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THE RHINE.

The castled crag of Drachenfels Frowns o'er the wide and winding Rhine, Whose breast of waters broadly swells Between the banks which bear the vine.

And peasant girls, with deep blue eyes And hands which offer early flowers, Walk smiling o'er this paradise; Above, the frequent feudal towers Through green leaves lift their walls of gray.

I send the lilies given to me, Though long before thy hand they touch I know that they must withered be— But yet reject them not as such.

The river nobly foams and flows, The charm of this enchanted ground And all its thousand turns disclose Some fresher beauty vary round;

THE "NEW THEOLOGY."

Dr. Washington Gladden, who has expressed himself frequent on "tainted money," is a believer in the "new theology," which British theologians are discussing.

He thinks it will ultimately be the orthodox theology of the Christian churches. In a sermon at the First Congregational church in Columbus, O., recently he discussed the "new theology" at length.

HE DOES NOT FIND THAT THE NEW DOCTRINE IS IN CONTRADICTION WITH ACCEPTED TENETS OF THE CHURCH. As to the Bible, he says it is not infallible nor is any other book infallible.

Those who would take the Bible just as it reads will find themselves constantly confronted with perplexities and trouble, he said. In the "new theology" the sacred and secular are not contrasted, and the essential unity of God and man is contended for.

"This new doctrine," said Dr. Gladden, "instead of being irreligious, as is frequently charged, is intensely religious, although it teaches us not to rely upon tradition, dogma or ecclesiasticism, but to depend directly upon God; and it brings us, if we accept it, into that close communion with the Father, where the path in which we walk will be as the dawning light which shineth more and more unto the perfect day."

GERMAN MONEY IN SOUTH AMERICA.

As an instance of Germany's activity in reaching out for a firm hold of South America's commercial affairs, it is interesting to hear THAT REPRESENTATIVES OF A BIG GERMAN SYNDICATE HAVE RECENTLY BEEN IN MONTEVIDEO WITH A VIEW TO TAKING OVER THE TRAMWAY SYSTEM AND THE NORTHERN RAILWAY, under arrangements with the Uruguayan government.

One of the features of the proposed transactions is that with a capital of \$5,000,000 and after due valuation of the rolling stock and construction, the syndicate will acquire the Northern Railway when the government shall have bought in the shares now in private hands.

Regarding the tramway system, the syndicate intends to adopt electrical traction and to throw out new branch lines both within and beyond the city radius.

The railway will be lengthened some 250 kilometers in the departments bordering the capital.

The plans for this extension are already prepared. The new line will open up important zones not yet touched by railways, as well as including influential towns along the proposed routes.

Its construction will act as a healthy stimulus to agriculturists and pastoralists alike.

IT IS BY SUCH METHODS AS THIS THAT GERMANY IS ESTABLISHING SO STRONG AN INFLUENCE THROUGHOUT SOUTH AMERICA.

There always seems to be plenty of German money at hand for the exploitation of any promising industrial opportunity in South America for the employment of all the capital that offers itself from whatever source.

HALE AND HEARTY AT 81 YEARS.

Mr. and Mrs. A. M. Sample of Chicago celebrated their sixtieth wedding anniversary last Sunday—and referring to the fact Mr. Sample said: "I would rather follow the path I have come all over again than own all the houses in Chicago. I have led the simple life. I have never let anything come up to worry me. * * * I never bought a bushel of wheat in my life. * * * I TAKE A TODDY THREE TIMES A DAY, ONE BEFORE EACH MEAL. AFTER I HAVE HAD THAT I WOULD NOT TAKE ANOTHER FOR THE PRESIDENT OF THE UNITED STATES. I have smoked a pipe for forty years."

Here then is a great record—and it will be of interest to observe the salient points made by this octogenarian:—

In the first place, he declares himself to be hale, hearty and happy even at the age of 81.

Perhaps there is nothing wonderful in that, for Gladstone was hale, hearty and happy at 90.

This man, however, DECLARES THAT HE SMOKES HIS PIPE WITH REGULARITY.

Again, there is nothing remarkable in that statement for it is occasionally published that men living to be one hundred and had always been constant users of tobacco.

He declares, however, that he has drunk three toddies a day—one before each meal—but has been so conscientious about changing the rule that he would not have taken a fourth even to please the President.

This is remarkable,—for the rule is that the man who has been a constant partaker of liquors for a period of fifty years is apt to drink nearer twenty oddies a day than three.

Mr. Sample shows his self control by being able to hold himself down to three. But the essential thing which Mr. Sample thinks has made him happy is the fact that he has never worried about anything,—and in that statement MR. SAMPLE HAS UNDOUBTEDLY STRUCK THE KEYNOTE TO HIS LONG LIFE. The man or woman who lives to be four score years of age—and has never worried is an example for all the world, and as rare as archangels.

HERE IS A PRETTY WILD ONE

Coos Bay Times Tells of a Boat That Minds Like a Trained Dog

Three hundred pounds of iron, copper, steel, shaped to a bi-pointed cylinder, lay motionless on the surface of the swimming pool in Denver. Then somebody touched an electric button and the thing shot out toward the center pole of the swimming tank. It went arrow-like to within a foot of the pole, and those who had assembled to see the exhibition held their breath for fear the little five-foot model of the J. M. Cage submarine torpedo boat was going to dash itself to pieces. But the man at the switchboard in the gallery touched another button. The metallic cylinder veered quickly to the right, at another touch turned to the left and swung neatly around the pool.

Then a strange thing happened. The craft paused for one second in its swift darting, the man at the switchboard touched another button, there was a great whirling of water, a few bubbles, and the surface of the pool was still over the spot where the boat had disappeared. Far down in the water those with keen eyesight could make out the vague outline of the white painted man-made fish. It was lying quietly on the bottom.

The slightest touch of a switch brought the outline into relief, as the boat came to within two feet of the surface and lay still. Then at that depth the odd creation swam quickly around the pole again, darted out of the water for a second time and disappeared as before. There seemed to be nothing that a fish could do that this craft could not. Indeed, it did more than a fish could do. They steered it to the edge of the pool and men added leaden weights to the board to overcome the buoyancy. They let it sink of its own weight to the bottom of the pool. The man at the switchboard turned another switch, bubbles betokened the struggle that was going on at the bottom, and in a few seconds the sturdy machine hove bravely to the surface, bearing with it the leaden ballast.

They made the boat spin about on its own axis like a submerged top. They made it dart, stop suddenly, retreat, veer to the left and right, plunge instantly out of sight, run like a mountain trout under water and leap to the surface. The spectators could see all this. The boat had been painted white especially to enable it to be seen through the water. Had it been painted black or a dark water-colored brown, the exhibition would have been almost weird.

The strangest feature of all is the fact that this boat, which actually did all the feats that the navy department at Washington has declared to be impossible under existing conditions, has been made in the heart of what easterners still love to call the "Great American Desert"—and made by a Denver boy, the son of a Methodist preacher, a boy who conceived the general plan of his invention when only 14 years old, and who has brought it to working perfection at the age of 21.

It takes money to make money.

The young man who opens a savings account with us and begins to save his money will soon have money working for him.

It is the sure way of getting a start in the world. Try it.

Savings Department Capital National Bank

Professor Robert Casey, the promoter and business manager for the inventor, drew up recently a list of 12 things which this boat can do and which cannot be done by any other boat in the world. This list was forwarded to Washington, and the navy officials after reading, frankly declared that the things mentioned were impossible. Yet each of them was done before a crowd of invited guests at the natatorium.

The list of feats was published as a prospectus. It is now a list of feats actually accomplished by a miniature model of the boat.

1. It will submerge instantly on level keel, without diving or plunging, and will follow a perpendicular line to any given depth. 2. It can descend, halt and remain stationary on level keel at any required depth in the water. 3. It can ballast so as to sink to the sea-floor, and remain there 60 hours, if necessary.

4. While so submerged, it can rise to the surface at any time at the will of the operator, and that without discharging ballast. 5. It can lift several tons from the sea-floor over and above its own buoyancy, rising to the surface.

6. It can turn in either direction on its vertical axis. 7. Except when purposely ballasted to remain upon the sea-floor, it maintains a constant buoyancy, which, in case of accident to its machinery, will cause the boat to come to the surface.

8. While submerged and stationary in the water it can discharge a torpedo and instantly compensate for the lost weight without taking in additional ballast or by doing so if the operator desires it. 9. It discards storage batteries and has instead perpetual motive energy of 700-horse power.

10. It can double (and it is believed can triple) the speed of any known boat, whether while submerged or upon the surface. 11. When put into full action it will have a life of 60 hours before its fuel will have to be renewed.

12. It can be operated by one man and for its most efficient work will require a crew of but five men. It is stated confidently by Mr. Casey, the inventor, and by Professor Casey, the promoter, that the complete and full-sized boat will be able to cross the Atlantic without a pause and at a rate faster than that of any fighting ship. The boat carries air enough to last a crew of five men 60 hours under water if necessary, but it is not conceivable that such a necessity could ever arise.

It is to be run by electric motors generating their own current in the boat itself by means of a gasoline engine which will work under water just as well as on the surface. So that it will be possible, if need be, for the boat to dip to the foundations of the Statue of Liberty in New York and remain submerged until it shall rise to the surface of the Thames just under London bridge.

The new features of the boat depend largely upon the propelling system which has been invented by Mr. Casey. Eight separate propellers, each controlled by a switch in the conning tower of the boat, are the instruments which give it its fish-like ability in the water. There are two horizontal propellers at each end, one set driving the boat forward, the other reversing its horizontal progress. By running the right-hand propeller in the bow simultaneously with the left-hand propeller in the stern, the boat can be made to turn upon its axis, and it is by the proper manipulation of these propellers, separately and in combination, that the steering is done without a rudder.

Then there are four other propellers to run the submerging device. This scheme is absolutely new. At each end of the boat is a round "well" in which work two propellers in opposite directions. The shaft revolution of these drag the boat instantly and with level keel to the bottom. By reversing the motion the boat comes just as speedily to the top, dragging with it heavy weights if necessary. This feature may make the boat useful for commercial purposes.

A Memorable Day. One of the days we remember with pleasure, as well as with profit to our health on which we became acquainted with Dr. King's New Life Pills, the painless purifiers that cure headache and biliousness, and keep the bowels right. 25c at J.C. Perry's drug store.



HOSTETTER'S CELEBRATED STOMACH BITTERS Cramps and Fever. Malaria

THE MARKETS.

Make Salem a Good Home Market. SALEM MARKET.

Local Wholesale Market.

Eggs—20c. Butter—30c; fat, 28c. Hens—11c; young chickens, 12 1/2c. Local wheat—75c. Oats—37c. Barley—\$21. Flour—Hard wheat, \$5.00; valley \$3.85@4.00. Mill feed—Bran, \$19.50; shorts, \$21. Hay—Cheat, \$8.50@9, and clover, \$7.00 per ton; timothy, \$11.00@12.00 per ton. Onions—\$4.00 per cwt; potatoes, \$1.00 per cwt. Hops—Choice, 10@11c; prime to choice, 8@9c; medium to prime, 8 1/2c. Chittim bark—4 1/2@5c. Wool—20c. Mohair—29c.

Tropical Fruits.

Bananas—\$6.75. Oranges—\$3@4. Lemons—\$6.00@6.50.

Retail Market.

Oats—White, \$30; wheat, 90c per bu.; rolled barley, \$27. Eggs—25c. Butter—Country, 20@25c; creamery, 30c. Flour—Valley, \$1.15@1.26 per sack; hard wheat, \$1.35@1.40. Bran—65c per sack; \$21 per ton. Hay—Timothy, 85c per cwt; cheat, 60c; clover, 50c per cwt.; shorts, 95c per cwt. Livestock. Hogs—Fat, 6c. Cattle—1100@1200 lb steers, 3 1/2c. Lighter steers—3@3 1/2c. Stock hogs—5 1/2@6c. Cows and heifers—900@1000 lb, 2@2 1/2c. Lambs—4 1/2c. Veal—Dressed, 5@7c.

Portland Wholesale Market.

Wheat—Club, 83c; valley, 80c; blue stem, 85c. Oats—Choice white, 85c. Millstuffs—Bran, \$17. Hay—Timothy, \$17@18; alfalfa, \$13. Vetch—\$8.50. Poultry—Hens, 13@13 1/2c; spring chickens, 15@16c; dressed chickens, live, 11@13c; ducks, young, 14c; pigeons, \$1.25. Pork—Best, 7@8c. Lambs—Spring, 9@9 1/2c. Mutton—7c. Hops—Choice, per pound, 6@7 1/2c. Hops—Choice, per pound, 6@7 1/2c. Wool—Valley, coarse to medium, 20@21c; eastern Oregon, 16@21c.

SOUTHERN PACIFIC CO.

Time Card No. 48—Effective June 16. Toward Portland—Passenger. No. 16—5:23 a. m., Oregon Express. No. 18—8:30 a. m., Cottage Grove Passenger. No. 12—4:25 p. m., Shasta Express. No. 14—9:28 p. m., Portland Express.

Toward Portland—Freight. No. 222—10:55 a. m., departs 11:38 a. m., Portland Fast Freight. No. 226—10:40 a. m., departs 11:38 a. m., Way Freight. Toward San Francisco—Passenger. No. 11—11:03 a. m., Shasta Express. No. 17—6:42 p. m., Cottage Grove Passenger. No. 15—9:56 p. m., California Express. No. 13—1:31 a. m., San Francisco Express. Toward San Francisco—Freight. No. 221—2:33 a. m., San Francisco Fast Freight. No. 225—11:55 a. m., arrives 11:25.

Juvenile Court for Roseburg. The addition of a juvenile court in this city is now being agitated, and by the encouragement it is receiving it is quite likely to take definite shape within a short time.—Umpqua Valley.

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THE TEXAS WONDER.

Cures all kidney, bladder, rheumatic trouble; sold by druggists, or two months' treatment by mail for \$1. Dr. E. W. ... Olive street, St. Louis, Mo. for testimonials. Sold by drug store.

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Wholesale dealers and merchants. Cash paid for Eggs, Poultry, etc. W. E. ... and C. A. Witcraft, Co. ... Salem, Or.; J. C. Stapleton, ... Avenue, Postland.