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DOPESTERS PECKLING WARM WIND

Short-Haired and Long-Winded
Gentlemen Who Live With-
out Work Afflict the Public
With Their Alleged Thoughts

PRESS OPINION ON FIGHT

Newspaper Men Alone Get Weary,
for the Public Seems to Take to
That Kind of Pabulum Like a Baby
to a Bottle, and Howl If They Don't
Get It—The Journal Passes It Up
to Its Readers, Confessing the Shop
Doesn't Agree With Its Own
"Tummy."

[UNITED PRESS LEASED WIRE.]
By Max Baithasar.)

Moana Springs Training Camp,
Reno, Nev., June 29.—"I think Jeff
will rush in and clean up in two or
three rounds."

"No, he won't; he'll feel out the
black fellow for seven or eight
rounds, taking a good beating in the
meantime and as soon as he finds
the negro is becoming discouraged
because his punches are doing no
damage, then he'll sail in and finish
things up."

"Why should he sail in and finish
things up?"
"Why should he wait? Why
should he hold back and let the ne-
gro cut him to pieces? All Jeff has
to do is to stick out his chin, let

Johnson drive his hardest and when
the champion finds that the finest
blow he has in stock cannot down
his opponent, Johnson will be pie."

"Nothing like that. Johnson is
too clever. He can stall around for
an almost unlimited number of
rounds and it will simply resolve it-
self into a question of endurance.
If Jeff is there as good as he looks
when he works there will be nothing
to it. I figure that under these con-
ditions Johnson will last about 29
rounds."

And so on ad infinitum.
Gather a bunch of fans of the
Jeffries persuasion and that's the
sort of talk you will hear. Jeff will
win in one round, six rounds, 15
rounds, 20 rounds or 30 rounds.
Never has opinion as to the duration
of a big fight been so varying with
the ultimate result so certainly fixed
in the minds of the judges. Even
in Jeff's camp the picking of rounds
is as widely at variance as the selec-
tion of the winning number on the
roulette tables that one may discov-
er with a little effort and the aid of
the cappers.

To those with a merely superficial
knowledge of what a boxer should
do, the work of the big fellows is
quite a puzzle. Jeff is loafing too
much, they think, unmindful of the
vast amount of labor he has gone
through. On the other hand, they
think Johnson is digging in too
hard, forgetting that he has not ap-
plied himself until within the past
few weeks.

Cutting into the low down, the
many unusual training phases of
this contest are enough to put the
sternest conditioning mathematician
to the bad. Jeff passes the word
that he is going to work his head
off. Instead he lays around and
chats in the morning and winds up
the day with a little joust with the
trout. Johnson, with a program of
loafing, tears into his work like a
colored brother trying to depopulate
the entire chicken world. It's a fun-
ny game from any angle and many
dopesters will be surprised when the
battle ends Monday.

In other ways the fighters show
(Continued on page 4.)

ZEPPELIN WILL BUILD ANOTHER

Wreck of the Big Passenger
Airship Does Not Daunt the
Count, Who Will Build An-
other, But Only Half as
Large.

HIS FAITH STILL UNSHAKEN

Manager Coleman Says: "No Air-
ship of Another Type Would Have
Dared to Ascend in Such a Wind
as Prevailed Yesterday"—The
Problem of Navigating the Air Is
Solved But the Problem of Alight-
ing in Rough Weather Is Unsolved.

[UNITED PRESS LEASED WIRE.]

Berlin, June 29.—Heartbroken
but undaunted by the wreck of the
aerial liner Deutschland, Count Zepp-
pelin, its inventor, announced today
that he will at once construct an air-
ship half the size of the Deutschland
but with a carrying capacity of 40
passengers.

Manager Coleman of the German
Aeroplan company which conducted
the trips of the Deutschland, said the
fate of the big liner would not alter
the company's plans for passenger
air lines.

"No airship of another type would
have dared to ascend in such a wind
as prevailed yesterday," said Cole-
man. "No other airship could have
weathered that hurricane. The

problem of navigating the air in
rough weather was solved by the
Deutschland's ascension yesterday,
but the problem of alighting in
rough weather is unsolved.

"Our faith in commercial aviation
is unshaken and we will continue
our plans for aerial passenger lines."

The Deutschland made the first
purely commercial aerial flights sev-
eral days ago. Yesterday's disas-
trous trip was the third of any con-
sequence made by the big "palace of
the skies." After remaining on the
ground for two days awaiting better
weather, the operators of the
Deutschland decided to brave the
wind and ascend yesterday with
more than a score of reporters
aboard. The reverse motor failed to
work and the big liner was driven
before the wind for 100 miles be-
fore crashing to the ground, an al-
most total wreck.

It was learned today that three of
the Deutschland's passengers were in-
jured internally when the craft
plunged to earth. While it was
still some distance above the Lout-
burger forest, a member of the
crew, named Hohenstein, became
panic stricken and jumped from the
car.

The wreckage of the Deutschland
was gathered up and shipped to
Friedrichshafen today. The vessel
costs \$300,000, of which two-thirds
was salvaged. The balance was un-
insured and will be a total loss.
Troops guarded the wreck last night.

JEWELRY LOST ON THE STEAMER

DIAMONDS AND OTHER JEWEL-
RY DISAPPEARS ON THE TRIP
OF THE STEAMER MARAMA
FROM HONOLULU TO VIC-
TORIA.

[UNITED PRESS LEASED WIRE.]

Victoria, B. C., June 29.—Some
very valuable diamonds and other
jewelry were stolen aboard the
steamer Marama which arrived here
last night. There were all sorts of
vague rumors going around last
night in regard to the affair but nothing
definite could be ascertained.
Contrary to custom, the steamer was
held here from 9 o'clock last night
until midday today, delaying the
mails and causing some of the pas-
sengers serious inconvenience.

Up to noon three arrests had been
made, although it was admitted that
a gang of crooks had been operating.
There seems to be some doubt as to
whether the robbery did not take
place at Sydney before the departure
of the vessel. Shortly after the
steamer departed a very valuable
case of jewelry including some very
fine diamonds was missed and up
to the present time has not been re-
covered. The opinion seems to be
general that the valuables may have
been taken ashore at Sydney, Bris-
bane, Suva or Honolulu.

Captain Moresby makes light of
the matter, saying that it was nat-
ural that with a list of several hun-
dred passengers things should be
lost.

CONDITIONS BAD IN AUSTRALIA

[UNITED PRESS LEASED WIRE.]

Victoria, B. C., June 29.—That
times are very bad in Australia, that
hundreds of men are out of work,
walking the streets, and that it will
take a long time for the country to
recover from the effects of the late
bit coal strike, is the word brought
by C. H. Sandstrom, who went from
this city to live in Australia, but who
returned last night on the steamer
Marama. That the times are very
bad in the country, and that it is
no place at present for any one seek-
ing investments or employment is his
impression. He says that at New
Castle there are still very many ves-
sels laid up waiting for coal, and
that it will take some time before the
business assumes its normal aspect.
The present labor government does
not inspire confidence, because they
are borrowing money with which to
pay the interest on past loans, a
course which is bound to end disas-
trously.

SLASHES RATES ON RAILROADS

Interstate Commerce Commis-
sion Orders Reductions in
Both Passenger and Freight
Rates on All Western Traf-
fic.

SPOKANE GETS A BENEFIT

Principal Reductions Are Made on
Rates From the Middle West to
the Pacific Coast, But Some
Changes on Coast Rates Are Also
Made—This Means a Big Legal
Battle Before the Rates Go Into
Effect, As the Railroads Will
Fight It to the Last Ditch.

Washington, June 29.—The Inter-
state Commerce Commission today
ordered reductions averaging 25 per
cent in trans-continental railroad
freight rates in an important series
of decisions based upon complaints
from Spokane, Portland, the Nevada
railroad commission and the Salt
Lake Chamber of Commerce.

The largest reductions are made
in rates in territory from the Pacific
coast to the Missouri river.

Following the decision of the com-
mission the railroads interested
filed a petition for re-hearing of the
Missouri river rate cases in the
United States supreme court. The
petition acts as a stay on the action
of the commission until October,
when the petition for a re-hearing
will be considered by the supreme
court.

The following class of rates or-
dered in the Spokane case indicate
the effect of the decision:

From Missouri river points to
Spokane, \$2.50 per hundred pounds.
From Mississippi river points to
Spokane, \$2.80.
From Chicago, \$2.90; from Cin-
cinnati and Detroit, \$3.05; from
Pittsburg, \$3.29, and from New
York, \$3.50.

In the case of the Portland and
Seattle Chambers of Commerce a re-
duction of 20 per cent was ordered
in class rates on shipments from
Seattle, Tacoma and Portland to
points in Washington, Oregon, Ida-
ho, Montana and the Interior.

A reduction in passenger rates
was made by the commission as fol-
lows:

Between Salt Lake City or Provo,
Utah, and Los Angeles, to \$25.
Between Ogden and San Francisco
\$24.69; between Provo and San
Francisco, \$26.84.

In the case of the traffic bureau
of the Sacramento merchants ex-
change the rates are reduced be-
tween Sacramento and Reno from
\$1.29 per 100 pounds to 85 cents
and to points east of Reno corre-
sponding reductions are made.

In the case of Arizona shippers
against the Santa Fe road rates to
and from western points are cut
nearly one-third.

The present rate of \$1.15 on ship-
ments of oranges, lemons and other
fruit from California points is re-
duced to \$1.

In the case of the Nevada railroad
commission against the Southern Pa-
cific and other railroads the present
class rates of \$4.29 per hundred
from Denver to Nevada cities and
from all points east are reduced as
follows:

From Denver, \$3.10; Grand Island,
Neb., \$2.30; Omaha, \$2.20; Chicago,
\$2.90; Toledo, \$3.05; Buffalo, \$3.20,
and New York \$3.50.

Reductions were made in almost
every case in which Washington ship-
pers made complaint. The decision
of the commission in the Spokane
rate case was that present rates were
excessive. The commission held that
Spokane shippers should not be re-
quired to pay the rate for shipping
freight to Spokane from Eastern
points plus the rate from Spokane to
the Pacific coast.

A similar decision was rendered in
the so-called Reno case, in which
shippers of Reno Sacramento and
Utah points complained that they
were compelled to pay Pacific coast
terminal rates.

AWAKE 20 YEARS; DIES WHEN HE FALLS ASLEEP

Hackettstown. — Alonzo Wire,
famous for 20 years as the sleepless
policeman, passed quickly in to final
sleep last night. Twenty years ago
Wire was struck by lightning. The
shock deprived him at first of his
speech and his hearing and when he
subsequently regained them left
some subtle derangement of the ner-
vous system which prevented him
from sleeping. Doctors who heard
of his case made elaborate tests, but
they never caught him napping, and
at last his assertion that he never
slept gained gradual credence. He
used to lie down to rest his body,
but his eyes remained open and his
brain always active. Although never
fully at rest, his health seemed
unimpaired until he was attacked by
the bronchial asthma, from which
he died.

Two nights before he died he
called his wife to the bedside.
"Thank heaven," he said, "I think
I'm going to fall asleep." He never
wakened.

REFUSE DOLLAR FOR WHEAT

Washington Farmers Show Great
Faith in Grain Market.

Dayton, Wash., June 29.—Refus-
ing offers of one dollar a bushel for
wheat to be harvested this fall, in
fact of the fact that the present
market price here is 80 cents, and
that the average selling price for
the last 15 years has been little
above 50 cents, farmers of Colum-
bia county are showing exceptional
faith in the future of the grain mar-
ket.

The quality of the growing wheat
is by no means certain as yet, but
this has not deterred one local buyer
from offering \$1. Daniel Hillhouse,
who expects to harvest a crop of
2,000 bushels of wheat, is one farmer
here who today ignored the \$1 offer
from a local buyer. There
seems to be a general understanding
among farmers here that \$1 for
wheat is to be refused, for no sales
have been made, despite the flatter-
ing boost of the market.

The man who said that beauty is
only skin deep must have had refer-
ence to the Ben Davis apple.

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tion of last payment.

RUIN LIES IN PATH OF THE STORM

Cloudburst in Kentucky This
Morning Does Inestimable
Damage—Seven Bodies Al-
ready Taken From Wrecked
Dwellings.

THIRTY HOUSES WRECKED

Middle Creek Is a Raging Torrent,
Carrying Wrecked Buildings,
Bridges and Drowned Stock in the
Flood—Many Bridges Are Washed
Out and Desolation, Destruction,
Ruin and Sorrow Mark the De-
vastating Power of the Elements.

[UNITED PRESS LEASED WIRE.]

Sayorsville, Ky., June 29.—Seven
bodies already have been recovered
and 50 persons are missing as a re-
sult of a cloudburst in Magoffin,
Floyd and Knott counties early to-
day. Heavy damage was done to
property and crops. The greatest
damage was done in the towns along
Middle creek, which, swollen into a
torrent, swept away houses, barns
and bridges.

The bodies of Mr. and Mrs. Gay-
hart and their child were found late
today, and four bodies were previ-
ously recovered from ruins of
wrecked dwellings. Among the miss-
ing are the families of William Cut-
ler and John Wireman.

The storm beat down wires in the
stricken region, and reports of the
disaster are meagre.

Licking river is a flood and the
valley is inundated. Every dwelling
near the headwaters of the river is
either destroyed or damaged.

Sayorsville, Ky., June 29.—Efforts
are being made to ascertain how
many deaths were caused by a severe
cloudburst in Floyd, Knott and Ma-
goffin counties early today, when in-
tense rains fell.

(Continued on page eight.)

Unapproachable Bargains Offered in all Departments at The Chicago Store for This Week's Selling

Look out for the 20 per cent stores. They make 40 and
50 per cent profit. They can well afford to give you 20
per cent. Get our prices and see the difference



Can you afford to pay 40 and
50 per cent profit to the 20 per
cent stores? You are foolish
if you do, when you can get
such values at the Chicago
Store.

MILLINERY BARGAINS

The greatest showing in Salem
of fashionable trimmed hats,
1910 newest creations.
\$3.00 Trimmed Hats now \$1.50
\$5.00 Trimmed Hats now \$2.50
\$7.50 Trimmed Hats now \$3.50



Can you afford to trade at the 20 per cent stores that make 40 to 50
per cent profit? Get our prices and that is the way to prevent it.

Ladies Tailored Suits 1910 Newest Styles 1-2 Price

\$5.00 and \$6.00 Suits now only \$2.50 and \$3.50
\$15.00 Fine Wool Suits now only \$7.50
\$20.00 Fine Wool Suits now only \$10.00

SALEM'S BEST STORE FOR LOW PRICES
9c Bleached Muslins, yard5c
8 1-2c Fancy Lawns4c
85c Standard Dress Goods43c
\$1.50 Black Taffeta Silk, 26-in. wide, yard95c
85c Fancy Dress Silk, yard33c
12 1/2c, 15c and 18c white goods, yd. 7 1/2c
8 1-2c10c

THE CHICAGO STORE—BEST FOR BARGAINS
10c and 12 1/2c Orling Flannel, yard7 1/2c
25c Persian Lawn Dressing Saque now15c
3000 yards of Dress Ginghams, yd 7 1/2c, 8 1-2c up
We are giving wonderful values in Hosiery,
Gloves and Underwear.

Bishop's Ready Tailored Clothes



Suits for Business Men

We ask you to simply compare
our clothing, then you will un-
derstand what we mean when
we advertise quality clothes

The illustration very
accurately portrays
one of our models
that sells at

\$25.00

Can you imagine a more genteel or conservative cut for
every day or business wear. Other models at

\$12.50, \$15, \$18, \$20, \$25, \$30

Cluett Shirts ..\$1.50
Arrow Collars, 2 for 25c
Fowne's Gloves ..\$1.00 to \$2.50
Roberts Hats ..\$3.00
B. V. D. Underwear
..\$1.00 and \$1.50
Superba Ties50c

Woolen Mill Store