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The Statesman has been established for nearly fifty years, and it has some subscribers who have received it nearly that long, and many have read it for a generation. Some of these object to having the paper discontinued at the time of expiration of their subscriptions. For the benefit of these, and for other reasons, we have concluded to discontinue subscriptions only when a notice to do so. All persons paying when a notice to do so, will be paid the benefit of the dollar rate. But if they do not pay for six months, the rate will be \$1.10 a year. Hereafter we will send the paper to all responsible persons who are not paid for it, though they do not send the money, with the understanding that they are to pay \$1.10 a year, in case they do not. In order that there may be no misunderstanding, we will keep this notice standing at this place in the paper.

CIRCULATION (SWORN) OVER 4000.



BETTERMENT OF OUR HIGHWAYS.

At Portland, on the 14th and 15th insts., a Government Good Roads Convention is to be held under the direction of the office of Public Roads Inquiries, United States Department of Agriculture, which will be represented by a party of gentlemen consisting of Martin Dodge, Director of the Road Inquiry office; Col. R. W. Richardson, Commissioner for the Mississippi Valley; James W. Abbott, Commissioner for the Rocky Mountain and Pacific Coast States; and F. H. Hitchcock, Chief of the Foreign Markets Division. All these men are under the direction of the Secretary of Agriculture. In addition, J. R. Taggart, secretary to Mr. Dodge, and B. S. Thorp, an expert on road building materials, will be in attendance.

The good roads movement had its inception nearly ten years ago, during the bicycle craze. As the popularity of the wheel as a means of recreation gained with the people of the United States the enthusiastic wheelmen began to complain of the thoroughfares over which they had to ride. Previously, any kind of road was good enough. A man jogged along on horseback, or rode in the buggy and had no care for the difficulties unless by some mischance he was delayed on an appointment or was mired in some mud hole along the way. But it was a different thing when the wheelmen began their century runs. They could not see the beauty of coming in all covered with mud, and clamored insistently for a decided improvement.

As the cycling had gained its first hold in the East and counted its greatest number of devotees in that section, it was not strange that the first real action taken should have emanated from that quarter. The cycling clubs of New York presented the question in such strong shape to the Chamber of Commerce of that city that that body of business men took up the fight, and, after much discussion, volunteered to defray the expenses of having Government engineers suggest improvements to the various road supervisors of the adjoining districts.

This was the inception of the good roads movement in the United States. From the small, almost unheard protest came the movement which today counts among its supporters the majority of men who have given the subject any thought. The matter dragged along with more or less success until November, 1900, when in that month a national convention of persons interested in good roads was held in Chicago, and the National Good Roads Association was formed. W. H. Moore was elected president and Col. R. W. Richardson, secretary.

From this impetus grew petitions, remonstrances and meetings which finally culminated in the United States Government's taking hold of the matter in every perfunctory way. The Association was left to bear the brunt of the undertaking, and that it did so well is due mainly to the energy of its officers. By pleading and persuading, they managed to scrape together enough money to send out a party early the following year.

The railroads were appealed to to furnish a train in which the Government experts could visit districts

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has won success far beyond the effect of advertising only.

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Based upon a prescription which cured people considered incurable,

Hood's Sarsaparilla

Unites the best-known vegetable remedies, by such a combination, proportion and process as to have curative power peculiar to itself.

Its cures of scrofula, eczema, psoriasis, and every kind of humor, as well as catarrh and rheumatism—prove

Hood's Sarsaparilla

the best blood purifier ever produced. Its cures of dyspepsia, loss of appetite and that tired feeling make it the greatest stomach tonic and strength-restorer the world has ever known.

Hood's Sarsaparilla

Is a thoroughly good medicine. Begin to take it TODAY. Get HOOD'S.

where it was felt that the work could be appreciated. Machinery firms were urged to give freely of their latest improvements for road work. The machinery was collected and put on board a train made up at Chicago. By this time machinery men had become so interested in the proposition that they concluded to bear the expenses of sending out expert machinists to handle the intricate mechanism of their latest patents.

The train was furnished by the Illinois Central railway with a combination sleeper and diner for the accommodation of the party. May 1, 1901, it started on its 1,000-mile run to New Orleans, where the first object-lesson road was built. This was only a short stretch some 900 feet long, but the materials in the South were favorable to the building of good roads, and a splendid product was turned out on this first venture. The party proceeded north by short stages, stopping at all the principal cities, and at many of the smaller towns along the road. Object-lesson roads were built and conventions held and the people generally aroused to the miserable condition under which they had been suffering for years past.

At every point the Government party was greeted with enthusiasm, and the work of the members and the explanations they vouchsafed of the benefits which would accrue not only to individuals but to the communities, were gladly welcomed. Good Roads clubs sprang up everywhere in the Southern States. The trip lasted three months, and then the party returned to Chicago. Here a two months' rest was taken, and then the machinery was shipped South and another good roads train was made up to go over the Southern Railway systems. This trip started in October and did not end until the following February. All 41 States traversed by the Southern Railway systems were visited and many stretches of good roads were constructed. At Mobile and Birmingham, Alabama, shell roads were built, and the evenness of surface and the durability of these highways still stand as monuments to the good work done by the members of the party.

The work of the National Good Roads Association, continued during these two years at a large expense to the members, the railways and the machinery men, at last bore fruit, and the United States Government was enabled by an act of Congress to take the part which it should have done sooner in leading the movement. A small appropriation was made available June 30th, of this year. It took some time to get the machinery together and the railroads to agree once more to handle the party, and it was not until the middle of August that the road builders were once more at active work.

This time they headed for the great Northwest, stopping first at the north end of the fertile Mississippi valley. The first demonstration was given at the Minnesota State Fair. Then a trip was made to St. Cloud, Minn., and from there to Fargo and Grand Forks, N. D. It was the intention to bring the train through to the Pacific Coast, and starting from Seattle (Washington) south through Oregon and California, and thence eastward, traversing the Rocky Mountain States. The approach of the rainy season served to deter Mr. Dodge from trying the experiment of bringing all the road-making apparatus to the Coast, with the possibility confronting him that wet weather would render its operation impossible.

THE DISTRIBUTION OF WEALTH IN FRANCE.

Some remarkable data have lately been published in Paris by Mr. Neymark, President of the Society of Statistics, concerning the wide distribution of French Government and railway bonds and of other trustworthy securities dealt in on the Paris Stock Exchange. These data, viewed in conjunction with other facts officially verified, bear witness to an extraordinary diffusion of wealth, notwithstanding the tendency to a consolidation of capital in manufacturing enterprises. They show that, while the rich may be growing richer, it certainly is not true of France that the poor are growing poorer.

THE DISTRIBUTION OF WEALTH IN FRANCE.

The remarkable subdivision of property in the French soil is well known. More than five and a half millions of peasants possess each a home of his own, together with a plot of ground. Much less familiar is the fact to which Mr. Neymark directs attention, that precisely the same tendency toward minute parcelation is noticeable in personal property, especially as regards the securities which are deemed to offer the safest investments. Thus, in 1830, the number of holders of "Rentes," or Government bonds, was only 125,000; in 1895 it had risen to 2,000,000. The number of bond certificates issued by the six railway companies of France was in 1890 only 65,333; in 1895 it was upward of 636,000. In the same interval of thirty-five years the number of certificates of railway shares had risen from 26,358 to nearly 106,000. On an average the French railway stock certificate calls for less than thirteen shares.

We observe the same tendency to subdivision when we return to the shares of the Bank of France and of the Credit Foncier, which formerly were confined to a restricted number of capitalists. The capital of the Bank of France is 182,500,000 francs, divided into 182,500 shares of 1,000 francs each, worth at the present price about 3,500 francs a share. The number of shareholders, which in 1870 was 16,062, had increased in 1895 to 28,358, and the average value of holdings had shrunk from eleven to six and one-half shares. The Credit Foncier in 1888 had 23,249 shareholders, each possessing on an average fifteen shares, which were worth 1,350 francs apiece. In 1895 there were 40,339 shareholders each owning on an average nine shares, worth 705 francs apiece. The number of shareholders possessing but a single share had risen from 4,000 to 9,000, and the holders of from two to ten shares from 11,000 to 23,000. On the other hand holders of from eleven to fifty shares remained stationary in respect of number, and those who possess more than fifty are steadily growing fewer. To sum up, we find that the five classes of securities reputed the safest on the French market, namely, Government bonds, railway bonds, railway stocks, Bank of France stock and Credit Foncier stock, are distributed in the hands of nearly three million holders.

Not only have such securities undergone in France a degree of diffusion comparable only with the parcelation of the soil, but the same tendency will be observable if we look at the change in the number of small tradesmen and of depositors in the savings banks. In 1900 the number of licensed retail dealers was 1,752,345, an increase of 119,000 in ten years, while, on the other hand, the number of those engaged in "commerce," or in trading on a large scale, had been diminished by 25,000. The figures obviously show that the movement toward the concentration of capital which is so marked a feature of the industrial world is entirely inoperative among small shopkeepers in France. Even more conclusive are the statistics of the French postal savings bank, reviewed in connection with the ordinary savings bank. Here the revelations are amazing. It appears that the number of depositors increased between 1875 and 1899 from 2,365,000 to 16,316,000; that the total amount of money annually deposited increased during that period from 244,000,000 to 1,080,000,000 francs, while the balance due to depositors rose in the same quarter of a century from 600,000,000 to 3,336,000,000 francs.

These astonishing figures not only prove that in France the poor are not growing poorer, but they also indicate that socialism is doomed to retrogression in that country, because the proportion of the population which is personally interested in the right to hold individual property is rapidly increasing.

Localized Industries.

One of the most interesting movements in American industries is the migration which is carrying each line of work to the locality where it can be conducted most economically and effectively. This migration has been going on for some time, but was not distinctly marked until of late. At the present time it has gone so far toward centering particular industries in certain localities as to have attracted the attention of the census officials and led to the publication of an interesting bulletin on the subject.

For the purposes of showing the migration and localization clearly great care was taken in preparing the tables of the bulletins to prevent confusion, for the general statistics of any industry show, of course, a great many facts other than that of localization, and so it is not easy to note the localizing movement. Fifteen industries were selected for study with respect to this particular movement, and in each industry four tables are given showing the localization by states and by cities and the specialization of cities.

When the question of a universal language was under discussion by the British Association at Belfast recently, Sir Frederick Bramwell set forth the advisability of adopting Italian, as its use would give rise to no international jealousies, and suggested that the great nations agree that after twenty years no one shall be appointed to public office unless he can speak Italian. But the titled Englishman's proposition will not be given serious attention. It is scarcely deserving of even passing notice. The universal language will be English—the language of Shakespeare and Byron. English is now the language of commerce the world over. It is being carried to the uttermost ends of the earth by the British people, by the Canadians, Australians and others of their colonies, and by the people of the United States and of their possessions. The great firms everywhere, in every country under the sun, find it necessary to employ clerks who can speak and write

English. This is true even of the large mercantile houses in China, more especially of those which do an exporting business. The universal language will not be Italian. It will not be Volapuk. It will be English.

Nevada is to elect this year a Governor and other state officers, and to choose a Legislature which will fill the seat in the United States Senate of John Percival Jones, who has been continuously a Senator from the Silver State since 1873, and whose term expires on March 4, 1903. This veteran Republican, who has on several financial questions been at variance with his party, sees, before the close of his long term, the projection of a "new issue" into the contemporary politics of Nevada. The Silver Republicans, who still survive in Nevada, and the Democrats at their Reno conventions in August, nominated for Senator Representative Frank Newlands, and he is making his campaign largely on the issues of irrigation. The general backwardness of Nevada in coming forward to a place of agricultural prominence is ascribed to the dearth of water in land otherwise abundantly suitable to profitable farming agriculture. Mr. Newlands, although a conspicuous friend of irrigation, has no monopoly of its support, and when Senator Jones gets going he will doubtless point to the irrigation bill passed by this Republican Congress as the best reason for his re-election.

If two more R. A. Booths can be found in the United States, who will make their contributions immediately available to apply on the debt, Willamette University will be in condition to "owe no man anything," and will have an endowment fund of something over \$50,000. If two more R. A. Booths are not to be found, a large number of smaller contributors will be. The debt will be paid, the endowment fund increased to \$100,000, and new buildings and extensions in working force and equipment provided for.

The fear that the outpour of Lake Michigan water through the Chicago drainage canal would lower the level of the Great Lakes and deprive Niagara of a sufficient supply of water to keep the falls in successful operation, has not been realized. At most, says the Chicago Record-Herald, and when the full head of water is permitted to go through a deepened canal, now projected, the level of Lake Michigan will be lowered but six inches; and the level of the other lakes not at all.

Some remarkable figures are given on this page of the astonishingly general distribution of property of all kinds in France. In the course of time the distribution of property ought to be as general in the United States. Laws looking to this end ought to be passed by Congress and by all the states. The nearer we can come to being a nation of home owners and property holders the stronger will be our Government, and the more contented will be our people.

The net deficit of the Postoffice Department for the year ending June 30, was only \$2,961,170, which is a million dollars less than the year before, notwithstanding the heavy extra expenditure for the Rural Free Delivery. Only a few years ago the annual deficit was six millions and upward. This Department will shortly be paying its own way, and no doubt it would be now if some judicious pruning should be done, and without injury to the efficiency of the service.

On an average, every man, woman and child in the United States has \$105 on deposit in the banks of this country. The total amount is \$8,535,963,136. There is more than twice the amount on deposit in the banks ten years ago. The increase has steadily risen since 1878, when the amount of deposits was \$4,578,434,270. From 1897, the year McKinley was first inaugurated, to 1901, the increase was \$3,338,295,906.

Whatever is done in the campaign for city officers, let it be remembered that city taxes are high enough now. Keep the expenses down to the lowest point where efficiency can be secured. Encourage the investment of new capital here in property and buildings by allowing the people to live who now own property and do business.

The Dairy and Food Commissioner says he needs a larger appropriation. If so, he should have it. Nothing should be withheld that will add to the greatness of the dairy industry in Oregon. There is nothing that will do more for this State than the full development of this industry.



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A. P. ARMSTRONG, LL. B., PRINCIPAL

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The prune men of the Santa Clara valley, in California, complain of a scarcity of labor to take care of their crop. The Oregon prune growers are doing very well in this respect. Some of them have finished and all will be through picking and drying within a few days.

The platform of the New York Democratic State Convention condemning the Dingley tariff. The Democrats tried to make a better one during Cleveland's last administration, and the country remembers the result. It is easier to find fault than to do something.—Exchange.

Milk cows are being shipped out of the Willamette valley to Eastern Washington in car load lots. And yet the Salem creameries are not able to keep up with their orders for butter. Car loads of milk cows ought to be shipped in, instead of being shipped out.

The season is approaching when the people of Oregon would appreciate good roads, if they had any. The Government Good Roads Convention in Portland, next Tuesday and Wednesday, ought to be largely attended by people from the Willamette valley, and from all over the State.

The addition of the name of Hon. A. Bush, of Salem, to the board of directors for the 1905 Fair at Portland gives renewed assurance that the great enterprise will be managed in a business-like way. Mr. Bush will creditably represent this part of the State of Oregon in the management of the Exposition.

Work on the Dallas-Falls City railroad adjoined, August 20, when the railroad was opened up by the city of Dallas. The line will have to be extended to the Capital City.

Rosburg will be the terminus of the new Gould line, from Coos Bay to Salt Lake City, at least for a short time. It will not be the first time that city has been the terminus of a railroad. It was the stopping point of the Oregon & California, now the Southern Pacific, for about ten years.

The pneumatic tube mail service between New York and Brooklyn has been resumed. Letters between the two cities, or parts of the same city, go through in a jiffy. The attendants touch the button and the tube does the rest.

The sum of five dollars was yesterday added to the advertising fund of the Greater Salem Commercial Club. That is something. But it should have been five hundred.

Ng Monya, a full-blood Chinese, is a candidate for a seat in the Hawaiian Legislature. We are growing to be a cosmopolitan nation.

President Roosevelt will have to play again. And he will do doubt do it, and keep on playing.

The new city charter is to give Salem a health officer. It is worth while, if for that alone.

Out of Death's Jaws.

"When death seemed very near from a severe stomach and liver trouble, that I had suffered with for years," writes P. Muse, Durham, N. C., "Dr. King's New Life Pills saved my life and gave perfect health." Best pills on earth and only 25c at Dr. Stone's Drug Stores.

PERSONAL AND GENERAL.

The Salem city council did a good job in increasing the license fees for such aggregations as Buffalo Bill's Wild West, etc.

A London museum has ten thousand fleas on exhibition. Wouldn't that make you jump?

There was a slight Oregon mist and threatened rain, and then the weather cleared and the sun shined. The hop men and all the rest had already been handsomely remunerated.

Missouri, the State with a record of hanging one millionaire, has just convicted another of bribery. This disrespect for wealth is something awful for the millionaires.

The name of the Crown Prince of Siam, who is to visit the United States, is Chawfa Maha Vajiravhug. Considering that he must keep his balance in order to retain his dignity, it is no wonder that a Prince with such a name rides an elephant. An exchange thinks a flat car would be safer.

Signatures of the Salem city council members.

No Hair?

"My hair was falling out very fast and I was greatly alarmed. I then tried Ayer's Hair Vigor and my hair stopped falling at once."—Mrs. G. A. McVay, Alexandria, O.

The trouble is your hair does not have life enough. Act promptly. Save your hair. Feed it with Ayer's Hair Vigor. If the gray hairs are beginning to show, Ayer's Hair Vigor will restore color every time.

\$1.00 a bottle. All druggists.

If your druggist cannot supply you, send us one dollar and we will express you a bottle. Be sure and give the name of your nearest express office. Address, J. C. Ayer & Co., Lowell, Mass.

DO YOU EAT

Heavily and enjoy it, or does the food lay heavy in the stomach, causing nausea, belching, heartburn and sick headaches? If it does, try a dose of Hostetter's Stomach Bitters before each meal. It will tone up the stomach, stimulate the digestive forces and cure these ailments, which if allowed to continue will develop into chronic dyspepsia. Try it today and notice the improvement.

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