

# THE COAST WILL HAVE FAST MAIL

### Seattle to Get the First Over the Great Northern—Only Three Days from New York.

[UNITED PRESS LEASED WIRE.] Seattle, Wash., Oct. 4.—Seattle will have a three-day mail service from New York, and the Great Northern railway will carry it. The contract for a 4 1/2-hour service from St. Paul has been let at Washington, according to advices received here today.

The fast service will begin October 5, and the contract calls for a four-year service. The sum involved is \$2,000,000 and not only will the coast be served by the fast mail, but all the cities between St. Paul and Chicago will be benefited by it.

There is a heavy penalty attached to any tardiness in arrival of the mail, and when the Great Northern accepted the contract it undertook a heavy task, as the schedule must be maintained summer and winter, every day in the year.

Every transcontinental line was grooming itself to carry the mails, and assurances were sent by each to the authorities at Washington that this or that road could comply with every requirement of the postal authorities. The Milwaukee road especially made a strong bid for the business.

According to the mail officials, the mail that leaves New York Monday night at 9 o'clock will reach Seattle at 6 p. m. the following Friday.

## TERRIFIC EXPLOSION

(Continued from page 1)

Northwest Improvement company will not be worked until tomorrow. Company officials expect to find themselves short handed, because of the miners' tendency to linger around the mine, and consequent general reluctance to go back to work so shortly after the accident.

The output of coal, as far as the general public is concerned, will not be affected in the least. The Northwest Improvement company is a subsidiary company of the North Pacific and is working all its coal mines to supply the railroad only.

### Mine Is Burning.

Roslyn, Wash., Oct. 4.—Fifteen men are believed to have been killed or fatally injured in an explosion of gas in the shaft of mine No. 4 of the Northwestern Improvement company at 12:45 o'clock yesterday afternoon.

The mine in the neighborhood of the shaft is burning fiercely, flames rushing through the shaft with an awful roar. The electric pumps are cut off, and the water supply in the city is very low. It is thought the fire in the shaft will not affect the other mines, but it may be six months before the shaft can be put in working condition again. It is said that the shaft is caving in and other explosions may occur at any time.

When the explosion occurred a great volume of fire went hundreds of feet into the air, immediately the big shaft plant was enveloped in flames, the siren at the electric plant began to scream and people started running from every quarter of the city by thousands. Excitement was intense, and as soon as people got close enough to see what had really occurred, women and children began to cry and moan.

The fire department of Roslyn turned out and the Cle Elum department was rushed to the scene, but beyond saving the outside buildings and lumber yards and sawmill, little could be accomplished. The big hoist of the shaft crumbled like an eggshell as the fierce flames swept up from the interior. Cinder began flying in every direction and buildings in all parts of the city caught fire, but so far all have been extinguished by the vigilance of the residents.

Within 30 minutes after the explosion wagons began to bring in the injured. The first man brought in was William Arundel, who is burned beyond recognition but is still alive. The injured were taken to the emergency hospital, where they are being cared for.

### \$100.00 Reward

Would be gladly paid for a cure by many people who are crippled with rheumatism, yet, if they only knew it, they can be cured by a few bottles of Ballard's Snow Liniment, and the price is only 25c, 50c and \$1.00 per bottle. Sold by all dealers.

## WILBUR WRIGHT MAKES GOOD FLIGHT

[UNITED PRESS LEASED WIRE.] New York, Oct. 4.—Manipulating his air craft as easily as an expert chauffeur operates his car, Wilbur Wright, the Dayton aviator, delighted thousands of persons here today by making one of the most remarkable flights to which New Yorkers ever have been treated.

At exactly 9:07 this morning Wright ascended from Governor's Island and headed for the Jersey shore.

Rising easily and gracefully until his machine had reached the height of 150 feet, Wright circled the war ships, which are participating in the Hudson-Fulton celebration, and after flying past Grant's tomb turned back at 10:07 o'clock.

Seventeen minutes later he ascended an additional 50 feet, and with his craft now sailing along at a height of 200 feet he passed over Forty-sixth street. At this point his aeroplane was whizzing along more than 50 feet above the towering masts of the battleships.

At 10:30 o'clock, or 33 minutes after he had started on the trip, Wright safely descended at Governor's Island.

## BALLOON RACES AT ST. LOUIS

[UNITED PRESS LEASED WIRE.] St. Louis, Mo., Oct. 4.—With a capacity of 80,000 cubic feet each, eight monster balloons this afternoon started on a long distance and time race, as the leading feature of the opening day of centennial week here. Thousands of visitors are in the city.

Following the ascension of the big balloons two balloons of 40,000 cubic feet and 37 other smaller ones for advertising purposes also were set adrift.

The race of the big balloons started promptly at 4 o'clock, and it is expected that a world's record for distance and speed will be recorded.

The following balloons are participating in the race:

St. Louis III, Aero Club of St. Louis, owner; Von Puhl pilot; J. M. O'Reilly aide.

The Cleveland, J. B. Wade, Jr., owner and pilot; A. H. Morgan aide.

The Indiana, H. H. Magill, of Osborne, Ind., owner and pilot; J. E. Shauer aide.

The Centennial, H. E. Heneywell, of St. Louis, owner and pilot; J. W. Tolland aide.

The Pommer II, N. H. Arnold, of North Adams, Mass. pilot; Leroy M. Taylor, of New York, owner and aide.

The Hoosier, Aero Club of Indiana, owner; Chas. Walsh, of New York, pilot.

The New York, Clifford B. Harmon, of New York, owner and pilot; August Post aide.

The University City, John Berry, of St. Louis, owner and pilot; W. C. Adams aide.

## GAVE COOK A SPLENDID WELCOME

[UNITED PRESS LEASED WIRE.] Baltimore, Oct. 4.—Real "Southern hospitality" is being extended to Dr. Frederick A. Cook, the Brooklyn explorer, who arrived here today from Washington.

Thousands of persons were gathered at the station when the train pulled in and as the rival of Commander Peary for honors in the far north stepped from his car he was given an ovation.

The explorer was met by a party of civic officials who immediately turned the "keys of the city" over to the distinguished visitor.

Dr. Cook leaves for Pittsburgh tonight and will arrive there tomorrow morning. The physician is due to arrive in St. Louis Wednesday afternoon and after a few hours stay in that city will leave for Kansas City. Upon his return east he will stop in Chicago.

"Father sent me over to borrow your paper; he only wants to read it." "Tell him I'm coming over to borrow his breakfast; I only want to eat it."

Contentment is merely the ability to forget for a while the things that are beyond our reach.

## PRESIDENT GETS GREAT RECEPTION

### California Meets the President at Oregon Line and Gives Him a True Western Welcome.

[UNITED PRESS LEASED WIRE.] Redding, Cal., Oct. 4.—The meeting of President Taft and Governor Gillett was arranged to take place this afternoon at Kennett, the movement of trains having led to several changes in the plans.

The governor's special car, with the committee of Californians, passed through Redding attached to train No. 16 at 11 o'clock this morning and proceeded to Kennett, where it was announced the car will be attached to the President's train.

It was expected that the presidential train would reach this city at 2:30 o'clock, and visitors are here from the whole countryside.

Company D of the National Guard, headed by a band, escorted 800 school children to the railroad station, where train was scheduled to stop five minutes for a short greeting of the President.

### The Lights Went Out.

Hornbrook, Cal., Oct. 4.—President Taft reached Hornbrook at 8:50 a. m. today. During a greater part of the run southward from Portland last night the President's car, "Mayflower," was shrouded in gloom, as the electric lights went out, and the gas plant was not working well.

The President was prevented from reading or writing, and carried on conversation with his friends in the darkness.

Captain Butt, the President's military aide, wired a strenuous "kick" to the Pullman Company.

After the rushing days of the various receptions which he has received during the trip, this day of travel through the beautiful Shasta country was welcomed by the President and his entire party.

Following the long climb from the Oregon valleys to the divide at Siskiyou, the train began the gradual descent that will carry it down the slopes of Shasta into the Sacramento valley and to Red Bluff and Redding, at one of which places the governor of California will extend an official welcome to the chief executive.

It is estimated that the special train would reach Redding about 4 o'clock this afternoon, and Red Bluff about 5:30.

### Sacramento Ready for Him.

Sacramento, Cal., Oct. 4.—All is in readiness for the reception of President Taft and his party.

From the automobile ride through the business section to the "ample lunch" of some dozen courses which will follow his address at Capitol Park, every minute of the executive's brief stay in California capital city will be fully occupied.

The Taft train is due to arrive here at 7:10. Manager White and a reception committee named by the Chamber of Commerce will receive the party at the depot. The Taft party and Governor Gillett and his party, which went up the valley in a special car to meet the President, will be taken into automobiles and driven slowly through brilliantly lighted streets, with a mounted patrol a glimpse of the executive. The ride will last three-quarters of an hour.

President Taft will deliver his address from a platform built to adjoin the east side of the capital, so that he may go upon the stand through the capitol building. He is scheduled to speak for three-quarters of an hour. At 9 o'clock he will dine with his party and a very few selected guests at the Hotel Sacramento, in a private dining room. Governor Gillett, United States Circuit Judge Morrow, Supreme Justice Beatty, Senator Perkins, Congressman McKinlay and Mayor White will be probably the only guests aside from Taft's own party.

President Taft particularly requested a very simple late lunch before he should board his train, as he needs a full night's rest in preparation for the strenuous time about the bay. The light lunch will run the whole gamut from cocktails to cigarettes, with all the way stations included, such as aigullette of bass a la Taft, tomme capitol and Bouchee la Gillette, with a California wine or cordial with each course.

At 10:30 the President will retire to his private car, and at 4 a. m. it will be picked up by the early train to Oakland via Benicia.

Rains of the past few days have caused the committee considerable worry, but the sun is breaking through the clouds, and it is not believed that the open-air schedule will have to be changed.

"If the shoe fits, wear it" is a time-worn saying; but with a woman if the shoe fits she takes it back because it is too big.

## FLEEING INTO THE MOUNTAINS

### George Meyers Stops to Eat Near Victor Point, About Ten Miles East of Salem.

The first reliable information regarding the whereabouts of George Meyers, the man who murdered Patrolman Echart Friday morning of last week, was telephoned into the sheriff's office yesterday about 1 o'clock by J. Rodgers at Victor Point, ten miles directly east of this city, and the sheriff, accompanied by Jas. Culver and Constable Ira Hamilton, in an automobile, have hurried to the last place seen of Meyers.

Saturday morning near 6 o'clock Meyers, evidently half famished, called at the home of Peter Luthy, a farmer residing seven miles from here, and asked for something to eat. After eating ravenously, and without taking part in any of the conversation going on among the family, he left, going due east on the county road. The Luthy family did not hear of the murder until it appeared in the newspapers, and not till then did they know that they had fed a man fleeing for his life. As soon as Luthy discovered this, he attempted to notify the authorities by telephone, but owing to the line being out of order he was compelled to go to Victor Point, where he informed Rodgers of the affair. Mr. Rodgers, after repeated attempts, succeeded in telling Sheriff Minto.

This is the first real trail of Meyers, and it will be followed to the very last. James Culver, who is an ex-sheriff and surveyor, is acquainted with the Silver Creek vicinity as well as Meyers is, both men having tramped over that country many times. It is the thought Meyers is making for his timber claim, 12 miles east of Silver Creek falls, but in case that he reaches his claim he will not stand much chance of escape as that locality is very sparsely settled and there is no means of obtaining food nearer than Silver Creek falls.

Rumors began to arrive here Saturday afternoon about 3 o'clock. Chief of Police Gibson was notified that a man answering Meyers' description was seen to run out and then back into the timber near Wheatland, a place eight miles north of here. The chief and Walter Johnson and Ralph Swartz, in Mr. Swartz's auto, left for the place immediately. They went as quickly as possible across the river and down to the point where Meyers was supposed to have been seen, but after a diligent search until dark they returned unsuccessful. Sunday morning the chief, along with several others, again made a thorough search of the northern country and were hard at work when Sheriff Minto called them in, after receiving the latest information.

The officers are inclined to believe that Meyers went north after committing the crime and there is strong evidence that he stopped in a small shed located on the shooting grounds four miles north and near the Oregon Electric line.

Seen Near Silver Creek. A dispatch received at the sheriff's office this afternoon said that Meyers had been seen at 2 o'clock about a mile north of Silver Creek falls. He was going in a northerly direction.

## MEXICO IS AFRAID OF EARTHQUAKE

[UNITED PRESS LEASED WIRE.] Mexico City, Oct. 4.—The continuation of the eruption of Mount Colima, which began several days ago, is causing much apprehension among the natives living at its base, as they fear that the activity of the volcano is a forerunner of an earthquake.

They base this belief on the fact that volcano last became active shortly before a seismic disturbance.

Two streams of lava have been pouring from the crater for a week. There is no danger that any towns will be damaged as the nearest settlement of importance is Colima, the capital of the province, which is fifty miles away.

When it is as broad as it's long it must be the square thing.

**One Cough** A cough, just a little cough. It may not amount to much. Or, it may amount to everything! Some keep coughing until the lung tissues are seriously injured. Others stop their cough with Ayer's Cherry Pectoral. If he says, "Take it," then take it, total. Sold for seventy years. How long have you known it? If he says, "No," then don't. J.C. Ayer Co., Lowell, Mass.

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