

COUNCIL MARKS TIME IN WAIT ON WARD OPINIONS

(Continued from page one)

transfer wood from the yard to wagons and cars.

Hospital Donation Sought.
The city was asked by William McClelland, Jr., and Thomas B. Kay, members of the Salem general hospital campaign committee to lead "financial, moral or other aid" to the movement. They said that they have the assurance from the county that they can get \$25,000; they believe they can get \$25,000 from citizens through popular subscription, and they asked the council to appropriate \$15,000 to make up the \$100,000 held necessary to construct the institution. The council voted the nomination of a committee of five to investigate the project and to report what action to take at the next meeting.

Details Of Drive For Hospital Aid Being Completed

Details of the campaign to be conducted, beginning next Sunday morning, in this city for \$100,000 to construct the Salem General Hospital, were being shaped Tuesday by the committee on mechanics. William McClelland, Jr., chairman of the campaign committee, was in conference in the afternoon with W. M. Hamilton, other member of the mechanics committee, discussing means to pursue to promote the campaign. They announced in the evening that all tentative arrangements had been completed, and that they expected the drive to be pushed to a successful conclusion within two weeks after it is started.

Belief that the city would come to the aid of the movement with an appropriation of \$15,000 was expressed by several members of the committee Tuesday. Interest in the erection of the Salem General hospital is steadily growing as the citizens of the city appreciate the importance of having such an institution in the city, that will rank with the leading hospitals on the coast.

Each day up to Sunday various committees will confer on campaign arrangements, and with the "kick-off" of the active solicitation by announcements from the pulpits in the city in the morning each band is expected to be so thoroughly organized as to carry the fight for funds to victory.

Portland Daily Is "Deprived" Of Credit

In a recent article in The Capital Journal, the Portland Telegram was inadvertently presented with the annual cross city run in which Albert Spearson of Chemawa took second honors.

Now, the truth of the matter is, that the annual cross city run is a Portland News event, having been inaugurated by that paper several years ago.

The Capital Journal is glad to correct the erroneous item and "Give to Caesar, the things that are Caesar's."

JOURNAL WANT ADS PAY

Talks With Men At Work On Cars Shall Be Unlawful Soon

In ten days from Tuesday—when Mayor Wilson was to sign the ordinance—it shall be unlawful to talk to trainmen on the Salem street railways. Persons found guilty of violating the ordinance shall be fined not less than \$1 nor more than \$10, or spend one day in jail for each \$2 of the fine.

The ordinance was passed by the council Monday night following a talk by Superintendent Billingsley, of the Salem Street Railway company, in favor of the measure. He said that with the increase of traffic on downtown streets the trainmen have all they can attend to without talking to passengers, and urged that if the railway company is to aid in keeping down accident that the ordinance be passed.

Councilman Vandervort spoke against the ordinance. "I think that we ought to reverse the whole thing. I don't think we have been called to legislate for the S. P. I think it's up to the railroad to make its own orders against the trainmen talking to passengers. The company's business doesn't belong to the council at all."

McClelland said that the ordinance should include trainmen as well as passengers, and explained that on many occasions he had seen the vestibule of car "jammed with trainmen" talking to the motorman. He said that it must resolve into a question of whether the trainmen were passengers or employees. The matter was not clarified, and the bill passed without further debate.

Polish Troops At Kovno Continue In Mutiny Is Report

Warsaw, Saturday, Feb. 28—Official reports say the mutiny of Polish troops at Kovno had been completely suppressed but newspapers declare the trouble is continuing. It is said several hundred bolshevik prisoners of war have been released by insurgent Polish soldiers, who later induced the liberated men to join their ranks. There is no official confirmation of this report as yet.

Government statements relative to the trouble say the mutineers organized soldiers' councils and opened a heavy fire on the government buildings at Kovno. After quite serious fighting the mutiny was put down it is said.

"Y" Basketball Games On Tonight

The games between the Commercial league basketball teams will be resumed, after a week's postponement, at the gymnasium of the Y. M. C. A. Tuesday evening. The games were postponed last week because of the engagements between the Willamette university and visiting players.

The first game this evening will be between the Capital National bank players and the Anderson-Brown quintet. This begins at 7:30. The second game is between Hauer brothers and the United States National bank. "Hot blood" between the players promise interesting games. The public is invited to witness them.

Meat never spoils in Tibet, but dries until it can be powdered.

POLICE AND FIREMEN MUST WAIT PLEASURE OF COUNCIL FOR RISE

Salem policemen and firemen must wait two weeks, or longer, before they shall know what action will be taken on their requests made to the city council Monday night for additional salaries. The policemen submitted a petition asking a \$25 monthly rise. The city firemen, who now get \$100, asked, in another petition, also ask an additional \$25. The petitions were referred to the health and police and the fire and water committees to report what action to take at the next meeting of the body.

A plea for attention to the salary of the chief of police—which is \$100 a month, and is fixed by charter—was made by Councilman Vandervort.

"While we are taking up the matter of raises for the boss," he said, "I believe we should do something for the measly salary the chief of police gets."

Amendment must be made to the charter before the chief of police can get a raise. Vandervort advocated \$150 a month instead of \$100.

Pursuant to a promise made to City Street Commissioner Walter Low at the first of the year that they would pay him \$150 a month if he would retain his position with the city the council Monday night passed an amendment to the charter fixing his salary at \$1800 a year. An effort to reduce the salary to \$1500, or \$125 a month, failed.

The police matron, Myra L. Shank, was granted a raise of \$10 when her salary was fixed at \$85 a month. Councilmen Craig and McClelland voted against the rise.

Ordinances fixing the salary of city attorney at \$1500, and allowing \$400 for his stenographer, and one fixing the salary of city engineer at \$150 a month were indefinitely postponed. Councilmen Hager and McClelland voted against the street commissioner's raise. McClelland said that he understood before the council met that the majority of the members were in favor of paying him \$125 instead of \$150 a month, and said that he couldn't understand why they had changed their minds.

McClelland, Vandervort and Hager opposed the city attorney's increase, and McClelland asked that the city engineer's salary be kept at \$125.

The Malays have a secret process for refining sago and giving it a fine pearly luster.

Would Rather Fight Than Work

"I suffered for years with stomach trouble and could not eat and just hated for anyone to say work to me. I would rather fight. Since taking a course of May's Wonderful Remedy I actually want to work, and talk about eat. I am the last one to leave the table now." It is a simple, harmless preparation that removes the catarrh mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convey or money refunded. J. C. Perry, D. J. Fry. (Adv)

JOURNAL WANT ADS PAY.

JURY STILL INCOMPLETE

Thomson, Ariz., Mar. 1.—The jury to try Harry E. Wootton, charged with kidnapping in connection with the Bixbee deportations, captured yesterday, lacked one man today when Juror C. F. Burnett sought out Judge Samuel L. Pardee and said he had opinions that would prevent him from acting impartially.

Real Estate Transfers.

Edwin Overlund and Carrie Overlund to Mary L. Hanson pr 1/2 J M Brown add Silverton \$1000
L H Turner and C H Davis to James C Gibson pr its 4-11 north of Main St Silverton 5000
Caroline W Lodge Howe and H H Howe to W S Wilkins and Anna Wilkins it 3 Wood burn fruit farms 2000
Harry Kimball Joyce and Cora Joyce to F H Armstrong and Mary E Armstrong 1/2 A. D. L. C. J. B. Ducharme in 58 1W John E Rowland and Anna Rowland to Henry Sauer and Alice Sauer pr bl 50 N Salem
J H Reeves and W E Reeves to W E Paul and Ella M Paul it 12 bl 2 Burlington add Salem
Zeno C Kimball and Helen H Kimball to J A Wallace, 5 A. 78 3W
Ruth E Anderson and A J Anderson to C V Johnson it 1 bl 21 N Salem
E S Palmer and Alice Grace Palmer to Clyde Ramsby, pr Johnson add Silverton 300
John K Gow and Maud Gow to Security State bank it 1 bl 3 Woodburn 1500
J E Parrish and Josephine Parrish to Monroe Nye and

"A Mass of Sores —No Sleep—Unhappy Days"

So writes F. D. Smith, 484 1/2 Shelby Street, Sandusky, Ohio. He says: "I suffered terrible itching; body covered with small sores which caused me great agony. When given up as incurable, having spent over \$200, I finally tried D. D. D. Prescription. This remedy has made a well man of me."

Thousands of grateful users of D. D. D. are just as enthusiastic over its wonderful results as Mr. Smith. The very first application allays the itching and burning. Just try a bottle of D. D. D. and convince yourself. Your money back if the first bottle does not bring relief. 50c, one and 50c. Try D. D. D. soon.

D. D. D.
THE Lotion for Skin Disease
J. C. Perry, druggist.

Alice —ye, pr 1/2 bl 1 Institute survey Jefferson 1250
Alva P Brundridge and C F Brundridge to E M Croisan it 7-8 Homestead acres 700
P A Carlson and Anna Carlson to Henry Ellesen it 7 Valley fruit farms No. 2
O J Morris and C A Morris to Dora Stitz, it 1-2-3 bl 4 Reeds-add Salem 1700
Margaret M Commons and J. Commons to Henry B Hoffman and Mary J Hoffman it 9 bl 19 Capital Park add Salem
Thomas E Wolfenden and Mary Wolfenden to William H Trindle its 12-13-14 bl 2 Glen Oak add Salem
Calestine Emmett to Esther Bell it 5 bl 2 University add Coolidge McClaine and Al Coolidge and company to A F Blackberry it 17 Coolidge and McClaine cemetery plat

Roseburg—The farm bureau cooperative exchange of Jackson county, has adopted the California method in disposing of stock. Under this plan stockmen bring their animals to common points where they are sold to highest bidders representing packing concerns.

100,000 Prescriptions Were Filled Before "40" Was Discovered

J. C. Mendenhall, Evansville, Ind., spent 40 years in the drug business, compounded over 100,000 prescriptions from physicians educated in Europe and America before "Number 40 for the Blood" was discovered; the great remedy for blood diseases. Successfully employed in diseases of the glandular system, in blood troubles, mercurial and lead poisoning, chronic rheumatism, catarrh, constipation, hepatic congestion, dyspepsia and stomach troubles, syphilis, ulcers and scrofulous swellings that have withstood all other treatment yield to "No. 40."

Sold by Schaefer's drug store. (Ad)

For Colds, Grip or Influenza and as a Preventative, take LAXATIVE BROMO QUININE Tablets. Look for E. W. GROVE'S signature on the box. 50c. (Adv)

Draperies MADE TO ORDER TO FIT YOUR WINDOWS

C.S. Hamilton
340 Court Street

ANTI-URIC For Rheumatism

This is the slogan of many people in this vicinity who have used this great, herbal remedy and are now praising it to all claiming it has cured them.

You do not risk anything when you give Anti-Uric a trial as it is guaranteed to give results or your money will be returned. Anti-Uric contains no minerals or salicylates.

For sale at PERRY'S DRUG STORE.

HAVE EXPERT PLATE MAN
With 35 years experience, with me in my dental office
DR. D. X. BEECHLER
302 U. S. Bank Bldg.

FORD TRUCK WITH TWO TON ATTACHMENT. RUNS LIKE A TOP
OSCAR B. GINGRICH MOTOR & TIRE CO.
371 Court Street Phone 625

W. W. MOORE
House Furnisher
HOME OF THE VICTROLA
You get more for your Money at Moore's.

CLASS AD IT AND SELL IT
JOURNAL WANT ADS BRING 'EM

Ooh! La! La!
The beautiful sirens of the sea are coming to captivate SALEM the spirit of beauty and youth.
BEACH MODELS
APPEARING IN PERSON
Thursday Wednesday March 3-4
BLIGH THEATER
JOURNAL WANT ADS PAY

THEATRICAL MAN CREATES NEW CARNATION.



H. B. MARINELLI

MERVEILLE FRANCAISE, THE LARGEST CARNATION EVER PRODUCED

THIS SHOWS THE FLOWER IN ITS VARIOUS STAGES OF DEVELOPMENT FROM THE TIME THE FLOWER BUD OR CALIX BURSTS UNTIL IT DEVELOPES INTO FULL BLOOM 1 FIRST TWO WEEKS, 2 THREE WEEKS, 3 FOUR WEEKS, 4 FIVE WEEKS, 5 SIX WEEKS, 6 SEVEN 7 EIGHT WEEKS

H. B. Marinelli, a retired French vaudeville actor, has created a new and wonderful carnation, which he has named the "Merveille Francaise." Judging from its immense size one would think that the fragrance and beauty of the flower would be lessened, but it is not so. As a matter of fact it is much more beautiful in every way. Mr. Marinelli was determined to produce a flower that would appeal from its brilliant color, attractive form and enlarged size, and in this he succeeded.

TO THE PUBLIC:--

Yesterday the railroad lines of the Southern Pacific Company were returned to their owners for operation. As a war measure they have been in charge of the government during the last two years and two months. The stockholders in that period had nothing to do with the management.

In taking over the management of this property, the policy of the owners will be to give as satisfactory service as lies in their power in return for the patronage we use; to seek the co-operation of shippers and passengers and of the whole people in having our service reasonably responsive to the public needs.

We have to ask the patient forbearance of the public during the readjustment period of the next six months. It is true during these six months the government continues the standard return allowed the lines while under its control, based on the pre-war earnings. But this return is subject to certain legislative directions by congress that will affect operations during this period which ends August 31 next. We expect, however, within this six months to mature plans for the future. These plans had to be held in abeyance thus far because of uncertainty as to the legislative conditions to accompany the return of the roads to their owners for operation, and these conditions have been determined by congress only within the last few days. We now have to study what is before us in law and in fact and get our bearings anew.

The operating organization as it existed under Southern Pacific management has been to some extent disarranged during the period of federal control and operating practices have been changed, but the benefit of any new practices that may have proved efficient in the public service during the government control period will, of course, be retained.

We could not purchase equipment after we entered the war because the government took control and war financing occupied the field, while during the rest of the time the question of adequate credit had to wait for answer in congressional action. On the other hand, the locomotives and cars in service have been subjected to the most active use and new rolling stock has not been renewed throughout the country in normal numbers for the increase of normal traffic. The burden of extraordinary war movements fell heavily upon all kinds of rolling stock, making it impossible to shop the equipment at the proper time, and repair work was further delayed by shortage during the larger part of the war period in both men and material.

The problem before us at once, therefore, is how to put to the best use the passenger train cars and the freight cars that are in service, and how to put into good condition for service every piece of equipment to be had. This problem is before every railroad. A part of this is the larger question whether the earnings under the new law, the "Transportation Act of 1920", will be enough to establish the credit of the railroads at a point where they can provide for themselves with the facilities of all kinds that they need to give the public proper service. We have the will if only we can find the ways and means. These are not easy to find, for an assumed earning of even 6 per cent, and no assurance of that, is not attractive to anyone having money to invest when money is worth 7 or 8 per cent in the open market.

Hence, the effect of the new act of congress upon earnings and upon the credit of the railroads cannot be immediately determined. This act provides for a rate-making structure, under which, during the next two years, the railroads will be permitted to earn up to 5 1-2 per cent annually on the value of the railroads as may be determined by the Interstate Commerce Commission. The Commission has power at its discretion to increase these possible earnings to 6 per cent, the added one-half of 1 per cent to be used only for improvements to the property.

No guarantee of any kind is given to any railroad, but half of any earnings over 6 per cent are to be taken by the government to make loans to railroads that may need them for improvements or to care for obligations falling due, or to obtain and lease equipment to the carriers that cannot afford to buy it.

Obviously these elements in the situation will have to be considered in making our plans. The Interstate Commerce Commission is the deciding body with respect to value of the properties, as well as the rates which are to yield the 5 1-2 per cent return thereon, and much will depend upon the vision and promptness of action with which that body accepts its great responsibilities.

In the meantime, it is particularly desirable, in view of the shortage of equipment, that every effort be made by shippers and the railway forces to continue heavy car loading and train loading, and to lose no time in loading and unloading cars.

Believing that we will have the full co-operation of the people served by our lines in dealing with the problems presented, it is due them that in this aiding us they should know what problems we have to meet. You can rest assured we are not idle with respect to them.

WM. SPROULE, President.