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GREAT SALE CLOSES SEPT. FIRST

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AMERICAN BLUE JACKETS ROYALLY ENTERTAINED

(United Press Leased Wire.)
Sydney, N. S. W., Aug. 21.—(By H. Lee Clotworthy, Staff Correspondent of the United Press with the Atlantic Fleet.)—The first day's formal entertainment of the officers and sailors of the American fleet came to a brilliant close tonight with the official dinner given by the state department in honor of the visitors. The speeches were direct diplomatically fervid in the references to defense against probable Asiatic aggressions, which set all Australia aflame. The tendency of the speeches is to cement the ties of the whites for the defense of the Pacific islands. Lord Northcote, governor general of the commonwealth, Prime Minister Deakin and the governors of the states all paid high tribute to the United States and high compliment to the fleet and the officers. Admiral Sperry and his officers responded to the welcome and expressions of good will in full measure.

The electrical effects in the decorations tonight are magnificent and have never been equalled in this section of the world. The theaters are all free to the American sailors and the whole city is using every possible means of making the visitors enjoy themselves.

The parade today, in which the American sailors marched with arms, but without ammunition, caused the

greatest enthusiasm and the day was successful in every feature. Saturday's program includes a railway excursion in the morning. In the afternoon there will be a naval regatta, football and baseball games and an exhibition by the fire brigade.

An "at home" reception and dinner will be given on board his majesty's steamship Powerful. At night there will be a great fireworks display and a magnificent venetian carnival.

"Navy No Menace."
Oyster Bay, Aug. 21.—President Roosevelt today received, through the British charge d'affaires, a cable message from Lord Northcote, governor general of Australia, describing the reception of the American fleet at Sydney, extending greetings to President Roosevelt and expressing great admiration for the officers and men of the fleet. The President wired a reply thanking the governor general for the cordial expression and returning the compliments of this country to Australia. In closing Roosevelt said:

"For the American navy is a menace to no power, but is on the contrary, as we believe, an asset of high importance in securing peace and justice throughout the world."

RICH MAN'S WIFE KILLS HERSELF

(United Press Leased Wire.)
Denver, Colo., Aug. 21.—Society circles of this city were shocked today at the news that Mrs. N. Snellenberg, wife of the millionaire department store proprietor of Philadelphia, who is visiting here, committed suicide by taking strychnine tablets which had been prescribed for her as medicine.

The suicide occurred last Tuesday, but the facts did not become known until late last night. Mrs. Snellenberg has been suffering from consumption for many months and it is believed her affliction induced melancholia.

Work is being rushed on the Clackamas county fair grounds at Oregon City.

Racing With Death.
New York, Aug. 21.—Speeding today across the country to the bedside of her dying mother in Santa Fe, N. M., Mrs. S. Eyear is completing the last lap of a trans-Atlantic and trans-continental race against death.

She arrived here yesterday after crossing the ocean from Liverpool on the Deutschland, one of the fastest of the Hamburg-American steamers. Word was conveyed to the custom authorities of her haste and a detail of 15 inspectors was assigned to inspect her baggage so that she might be uninterrupted in her efforts to catch the first west-bound train out of this city.

A cab was waiting for her at the pier and in it she rushed to the Lackawanna depot in Hoboken. Just as she arrived the gates were calling "All aboard," but the frantic woman sped through the gates and mounted the rear steps of the train just as it was set in motion. Her baggage she left in charge of a porter with instructions to forward it on the next train.

COTTON KING LOSES MILLION

(United Press Leased Wire.)
New York, Aug. 21.—Jessie L. Livermore, the newly risen "cotton king," who engineered the corner in the market that netted him several millions a few weeks ago is today loser by nearly a million dollars as the result of a decline of \$3 a bale in the cotton market yesterday. Livermore's friends today say that he had prepared himself and will not suffer much although they admit that his losses will amount to over \$900,000.

The scenes in the cotton exchange yesterday when the panic broke were exciting. The bears started the stampede when it was rumored that several Liverpool mills would shut down because of depression in the cotton business. Reports that the drought in the cotton market had ended with abundant rains helped the bear movement.

The riot was only stemmed late in the afternoon by the covering of shorts. The total transactions were over 400,000 bales more than half of which amount was sold by the Liverpool faction.

May Testify for Husband.

New York, Aug. 21.—It is reported here this afternoon that a deal is being considered by which Mrs. Peter C. Hains will testify in behalf of her husband Captain Hains when he is tried for the murder of William E. Annis, upon the promise that she shall receive a decree of divorce and the custody of her two children.

The story goes that she will furnish a motive by testifying that Annis suggested to her the stories of degeneracy in the belief that their circulation would prevent Hains from making sensational charges against his wife in the divorce proceedings, and at the same time might prevent him also from trying to get control of the children.

It is not believed that there is any suggestion that Mrs. Hains should become a second Evelyn Thaw but she will contend that her relations with Annis were merely friendly. She will assert, it is said, that she turned to Annis when unjust suspicions were raised in her husband's mind by gossippers who poisoned him against her.

This new phase of the tangled affair caused much comment after her bitter arraignment of her husband in an interview given out last night, but it is said her desire to get unconditional control of her children overcomes all other feelings.

Sam Bellah, in San Francisco, the first of the Pacific coast American athletes to return from the stadium says that Forrest Smithson could have captured the 100-meter race had he been entered.

MARKET REPORTS

SAN FRANCISCO MARKETS.
San Francisco, Aug. 21.—Wheat, No. 1 California club, per cental, \$1.62 1/2 @ 1.67 1/2, northern bluestem \$1.70 @ 1.72 1/2; northern club, \$1.62 1/2 @ 1.65; inferior grades of wheat, \$1.40 @ 1.55.

Barley—Feed barley, \$1.35 @ 1.40; common to fair, \$1.30 @ 1.35; brewing at San Francisco nominal at \$1.45 @ 1.55; Chevalier, \$1.50 @ 1.60, according to quality.

Eggs—Per dozen, California fresh, including cases, extras, 36 1/2; firsts, 32 1/2; seconds, 26 1/2; Eastern selected 22c; Eastern firsts 25c; Eastern seconds, 23c; thirds, 21c; storage, 29c.

Butter—Per pound, California fresh, extra, 25 1/2c; firsts, 23 1/2c; seconds, 23c; thirds, 20c; packing No. 1, 20 1/2c; packing No. 2, 19c.

New cheese—Per pound, California flats, fancy, 11c; firsts, 10 1/2c; seconds, 10c; California Young America, fancy, 13c; firsts, 12 1/2c; Eastern Oregon, fancy, 13c; do, Young America, fancy, 14 1/2c.

Potatoes—Per cental, River whites (sacks) fancy, 70 @ \$1.00; poor, 60 @ 65c; Calinas Burbanks, \$1.35 @ 70c; Early Rose, 75 @ 85c; sweet potatoes, 2 @ 2 1/2c.

Onions—Per sack, yellow, 60 @ 75c.

Oranges—Per box, Valencias, \$2.50 @ 4.00.

SALEM MARKET.

Local Wholesale Market.
Eggs—22 1/2c.
Butter—Creamery 25c.
Cows—\$3 @ 3.50.
Hens—10c; young chickens, 11c.
Local Wheat—85c.
Oats—33 @ 35c.
Barley—\$20 @ 21.
Flour—Hard wheat, \$4.80 @ 5.00; valley, \$4.00.
Hay—Cheat, \$9 @ 10; clover, \$3 @ 9 per ton; timothy, \$11 @ 12.
Onions—\$1.75 cwt.
Hops—1907 crop, 5 @ 6c.
Casaca Bark—2 1/2 @ 3c.
Mohair—18c.

Retail Market.
Oats—\$1.45.
Wheat—\$1.05.
Eggs—25c.
Butter—Country, 20c; creamery, 35c.
Flour—Valley, \$1.10 @ 1.20 per sack; hard wheat, \$1.40 @ 1.45.
Bran—90c per sack; \$30.00 per ton; shorts, \$1.25 per sack.

Livestock.
Hogs—Fat, \$5.75.
Stock hogs—\$4.
Steers—3 1/2c.
Veal—5 @ 7c.

Tropical Fruits.
Bananas—\$6.50.
Oranges—\$4.50.
Lemons—\$4.75 @ 5.

Portland Market.
Poultry—Hens, 12c; ducks, 12 @ 14c; pigeons, old \$1 per dozen.
Millstuff—Bran, \$26.
Flour—Valley, \$1.20 per sack; hard wheat, \$1.45.

CASTORIA.

Bears the Signatures of *Cast H. Fletcher*

DESTITUTE INDIANS APPEAL TO GOVERNMENT

(United Press Leased Wire.)
San Bernardino, Cal., Aug. 21.—Captain J. Cabazon of the Salton Basin Indian Reservation is here today framing an appeal to the government authorities at Washington to help his tribesmen who have been made destitute by the encroachment of the waters of the Salton sea on their property.

The Indians of the Salton sink have been homeless for months, says Chief Cabazon, and he thinks that the government should take measures to protect them or aid them to find new lands.

"Little fishes swim through the branches of the fig trees," said Chief Cabazon, "and the waters rush over the places where we and our ancestors have slumbered for generations. We believe that by telling the government, our losses will be adjusted and we will not lose our lands."

The Railroad's Side of the Case.

Freight rates are lower in this country than in any other and the service here is much better than in any other region on earth.

The capitalization of the railroads in the United States is lower than in any other country. The average is about \$97,000 per mile in stocks and bonds. In France the average is about \$140,000; in Germany, about \$110,000; in England, about \$273,000 per mile, and one English road is capitalized at \$600,000 per mile, on which it pays 4 per cent dividends.

On these high values the French railways pay 4.3 per cent, the English 4 per cent and the German 6.1 per cent.

A reduction in freight rates below a fair return to the railroads does not help any one. None are benefited by low prices, but all are helped by fair prices, which yield a profit to every one. This is true of general business, and it is certainly true of the railroad business.

All roads have in the last ten years, and for many years previous, spent millions of dollars from earnings to improve their properties and to maintain them in good condition. These expenditures in many instances have not been capitalized, but have been charged off.

But, aside from the history of the railroads, we are faced by a condition and not by the past. We want facts, not words. This country grows continually. It is constantly expanding in all directions. This expansion is diminished or increased, but it moves and it never stops.

What we all desire is prosperity. We cannot be prosperous if any large interest among our people is suffering and depressed.

The proposed increase in freight rates will not change any distributing center, will make no difference in any line of business to the people engaged in it. It practically makes no difference whether the freight rate on steel from Pittsburgh to Chicago is 18 cents per 100 pounds, provided every user pays the same rate. But it makes an enormous difference, not only to the steel interest, but to business generally, if there is not a demand for 50 per cent of the steel-producing capacity of the country.

To meet the growth of the country it is necessary for the railroads not only to maintain their properties as they are, but to improve them.—Alfred H. Mulliken for the Railroads.

Joseph Meyers is a good advertiser. All his newspaper interviews, although a few circumstances make statements as to his intentions were clear-cut and right to the point.

The Willamette valley was never so beautiful as this summer.

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