

THE CAPITAL JOURNAL

H. HOFER, Ed. and Prop.

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BETTER APPLE BUT WORSE PRUNE CROP

Secretary Williamson of the state board of horticulture returned yesterday from Oakland, Douglas county, where he had assisted the local fruit growers in forming an organization. He investigated fruit conditions in that part of southern Oregon and found that the apple crop will be somewhat larger than last year and that the prune crop will reach 50 per cent of that of 1907.

"Prune growers there will do pretty well this year, after all," he says, "as prices are considerably higher than last year. The crop of Oregon has been cut down one-half by the untimely frosts of last spring, and the yield of California will not be more than a third of what it was a year ago." "The apple yield of Douglas county is also very good this season, but the buyers are not so eager to load up as in the fall of 1907, when the panic caught them and they lost money. They prefer to get apples on consignment this season instead of buying and taking chances of getting profit after the fruit is disposed of in the eastern markets.

EASTERN OREGON HORSES SUFFER FROM DISEASE

(Pendleton Tribune.) There has been about twice as much sickness among the farm horses of this county during the harvest just ended than in a like period before is the statement of a number of prominent farmers as well as the local veterinary surgeons. The most prevalent disease has been pink-eye which develops into pneumonia. One reason given for the large amount of sickness among the work horses is that the season has been unusually dry. Breathing in more dust than the lungs have the power to throw off irritates the interior of the lungs and gives disease germs a fertile place of lodgment. Following close upon this condition comes the effects of the sudden changes of weather which have marked this past summer. A hot day or two has been followed by a cold spell. Hot days have been succeeded by cold nights. As a consequence horses took cold and serious complications followed. Water shortage has also worked harm. But all these circumstances have been offset by many farmers of this county who by exercising greater care over their horses have saved

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them. The science of medical treatment for horses is gaining more favor of recent years and gratifying results have been obtained by the farmers of this county this harvest. William Connerly farming on the reservation a few miles south of this city had 26 horses ailing at one time this summer but did not lose one. He saved them by careful treatment when he saw the disease approaching and by making use of medical skill. John Temple, eight miles northwest of the city lost only one out of 40 head. When asked the secret of his success, he said that he used his horses well and had medical aid called as he would in case of sickness in a human family.

Dr. Donahue, who has traveled over the county extensively and examined thousands of farm horses stated yesterday that he had never seen finer horses in any section of the country than the farmers of Umatilla county kept. This fact is also established by the appearance of teams on the streets. Farmers are beginning to realize the value of their horses and are taking better care of them than ever before. Dr. W. H. Lytle, who is a graduate veterinarian in the employ of the state is of the opinion that much of the sickness among the horses during harvest has been due to indigestion. Owing to the unusually dry season there has been less water and more cellulose in the hay, and this cellulose is indigestible to a great degree.

Dr. Lytle thinks that the solution of the problem lies in breeding and finding classes of horses that are adapted to the heat. Mules are many times more capable of enduring the summer heat and dust than horses, and smaller horse share more hardly than draft horses. So Dr. Lytle thinks that there may be a solution of the problem in selection of stocks and in breeding.

Conditions in Sakhalin. Ambassador T. J. O'Brien, at Tokio, forwards the following translation by Student Interpreter A. A. Williamson on the conditions and resources of Sakhalin island as viewed by a Japanese publication:

"The resources of Sakhalin island being of considerable moment, the following statements showing the results of the latest investigations will be found timely and interesting: 'The fisheries, being one of the most important sources of wealth in Sakhalin, are carefully supervised by the government and permits to fish over limited areas are issued. Last year 2874 persons received permits and 3450 vessels engaged in the business. The catch last year was valued at \$2,847,000. The season begins in April. Cod were plentiful this year, as usual.' 'The survey of the land, in progress since 1905, having been accomplished, 10,913 divisions of 3000 tsubo (1 tsubo, 3,952 square yards) each have been made. One settler receives a loan of 22,500 tsubo, besides the necessary seeds and domestic animals. In 1906 and 1907, 800 families emigrated to Sakhalin, and at present many more are emigrating thither. In 1906-7 the crops were poor, owing to bad weather and a late distribution of seed. Cereals and tubers thrived best; in some places the yield exceeded that of an equal amount of land in Japan proper in both quantity and quality. As there was plenty of time for a proper distribution of seed this year, better crops are expected.

"The pasturage of Sakhalin makes it well suited to cattle raising. During Russian occupation the area of grazing land increased considerably. Since 1906 an experimental station has been established at Soroyofuka, from which seeds and animals are distributed and at which place cattle, horses, hogs, sheep and goats are bred. There are loaned to settlers to help develop the country. There are now 1292 head of cattle, 1492 head of horses, and 989 hogs. 'Minerals are sure to be a source of considerable wealth. So far there are only two sections in the eastern part of the island open for prospecting. But coal and gold dust are found in considerable quantities throughout the whole island.

'Examination has brought to light considerable iron-sulphate and oil-bearing strata. A more minute in-

CRATER LAKE RIVAL OF YOSEMITE VALLEY

The new Crater Lake, National park, in Oregon, already bids fair to rival as a resort for the tourists the famous Yosemite valley. People are beginning to visit in great numbers, attracted by the unique and spectacular scenic features which it offers, and the approach to it, hitherto somewhat difficult, is being made much easier by a railroad now in process of construction.

MAY PLACE BAN ON CIGARETTES

The beginning of the year 1909 may witness the extermination of the sale of cigarettes in Oregon. Representative-elect Charles McDonald of Multnomah county has drafted a bill which he will introduce at the coming term of the state legislature, having for its purpose the utter extermination of the cigarettes in the Beaver state.

Even substitutes for the 'pill' will be placed under the ban and anyone caught giving or selling the 'makin'g' will be subject to fine, and if the fine is not paid then off to prison he or she, as the case may be, must go, if the law is effected. Conservative statistics show that 500,000 cigarettes are smoked daily in Oregon. The figure may reach 800,000 for the 500,000 daily consumption is based on 40 per cent of the voters smoking only ten of the 'logs' a day, and any cigarette smoker will confess that ten cigarettes is a negligible allowance and should be 25 or 30. Then again, more than 40 per cent of the voters use cigarettes and many who are not voters are heavy customers. The 'makin'g' sold in this state in a week run into several thousand dollars.—Ex.

Improvements for O. A. C. (Corvallis Times.)

Things are doing in the O. A. C. athletic department. Yesterday morning workmen began a complete renovation of athletic quarters and the installation of equipment costing \$1500. Two hundred new lockers with steel mesh fronts and combination locks are to be put in, superior bathing facilities are to be provided and the late and very best equipment is to be installed. The aim is to provide for the students athletic conveniences sufficiently attractive to get them into the work with proper enthusiasm.

The change in bathing quarters will be very marked. Heretofore the conveniences have been extremely inadequate and the quarters dark and dismal. When improvements are completed these rooms will be electric lighted, white enameled, containing one great shower bath capable of caring for a dozen at a time, and two private showers. The hot water apparatus that formerly furnished cold water most of the time, is to be replaced with a 120-gallon self-heating auxiliary tank heated by the college heating plant. These improvements will leave little to be desired.

All athletic room, equipment and work is to be centralized, and all regular class work in gymnastics and all business along athletic lines to be handled from the office of physical training. The gymnasium offices are to be arranged so that there will be an outer room, an examination and dressing room and finally a business office. Physical Director Angell is directing the work and in completing arrangements has been insistent on every comfort and convenience necessary to the proper care of those taking athletic work. It is his desire to interest every student in the school in some phase of physical culture, and he hopes to do this by making the work attractive.

The contemplated increase in attendance and growth of the athletic work makes it necessary to move the bowling alley. The room will be used as a girls' dressing room.

ESPEE VICE-PRESIDENT TO INVESTIGATE

(Cooz Bay Times.) Vice-president E. E. Calvin of San Francisco may be the special representative which will come to Cooz Bay to investigate the feasibility of immediately building a road into Cooz Bay. This news was brought by Col. Wm. Grimes and J. E. Oren, who have just returned from Roseburg where with Dr. E. Mingo they presented the claims of Cooz Bay to E. H. Harriman. They are highly enthusiastic over the prospects and over the interest that Mr. Harriman displayed in Cooz Bay, and are confident that the construction work on the Drain-Cooz Bay road will be shortly ordered.

"The Times of Saturday concisely told the result of our mission," said Col. Grimes today. "However, it did not tell of the interest which Mr. Harriman manifested in Cooz Bay. He knew about Cooz Bay and was anxious to learn more. He constantly questioned us and was only too glad to accept the invitation for a special representative of the Southern Pacific to come here and secure data on the probable business. While we rode from Roseburg to Eugene with him and three of us presented Cooz Bay's case as well as we knew how, we didn't have time to tell Mr. Harriman all he wanted to know and for ten minutes after we reached Eugene, he kept the crowd of citizens there waiting while we discussed the Cooz Bay road.

"Messrs. Calvin and O'Brien, of the Southern Pacific, were also much interested in the matter. Mr. Harriman took it up purely in a business way and said that he would have to have data on the possible business to present to his board of directors. He said that the financial slump caused the stopping of the work originally and that as business conditions were rapidly improving, he believed that he could soon build the Cooz Bay road and carry out his other projects. "Vice-president Calvin was much interested in Cooz Bay and said that he had never been here but would like to make the trip. We hope and believe that he will personally come here to investigate the prospects for a road."

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Crater lake gets its name from the fact that it occupies the crater of an extinct volcano. Five miles in diameter and nearly circular in shape, it is the deepest body of fresh water in America. Soundings have fixed its depth at 2,000 feet. Only one lake in the world, that of Baikal, is deeper—by 400 feet. In other respects, however, it is altogether unique. Encircled as it is by almost vertical cliffs, which are reflected in the clear and brilliant blue of the water, it presents to the eye a spectacle unsurpassed.

As a great natural and scenic feature of this country Crater lake ranks with Niagara falls and the Grand Canyon of the Colorado. It is unique and in its way unrivaled. There are in the United States hundreds of extinct volcanic craters, but this is its only great one. Think of it! This mighty hole in the summit of the Cascade range is nearly six miles in diameter and over two-thirds of a mile in depth. Once upon a time it was filled with boiling lava. Today it contains a beautiful lake of fresh water, which lake is encircled by a ring of precipitous cliffs from 500 to 2500 feet high without break or outlet.

The extraordinary depth of the lake naturally led to a widespread popular belief to the effect that it had no bottom. It is a familiar kind of delusion. Any small body of water, wherever found, whose bottom is beyond reach by the longest fishing line is sure to gain the reputation of being bottomless. Within two miles of New Haven, Conn., is a cleft in the hills that is occupied by a large pond called Lake Saltonstall. Though considerably less than 200 feet in depth, it is declared by people who live in its neighborhood to have no bottom. No wonder, then, that Crater lake, with an actual depth of 2,000 feet, should be imagined to possess no floor whatever!—Technical World.

CASTORIA. The Kind You Have Always Bought

Be it resolved by the Common Council of the City of Salem, Oregon: That the city recorder be and he is hereby directed to publish for ten days in a daily newspaper, published in the city of Salem, Oregon, the following notice:

Notice. The common council of the city of Salem, Oregon, proposes to change the established grade on High street in said city, between the north line of Marion street and a point 350 feet north from the south boundary line of Division streets, in accordance with a report made from the survey of J. B. Perrott, now on file in the office of the city recorder.

By order of the common council. W. A. MOORES, Recorder.

Notice is hereby given that the common council of the city of Salem, Oregon, will at 8 o'clock p. m., August 24, 1908, at the city hall proceed to assess upon the property benefited thereby its proportionate share of the cost of constructing a sewer along the alley in block 38, in Salem, Oregon, to Belview street; thence along Belview street to connect with the sewer which runs through the center of block 43, in said city.

All persons interested in said assessment shall appear at said time and present objections, if any they have, to said assessment, and apply to said common council at said time for the privilege, if they so desire to make said improvement in lieu of their assessment. By order of the common council. W. A. MOORES, Recorder.

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RAILROAD TIME TABLES

CORVALLIS & EASTERN R. R. TIME TABLE

Trains for Corvallis. Follows commencing January 16, 1908:

No. 4— Leaves Detroit, 1:00 p. m. No. 8— Leaves Albany, 7:55 p. 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 p. m. Arrives at Albany, 11:58 a. m. No. 12 (Sunday only)— Leaves Albany, 12:35 p. m. Arrives at Corvallis, 1:18 p. m.

Portland, Oregon, June 17.—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 Yaquna, daily except Sunday:

Train No. 16 Train No. 2 Mixed Passenger Leave Albany 7:45 a. m. 12:40 p. m. Arr. Yaquna 1:30 p. m. 5:30 p. m. Train No. 15 Train No. 1 Passenger Mixed Lv. Yaquna 2:15 p. m. 7:00 a. m. Arr. Albany 7:00 p. m. 11:55 a. m. On Sundays the service will be as follows: Lv. Albany 7:35 a. m.; arr. Yaquna 11:40 a. m.; Lv. Yaquna 6:00 p. m.; arr. Albany 11:30 p. m.

For further information apply to W. M. McMURRAY, Gen. Pass. Agent. 6-23-0t

Oregon Electric Time Table

Time of arrival and departure of cars at Salem is as follows, Portland and Intermediate points:

Local Arrive Leave 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. 3:28 p. m. Express 8:20 p. m. 6:00 p. m.

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

Toward Portland, Passenger. No. 16.—5:13 a. m.—Oregon Express. No. 18.—8:40 a. m.—Cottage Grove passenger. No. 12.—2:45 p. m.—Roseburg passenger. Toward Portland, Freight. No. 222.—5:0 p. m.—Portland fast freight. No. 226.—10:40-11:28 a. m.—way freight. Toward San Francisco, Passenger. No. 11.—11:03 a. m.—Roseburg passenger. No. 17.—6:45 p. m.—Cottage Grove passenger. No. 15.—9:50 p. m.—California express. No. 13.—3:31 a. m.—San Francisco express. Toward San Francisco, Freight. No. 221.—2:43 a. m.—Portland fast freight. No. 225.—11:28 a. m.—way freight.

O. C. T. Co. Steamers Pomona and Oregon leave for Portland daily except Sunday at 6 a. m. M. F. BALDWIN, Agent.

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O. K. BARBER SHOP

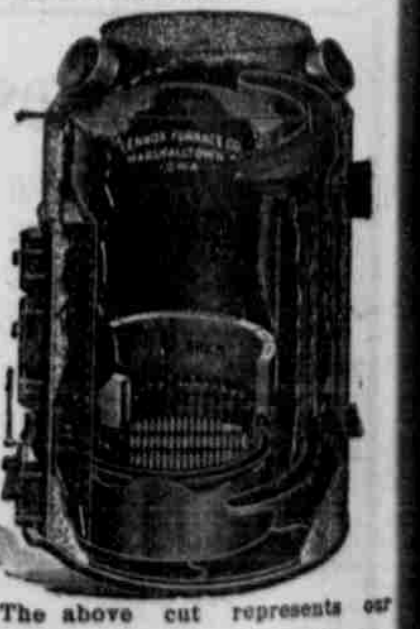
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