

WILL TAKE SIX MONTHS TO BUILD DOCKS

Washington, July 31.—The \$1,450,000 dry dock for the Mare Island Navy Yard, no win course of construction at Vallejo, Cal., will be completed in January.

Francis B. Smith, constructing engineer for the contractors, was in Washington this week conferring with officials of the Navy Department. The new dock will be of concrete throughout, and Smith talks interestingly of the difficulties which the contractors have encountered. "In the foundation of the dock," he said, "we used 12,260 piles of Oregon fir, driven 40 feet under water into from 20 to 40 feet of earth. Upon that foundation we built a concrete dock,—but only after repeated failures.

"The construction of a dock of this size and character is a prodigious undertaking. The contractors which I represent are the second ones to take hold of the matter, and already the dock has been in process of construction for nine years."

Smith brings with him to Washington the coast antipathy to the Japs, and is enthusiastically for the further fortification of the Pacific gateway to America. Still, he naively remarks—"I think one good American can lick three Japanese, if it came to a fight."

NO SODA FOUNTAIN IN ALL WALES

Washington, July 31.—Over in Wales, the populace are just pining for American soda water. Think of 500,000 thirsty souls, who know not the delight of a chocolate Sundae or strawberry ice cream soda!

The United States has a wide-awake consul at Swansea, somewhere in that region, in the person of Jesse H. Johnson. Perhaps Johnson himself yearns for the American soft drink, being weary of the English cup that cheers but not inebriates—at any rate he writes to the Department of Commerce and Labor declaring naively that he has made a special and complete tour of Wales and unearthed "only two very small soda fountains." Johnson admits that he just aches to convert the stolid Britishers to the non-intoxicating delights of American soda water. He devotes a couple of paragraphs to the subject and pleads with American manufacturers of soda fountains to civilize the Welsh with the fruit extract bottle and carbonic acid gas.

GUGGENHEIMS CONTROL CONTROL ALASKA

Denver, Colo., July 31.—A telegram received here from Juneau, Alaska, makes the charge that the Guggenheim interests are planning to force the election of an Alaskan delegate and control the Alaskan legislature. The message, which was made public today, was addressed to the Rocky Mountain News, and signed by the "Dispatch," of Juneau, and a number of Democrats in the territory. It alleges that the big mining concern is planning to use fraudulent means of gaining its point, and makes an appeal for assistance. It is understood that the case will be thoroughly investigated, and former Governor Osborn, of Wyoming, has announced his intention to look into the charges.

REV. DR. KNOX PROMOTER OF MANKIND

New Brunswick, N. J., July 31.—Rev. Dr. Knox today enjoys the distinction of having performed a marriage ceremony, participated in the welcoming of the stork and officiated at a christening, all in the same house upon the same day.

Mrs. Henry Shipman presented her husband with a pair of twins yesterday noon. At 2 o'clock her sister, Miss Bertha Miner, was married to Percy J. Hunter at the Shappan home, and at 3 o'clock the twins were christened, Ernest Gilmore and Percy J., the latter in honor of his newly-acquired uncle.

COFFEE

Nothing does more for a grocer, one way or the other, than coffee. He must sell poor; (he needn't sell it to you) it is good that makes him.

Your grocer returns your money if you don't like Schilling's Best, we pay him.

Never dose a healthy horse. All he needs is good care and good feed. The good care includes, of course, regular exercise. It is just as bad for a horse to be all the time taking medicine as it is for a man. Do not do it.



The Swine and the Flower

Oh me! I saw a huge and loathsome sty,
Wherein a drove of wallowing swine were barred,
Whose banquet shocked the nostril and the eye;
Then spoke a voice, "Behold the source of LARD!"

I fled, and saw a field that seemed at first
One glistening mass of roses pure and white,
With dewy buds 'mid dark green foliage nursed;
And as I lingered o'er the lovely sight,
The summer breeze that cooled that Southern scene,
Whispered, "Behold the source of COTTOLENE!"

Nature's Gift from the Sunny South

COTTOLENE is a pure and wholesome frying and shortening medium, made from refined cottonseed oil. There is not an ounce of hog fat in it to make food unwholesome, greasy and indigestible. As evidence of its superiority, COTTOLENE received Grand Prize (highest possible award) at the Louisiana Purchase Exposition; and Gold Medals (also representing highest awards in each case) at the Charleston Exposition, the Paris Exposition, and the Chicago World's Fair. In fact, in every case wherever COTTOLENE has been exhibited in competition with other cooking fats, it has invariably been granted the highest award.

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THE N. K. FAIRBANK COMPANY, CHICAGO

CUTTING MOUNTAINS TO DIG PANAMA CANAL

Washington, July 31.—In the digging of the Panama Canal it has always been considered that, outside of the construction of the big lock and dam works, the chief difficulty to be encountered is the great cut through the backbone of the American continent at Culebra. The problem was there presented of removing a mountain and by the aid of modern steam shovels, drills and dynamite the solution is being rapidly worked out. In fact, according to information which has reached the offices of the Isthmian Canal commission here, over one-half of this great work has now been completed.

This cut through the hills and the mountains extends a distance of nine and one-half miles. At the highest point the original surface of the ground was 300 feet and a hole from 430 to 1000 feet wide and 165 feet deep is being dug there. This work involved the excavation of 80,698,248 cubic yards of earth and stone. The old French company took out 12,600,000 cubic yards between 1881 and 1889; the new French company took out 10,000,000 cubic yards from 1895 to 1904, and since the Americans have taken charge of the work they have excavated 18,445,426 cubic yards. This leaves only 39,652,822 cubic yards yet to be removed, less than half of the total. In view of the fact that 11,191,488 yards were taken out last year after the Americans had got their machinery in operation and their organization perfected, the indications are that, at the same rate of progress, the Culebra Cut will be completed in three years and a half.

In the opinion of engineers here that will fix the date for the completion of the entire canal—in other words they think that the work on the other sections will be so timed as to be finished at the moment when the excavation is done. If they are correct in this the Panama Canal should be open for business in January 1912.

FEAR POPULAR FILIPINO HEADS REBELLION

Manila, July 31.—Under the innocent name of the Society of Bachelors, an organization is being formed in the province of Bulacan that is regarded by many of the Americans in the islands as foreboding trouble.

At the head of the new band is Governor Sandiko, a Filipino of great popularity and a former picturesque leader in the rebellions of the native against the possession of the island by the American forces. Since that time, Sandiko has been forgiven, and to the surprise of many his election as governor of the province was approved by Governor-General Smith. But even yet, Sandiko is regarded as a wily individual and the insular officials keep one eye on him most of the time.

The organization is growing very rapidly and has a membership of nearly 4000, although it has been in existence but a short time. The object is said to be "fraternity among its members," but its organizations closely resembles that of the Katipunan society which once bred so much trouble in the islands. Its meetings are secret, affording ample opportunity for fervid speeches for independence.

When Governor-General Smith was interviewed regarding the Society of Bachelors he said he attached little importance to the report of the organization. It is believed, however, that the Society is worrying him more than he cares to admit.

"I believe there is some such organization in Bulacan province," he continued, "and the way I explain its rise is that Governor Sandiko has socialistic ideas, and his organization of the young men of his province may be spread of such doctrines."

Now is the time to select the young breeding stock.

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From Salem, O.
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BOTH WAYS ONE WAY
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Chicago \$74.15 \$87.00
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TICKETS WILL BE ON SALE
July 6, 7, 22, 23
August 6, 7, 21, 22
Good for return in 90 days with stopover privileges at pleasure within limits
REMEMBER THE DATES
For any further information call agents.
WM. McMURRAY,
General Passenger Agent,
PORTLAND, OREGON.

Time Card No. 53, Southern Pacific Co., Effective Sunday, May 17, 1908.

Toward Portland, Passenger.	No. 16.—5:13 a. m.—Oregon Express.
Toward Portland, Passenger.	No. 18.—8:40 a. m.—Cottage Grove passenger.
Toward Portland, Passenger.	No. 12.—2:45 p. m.—Roseburg passenger.
Toward Portland, Freight.	No. 222.—5:00 p. m.—Portland fast freight.
Toward Portland, Freight.	No. 226.—10:40—11:28 a. m.—way freight.
Toward San Francisco, Passenger.	No. 11.—11:03 a. m.—Roseburg passenger.
Toward San Francisco, Passenger.	No. 17.—6:45 p. m.—Cottage Grove passenger.
Toward San Francisco, Passenger.	No. 15.—9:55 p. m.—California express.
Toward San Francisco, Freight.	No. 13.—3:31 a. m.—San Francisco express.
Toward San Francisco, Freight.	No. 221.—2:43 a. m.—Portland fast freight.
Toward San Francisco, Freight.	No. 225.—11:28 a. m.—way freight.

Oregon Electric Time Table
Time of arrival and departure of cars at Salem is as follows, Portland and intermediate points:

	Arrive	Leave
Local	8:40 a. m.	6:00 a. m.
Express	10:50 a. m.	9:05 a. m.
Local	1:25 p. m.	11:05 a. m.
Express	4:20 p. m.	1:45 p. m.
Local	5:45 p. m.	3:25 p. m.
Express	8:20 p. m.	6:00 p. m.

CORVALLIS & EASTERN R. & TIME TABLE

No. 4—
Leaves Detroit 1:00 p. m.
follows, commencing Jan. 16, 1908.

Trains for Corvallis.

No. 8—
Leaves Albany 7:55 a. m.
Arrives at Corvallis 8:35 a. m.

No. 10—
Leaves Albany 3:55 p. m.
Arrives at Corvallis 4:35 p. m.

No. 6—
Leaves Albany 7:45 p. m.
Arrives at Corvallis 8:25 p. m.

Trains for Albany.

No. 5—
Leaves Corvallis 6:30 a. m.
Arrives at Albany 7:10 a. m.

No. 9—
Leaves Corvallis 2:15 p. m.
Arrives at Albany 2:55 p. m.

No. 7—
Leaves Corvallis 6:00 p. m.
Arrives at Albany 6:40 p. m.

No. 11 (Sunday only)—
Leaves Corvallis 11:15 a. m.
Arrives at Albany 11:55 a. m.

No. 12 (Sunday only)—
Leaves Albany 12:35 p. m.
Arrives at Corvallis 1:15 p. m.

For further information apply to
Portland, Oregon, June 11.
Commencing June 22nd and until further notice, the following train service will be in effect on the line of the C. & E. R. R. between Albany and Yaquina, daily except Sunday:

Train No. 16	Train No. 1
Passenger	Passenger
Leave Albany 7:45 a. m.	12:40 p. m.
Arr. Yaquina 1:30 p. m.	5:30 p. m.
Train No. 15	Train No. 2
Passenger	Passenger
Lv. Yaquina 12:35 p. m.	7:40 a. m.
Arr. Albany 7:00 p. m.	11:55 a. m.

On Sundays the service will be as follows:
Lv. Albany 7:25 a. m.; ar. Yaquina 11:40 a. m.; Lv. Yaquina 6:30 a. m.; ar. Albany 11:30 p. m.
Wm. McMURRAY,
Gen. Pass. Agent.