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LOOK OUT FOR CATARRH
The cold-wave fog means zero weather, icy, moisture-laden winds, and the beginning of winter in earnest. To Catarrh sufferers there is nothing cheering in these climatic changes, for with the return of cold weather, all the disagreeable symptoms of Catarrh appear: blinding headaches, dizziness, a stuffy feeling about the nose that makes breathing difficult, chest pain, and as the disease progresses, a discharge of nauseating matter from the throat and nose keeps one continually hawking and spitting.
Catarrh is a most disgusting disease. The foul mucous secretions that are constantly dropping back into the stomach contaminate and poison the blood, and it is distributed throughout the body, and it then becomes a deep-seated, systemic, persistent disease that must be treated through the blood, for it is beyond the reach of sprays, washes, powders or external treatment of any kind.
S. S. S. soon clears the system of all Catarrhal matter and purges the blood of the irritating poisons, thus effectually checking the further progress of this serious and far-reaching disease.
Look out for Catarrh in winter, for cold winds blowing from the north cause excessive secretion of mucus and bring to life all the slumbering poisons that make Catarrh the most abominable of all diseases. S. S. S. keeps the blood in such perfect order that cold waves cause no alarm and the change from the heat of summer to the rigors of winter produce no hurtful effects.
Write us if you have Catarrh, and our Physicians will advise you without charge. Book on Blood and Skin Diseases free.
The Swift Specific Co., Atlanta, Ga.

ions has taken place during the past five years. In 1899 there were 1,200,000 natives of Canada and Newfoundland in the United States. The drift of emigration was then and for many years has been, wholly from Canada to this country, yet the whole population of Canada, native and foreign-born, is now only 5,400,000. An English social philosopher of distinction had explained this direction of the current by attributing it to the general tendency of the population to escape from a rigorous climate: but as 80 per cent. of these Canadian emigrants settled in our states which lie next to the Canadian border, and consequently have a climate which is practically the same, his theory fell to the ground.

It has received another staggering blow during the last five years. Since 1897 emigration from the United States to Canada has begun to set in, and the volume of it has become very considerable. The great amount of "free-grant" land obtainable in the Canadian Northwest is attracting emigration from our Northwest, where such land is mostly taken up, and the attraction is the greater because that region of Canada seems destined to be a great wheat-producing country. Official Canadian statistics give the volume of this immigration as 75,000 up to the end of last June, and the Interior Department at Ottawa estimates that by a year from that time it will be 100,000.

This loss to us at the present is looked on in Canada. It seems, as possibly a future gain. "Some Canadians," says the Economist's correspondent, "fear that these new arrivals may some day bring about the secession of the Canadian Northwest from the rest of the Dominion." That is, the fear is that the newcomers will Americanize the region in which they settle; nor is it an unreasonable conclusion. Already the new settlers are grumbling about the Canadian tariff, by reason of which they have to pay more for "nearly all factory made goods, including farm implements, than they paid in the United States," so that, though they may have been protectionists at home, they are tariff reformers in Canada, in the interests of their own pockets. Yet "meanwhile the manufacturers of the older provinces have begun a campaign for higher duties."

The remedy is very simple, however, and Canadians have good reason to feel thankful that the accession of Americans to the Northwest has brought it to their attention so convincingly. Of course, says a writer in the New York Sun, it is annexation. The utility of attempting to compete with the United States, "soon to embrace two hundred millions of the English-speaking race and capable of supplying most of the world's wants," as Mr. Carnegie said at St. Andrew's University recently, will be made more apparent every day to the relatively feeble Canada, and it will discover and acknowledge that its own destiny is to become a part of the great American political and economical system whose supremacy is already established. "America," as Mr. Carnegie proved to his Scotch audience by abundant and indisputable statistics, "now makes more steel than all the rest of the world. In iron and coal her production is greatest and it is also so in textiles. She produces three-quarters of the world's cotton. The value of her manufactures is about triple that of your own. Her exports are greater and the Clearing House exchanges at New York are almost double those of London."

The mere instinct of self-preservation will lead Canada to become an integral part of this dominant world-power.

GOOD ROADS.
James W. Abbott, Commissioner of Highways for the Department of Agriculture, and Judge Scott, President of the Oregon Good Roads Association, left Portland yesterday for Salem, where they will visit Warden James, of the State Penitentiary. Their principal object is to discuss with the Warden the general feasibility of working convicts on highway improvements throughout Oregon.

This subject was first publicly broached by Mr. Abbott in an interview published in the Journal a few days ago. It is a matter on which the good roads official is very enthusiastic and it is very possible that a bill providing that state prisoners shall be employed in building highways through the state, will be presented to the next Legislature.—Portland Evening Journal.

The above is from the issue of the paper named for last Wednesday. This subject has been "broached" publicly many times before. In Oregon the employment of the convicts in general road building might be all right as far as it went, but it would not go very far. There is not enough of it. There are not a hundred men in the Penitentiary at this time who could be used as "trustees" to work on roads. The cost of keeping that number, or less, outside the walls of the prison, and conveying them from place to place, would be expensive. Provision would have to be made for sheltering and feeding them, and there would be extra expense for guarding them.

The Statesman for several years has advocated the creation of the office of State Engineer of Roads. It has not had a great deal of sympathy from many quarters, but this paper still believes that is the way to make a beginning. As has been often said in

SICK MADE WELL WEAK MADE STRONG
MARVELOUS ELIXIR OF LIFE DISCOVERED BY FAMOUS DOCTOR SCIENTIST THAT CURES EVERY KNOWN AILMENT.
Wonderful Cures Are Effected That Seem Like Miracles Performed—The Secret of Long Life of Olden Times Revived.
The Remedy Is Free to All Who Send Name and Address.
After years of patient study, and delving into the dusty record of the past, as well as following modern experiments in the realms of medical science, Dr. James W. Kidd, 3023 Bates building, Fort Wayne, Ind., makes the startling announce-



DR. JAMES WILLIAM KIDD.
ment that he has surely discovered the elixir of life. That he is able with the aid of a mysterious compound, known only to himself, produced as a result of the years he has spent in searching for this precious life-giving boon, to cure any and every disease that is known to the human body. There is no doubt of the doctor's earnestness in making his claim and the remarkable cures that he is daily effecting seem to bear him out very strongly. His theory which he advances is one of reason and based on sound experience in the medical practice of many years. It costs nothing to try his "Elixir of Life," as he calls it, for he sends it free, to anyone who is a sufferer, in sufficient quantities to convince of its ability to cure, so there is absolutely no risk to run. Some of the cures cited are very remarkable, and but for reliable witnesses would hardly be credited. The lame have thrown away crutches and walked about after two or three trials of the remedy. The sick, given up by home doctors, have been restored to the family circle, and friends in perfect health. Rheumatism, neuralgia, stomach, heart, liver, kidney, blood and skin diseases and bladder troubles disappear as by magic. Headache, backache, nervousness, fever, consumption, coughs, colds, asthma, catarrh, bronchitis and all affections of the throat, lungs or any vital organs are easily overcome in a space of time that is simply marvelous.
Partial paralysis, locomotor ataxia, dropsy, gout, scrofula and piles are quickly and permanently removed. It purifies the entire system, blood and tissues, restores normal nerve power, circulation and a state of perfect health is produced at once. To the doctor all systems are alike and equally affected by this great "Elixir of Life." Send for the remedy today. It is free to every sufferer. State what you want to be cured of and the sure remedy for it will be sent you free by return mail.

this connection, what is everybody's business is nobody's business. There must be some one to take particular notice of road matters, and have supervision over this work, and keep up an agitation, so as to gain and hold the attention of the public. When all the people of Oregon are convinced that they ought to have good roads, and that they will be worth their cost, then there will soon be permanent highways. The Statesman believes the roads should be built at the cost of the state, the counties and the districts jointly. If the Federal Government can be enlisted and induced to bear part of the expense, all the better. In districts desiring to pay the cost by issuing bonds, there should be statutory provision to cover this.

It would take the few convicts who could be spared a long time to make much of an impression. Men and teams can be had in the districts where the roads are to be built. A permanent highway will cost from \$3,000 to \$8,000 per mile. The expense is not a small matter. It is a large matter. The aggregate for the whole state will be immense. The following is part of a dispatch appearing in the Oregonian of last Tuesday, showing that the Grangers of Clatsop and Columbia counties believe with the Statesman that the matter ought to be under state direction:

- ST. HELENS, Or., Oct. 27.—"Good Roads" was the principal subject of discussion at the quarterly meeting of the district Pomona Grange for Clatsop and Columbia counties, which adjourned at 1 o'clock Sunday morning, after holding day and night sessions at Houlton.
The following resolutions were reported by the good roads committee and adopted:
"1. That we favor a State Highway Commission.
"2. That all main roads be laid out by the state.
"3. That any one claiming damages by reason of a road being located through his premises should present said claim to the county court, and if it is shown that said road is a benefit to the claimant, such benefit shall be taken into consideration and charged to the claimant.
"4. That the grade on state roads shall not exceed 10 per cent.
"5. That our Representatives in Congress should use their influence to increase the appropriation of money for public roads, and counties should increase the road tax levy and appropriations for that purpose.
"6. We recommend the use of convict labor to build public roads."

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

A YOUNG FOLKS' PARTY.

N. Y. Sun: A laudable reception will be given to Dr. William B. Hurd of Brooklyn, in his own house this afternoon. Sometimes he is called the "pioneer dentist" of Williamsburg. Williamsburg was only a village when he settled there; and in his memory straggling Brooklyn has grown to be a strapping town and a big part of a big city. Technically he is an old settler, but in a new country the standards of age cannot be depended upon. Dr. Hurd stands straight, sticks to his profession and doesn't yield to the vulgar and foolish misconception which looks at 80 and thereabouts as antiquity.
Marianne in Jane Austen's "Sense and Sensibility," laid down as a law the theory that a woman of 27 was too old to feel or be capable of love; and she thought a man of 35 a monument of youth. We laugh at this dogmatism of old when we cease to have what is too narrowly called youth. And if we are of sound and disposing mind, we shall laugh when we are 80 at the vealiness of people who think that old. There is a sliding scale in the definition of youth; and its metes and bounds shall not be planted by boys.

But to Dr. Hurd's party. There will be between sixty and eighty men at it and no children need apply. Every guest will have to be seventy at least. Eighty-two qualified persons were invited. Some are ninety and more. The average age will be between 75 and 80. More juvenile than we could wish, but still encouraging. Those fellows are young enough to enjoy themselves and just about old enough to know how to do it. Anything should be welcomed that knocks between the eyes the notion that youth and age are not relative and elastic terms.

In the prevalent misunderstanding of the boundaries of infancy and old age, a party of folks who are 75 or more is called an "old folks' party." Juster views will regard it as a young folks' party. This habit of popping off just when you are beginning to live must be stopped. Our Two-Hundred-Year Class has many members already. Our Hundred-Year Class is so full that we are forced to discourage all but the most gifted applicants for admission. The people in the eighties and nineties are the preparatory school, we might almost say the kindergarten.

A new question has been raised in one of the Congress districts of Kentucky, where a candidate has been nominated on a platform pledging him, if elected, to "work for the passage of a bill prohibiting the Federal Government from issuing licenses for the sale of liquor in any community where there is prohibition under local option." Kentucky has 119 counties. In ninety of these total or limited prohibition is legally established under the state liquor law, which provides for the submission, not oftener than once in three years, of the local option proposition to the voters, on demand. The Federal Government in the issue of liquor licenses, wholesale or retail, takes into account the question of state or local prohibition of the sale of spirits. The anomaly is, therefore presented, in several states or counties in states, which interdict or prohibit it, of a liquor traffic carried on under United States Government license. Should legislation be obtained, as the prohibition men in Kentucky demand, restricting the issue of retail liquor licenses by the Internal Revenue Department to counties in which liquor selling is lawful, the liquor power would be seriously affected.

The Pomona Grange for Clatsop and Columbia counties has declared in favor of a State Highway Commission. The Statesman has for several years been advocating such a commission, or rather a State Engineer of Roads. This paper has been sneered at often for this. But it is the way to secure the construction of highways. What is everybody's business is nobody's business. A state official looking out for the construction of good roads, and keeping the matter before the public, will finally succeed in getting the movement in this direction on a permanent and solid footing. It costs money to build good roads, and a lot of money. But it is high time Oregon made a beginning in the right way.

When operators and miners agreed to submit their differences to the commission appointed by President Roosevelt, it was supposed that this would be done in good faith. Yet, on the first day upon which miners applied for work, many of them were confronted with an agreement by which they were to pledge themselves not to interfere

with non-union men. The commission is expected to settle every question at issue and the requirement of a pledge was simply a repudiation of the commission. As a matter of fact, the signing of the pledge is worthless. If the commission should reinstate all of the strikers, the non-union men would have to go out under the terms of the arbitrator. If the commission should decide that the non-union men should retain their places, an interference on the part of the strikers would be a violation of the arbitration, and whether under pledge or not the miner who interfered under this condition with a non-union man could and would be dismissed under the terms of the agreement. The pledge proposition appears to be nothing more than a useless piece of annoyance.

Elma, Wash., boasts of a man who has sold the products of his three-acre farm this year for \$407, not including butter, eggs and milk. His products were strawberries, peas, cabbage, tomatoes, carrots, parsnips, beets, onions, lettuce, squashes, pumpkins and beans. The entire amount will foot up over \$600. This is over \$200 an acre. Here is diversified and intensified agriculture that is the real thing. The Elma man who made the record is Wm. Harding, Jr.

The way to build roads is to build them, and to go at it with the understanding that it will take a long time and cost a great deal of money. If this fact could be impressed upon the Oregon Legislature to convene next winter it would perhaps save a lot of useless tinkering with the road laws. The chief business of Oregon Legislatures heretofore has been the passing of road laws, and yet we have no good roads worth mentioning.

A correspondent suggests that if the Greater Salem Commercial Club does not complete the sending of the 100,000 folders to the Harriman people, for distribution in the East, perhaps it would be well for private citizens to take it up. It must be attended to in some way. The matter must not be neglected. The opportunity must not be lost.

Some of the Indiana socialists are resisting the payment of taxes. They say that "society is organized for the benefit of the rich," and that "the rich" should pay for it. Also that taxes are a "tribute" and that they are not the men to pay tribute to anybody. Taxes have no friends except the collectors.

It is estimated by the railroad people that 1,000 new people have come into the Willamette valley within the past month. With the advertising campaign of the Harriman people, this year's splendid results will be amazingly increased next year, and for the years to follow, for a long time.

The Colombian Government is in need of money, a chronic condition in the James Crow republics to the south of us, and it wants to get a lift from the United States on account of the proposed Panama canal. This Yankee Nation may be depended upon, however, to drive a good bargain, one way or another.

The cliff dwellers of the Southwest, an archaeologist has discovered, lived at least 1,000 years ago and were swept out of existence by volcanic eruptions. With the memory of St. Pierre fresh in mind, this latter discovery ought to give the more modern inhabitants of the same region somewhat of a quaky feeling.

The Boers having become well acquainted with the American mule through the thousands they captured from the British, have sent representatives to this country to buy a large number of them, to be paid for out of British gold appropriated from the British treasury for restocking Boer farms.

Thanksgiving Day will be the 27th of November. This Nation has a great many things to be thankful for, and Oregon is not the least among the sisterhood of states possessing substantial reasons for feelings of gratitude.

The thirteen carloads of French prunes on their way to France from Salem, Oregon, are to be appropriately labeled. People along the route will know where they came from and whither they are bound.

A Word to Travelers.
The excitement incident to traveling and change of food and water often brings on diarrhoea, and for this reason no one should leave home without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by Stone's drug stores.

UNION LABEL

HOW THE REPUBLICAN PARTY CAN LOSE OR WIN.

The tariff is the leading issue in the Congressional campaign which closes November. The tariff will be the leading issue, almost the only issue, in the Presidential campaign of 1904. The Republican party is divided on the tariff question. This is a fact to be deplored, but not concealed. It is better to face the truth than to dodge it.

If the present division within the Republican party continues for the next two years the Republican party will not elect a President or a Congress in 1904.

The Republican party has invariably won when united on the tariff.

The Republican party has invariably lost when divided on the tariff.

The defeat of 1892 was brought about by Republicans who thought and said that the McKinley tariff was too high, and not by Democrats who thought and said the same thing.

It was the frugal class in our voting population, shaken in its own belief by Republican waverers as to the wisdom and efficiency of the McKinley tariff, whose votes elected Grover Cleveland. These frugal people were made to believe that prices were too high in 1892, and that the best way to cheapen prices was to elect a tariff reform administration. These same frugal people will decide the question of tariff repeal in 1904 if Republicans persist in telling them that under the Dingley tariff prices are too high and that increased foreign competition is needed in order to lower domestic prices.

It only the Democrats and free traders said that prices were too high and must be reduced by tariff repeal the frugal classes would not believe it. It is when Republicans tell them this that they believe it, and they will vote as they believe.

Neither in the Congressional campaign of 1902 nor in the Presidential campaign of 1904 can the Republican party possibly lose if it stands together on the tariff question, if it stops talking the kind of stuff that should be left to Democrats alone to talk—namely, the necessity for tariff revision.

If Republicans continue to use campaign arguments against the Republican party the defeat of the Republican party is an assured fact. It can be brought about in no other way.—"American Economist," Friday, October 24, 1902.

The above is very plain talk, from a source that is soundly Republican. Tariff revision is liable to be taken by many people to indicate more than it is meant to imply in the mouths of Republicans. The Republican leaders ought to get together on the tariff question before they get too wide apart. There is danger in the cry for the taking off of all duties on goods manufactured by so-called trusts. Competition must be encouraged, but the repeal of all duties on goods manufactured by trusts is not the way to encourage competition. It may in some cases discourage and prevent it entirely. Other ways must be found to encourage and build up competition and to prevent injury to the general public on account of the inordinate greed of the trust magnates who raise prices beyond the measure of cost of production and reasonable profits of the capital necessary.

Bad Coughs
"I had a bad cough for six weeks and could find no relief until I tried Ayer's Cherry Pectoral. One-fourth of a bottle cured me."
L. Hawn, Newington, Ont.
Neglected colds always lead to something serious. They run into chronic bronchitis, pneumonia, asthma, or consumption. Don't wait, but take Ayer's Cherry Pectoral just as soon as your cough begins. A few doses will cure you then.
Ayer's Pills cure any tendency to biliousness or constipation, and thus hasten recovery. Fairly vegetable. Gently laxative.
J. C. AYER CO., Lowell, Mass.

SSS
MORE DRAIN TILE.
The continued wet season this year has not been an unmitigated evil. It has brought joy and gladness and plenty of business to tilemakers and drainage engineers. People are draining their lands who never drained before, and those who always drain, now drain the more. An amusing letter from Sioux City, Iowa, to the Live Stock World, describes the hilarity of a tilemaker of that state, who, while treating a crowd, thus related his experience: "Step up, gentlemen, and be with me, for I'm riding the crest of a wave of prosperity. No, I'm not a diamond broker—I deal in tile—red draining tile; they sell like hot cakes just now. Last year live' stock was depressed, but it was nothing to the gloom of the tilemaker. The whole country seemed to be drying up, and not an order was to be had. Whenever I disclosed my business I was given the grand "haw-haw!" I tried to swap my tileworks for a farm, but I couldn't unload. Then old Jupiter Pluvius unrolled several lengths of hose and proceeded to dot the Hawkeye prairies with the prettiest aggregation of sink holes and sloughs that ever gladdened the heart of a tilemaker on the verge of bankruptcy; and now I can't keep up with my orders." It is a fact that more drainage has been planned in Iowa than can be carried out in a decade, thousands of acres of high-priced soil having been under water, while it is planned to drain an immense area of lowlands by a huge canal emptying into the Mississippi river.—Country Gentleman.

It would be a grand thing for the Willamette valley if there could be a boom created in some way in the use of drain tile. There are thousands and thousands of acres of land in the Willamette valley that can profitably be drained. It would put it in better condition for working the year through, and it would insure larger and better crops. The general use of drain tile will do more for diversified farming than any other one thing—excepting only more cows, and still more cows.

IT WOULD BE HARD.

The merger of the Gould System of Railroads into one organization with a capital of \$800,000,000, now said to be practically completed, gives a foretaste of the possibility of several of the great railroad systems getting together into one gigantic affair and practically controlling the entire railway system of the country. A few years ago a suggestion such as this would have been ridiculed, but in this day of modern financiering, when one man practically controls a billion of money, the probability of the final consummation of the greater scheme does not appear to be so absurd as it might have less than a generation ago.—Mobile, Ala., Register.

A big thing, almost beyond the reach of imagination. But it would probably be hard to convince some of our people that it is a bad thing in this particular instance—the people of Southern, Southwestern and Southeastern Oregon, which sections will feel the beneficial effects of greatly increased commerce on account of the merger, through the construction of railroad lines extending from Salt Lake City to Coos Bay. It is sometimes the "other fellow's" merger that is the bad and wicked merger.

THE MANIFEST DESTINY OF CANADA.

A description of present conditions in Canada given by an Ottawa correspondent of that important financial and commercial authority, the London Economist, has in it much significance. A very remarkable, even a revealing change in the movement of population in the Canadian possess-