speech were pitiable. It was impossible to understand his remarks as he failed to read a single sentence intelligibly, and his mind was palpably wandering. The printed copy of his speech furnished to the press did not betray the weakness which overcame the vice-presidential candidate during its delivery.

Before the campaign has progressed it is the opinion of the correspondents that the true condition of ex-Senator Davis will have become widely known, and that the Democratic national committee must face the alternative of withdrawing him from the ticket, or seeing it defeated on the sole issue of his extreme age. It is now pointed out that ex-Secretary Root, before his notification speech to Senator Fairbanks at Indianapolis, foresaw the public would soon become aware of ex-Senator Davis' condition, and that it would become a real issue in the campaign, in spite of the universal desire to shield a candidate from the humiliation of a public discussion of his disabilities.

Balloted Many Times.

St. Joseph, Mo., Aug. 20.—On the 1004th ballot Francis Wilson, of Platte City, was nominated for congress today by the Fourth district Democrats.

NERVOUS PROSTRATION CURED BY PE-RU-NA.



HAL P. DENTON.

Mr. Hal P. Denton, Chief Department Publicity and Promotion of National Export Exposition, writes:

Philadelphia, Dec. 20, 1899. The Peruna Medicine Co., Columbus, O. Gentlemen:—“Toward the latter part of August I found myself in a very much run-down condition. I suffered particularly from catarrh of the stomach, aggravated no doubt by the responsibilities and worry incident to the exploitation of a great international exposition. What I ate distressed me and I would lie awake at night ‘thrashing over,’ if I may use that expression, the affairs of the previous day.

“My family physician said I had nervous prostration and recommended a sea voyage. I gradually grew worse. A kind friend whom I had known in Ohio recommended Peruna. Though skeptical, I finally yielded to his advice. After using one bottle I was much improved and with the fifth bottle came complete recovery. I am in perfect health to-day and owe everything to Peruna.”

Very truly yours,
HAL P. DENTON.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice free.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

Condition Unchanged.

Worcester, Aug. 20.—Senator Hoar was still alive early today. He rested comfortably during the night, but his family is constantly near him. There is no marked change in his condition.

WILL NAME POST

General Funston Granted That Right by Military Authorities

Washington, Aug. 20.—There is a question whether General Frederick Funston will take command of the Department of the Lakes. The military authorities will permit him to express his preference and he may elect to remain at Vancouver barracks. He is now on duty in Alaska.

Wasco Uses Oil.

Wasco, Or., Aug. 20.—Wasco was the first town in Oregon to experiment with mineral oil sprinkled on the streets for dust. Three carloads have been used, and the experiment has proven so highly successful that the city council has ordered two more carloads to extend the work on the main streets and some of the side streets.

Arizona Cloudburst.

El Paso, Aug. 20.—In a second cloudburst, near Globe, Arizona, yesterday afternoon, Charles Sims, Mrs. Hurd, Miss Moody and John Epley were drowned. The bodies were recovered.



A FEW REASONS

Why this justly celebrated Mitchell wagon is the recognized standard all over the world.



Mitchell Wagons Fully Warranted.

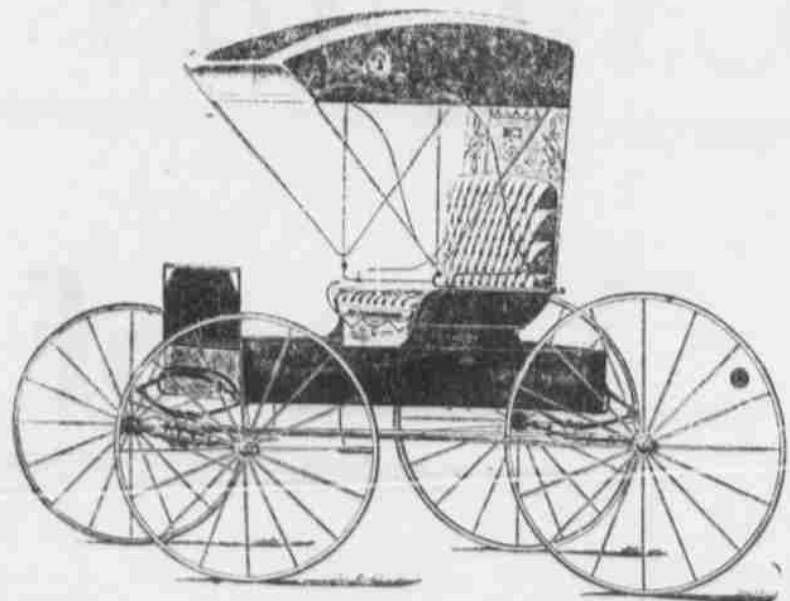
For nearly sixty years Henry Mitchell superintended the construction of the MITCHELL WAGON. His motto always was “THE BEST.” The result of his efforts has been the establishment of a wagon, complete and perfect, and the high standard so gained, will always be maintained by the Company.

The process of wagon building is an art which can only be attained by long years of practical experience and business application, and care in every detail is one of the essential features of a successful wagon, that satisfaction may be guaranteed to every purchaser; this guaranty is given to every purchaser of the Mitchell. The guarantee on a Mitchell wagon is good wherever you go.

Small-sized Mitchell wagons are as thoroughly ironed and carefully made as the larger ones. Mitchell hubs are large and dodge mortised, made of best white oak.

THE MITCHELL is not only the lightest running when new, but will retain its light-running qualities when old and worn. Tires on Mitchell Wheels are welded and set in the old-fashioned way, and stay tight longer than any others. When you go to buy a wagon, look on the under-side of axles, tongue, hounds, etc., and see the quality of timber.

Mid-Summer Sale of Buggies....



At Prices That Will Startle You

50 Styles of Buggies to Select From....

Hacks, Runabouts, Bike Wagons, Surreys and Rubber-tired Rigs of All Kinds. Variety Is Most Extensive.

MITCHELL, LEWIS & STAVAR CO.,

F. F. Cary, Manager Salem Branch.