

**The "Expense" of Wearing a Diamond**

There are hundreds and hundreds of people in Salem who would be wearing a diamond if it were not for the expense. Did you ever stop to think that there is hardly any other luxury in which you can put your money and have something tangible and realizable for it? Diamonds are almost as staple as silver dollars. We will buy back within one year any diamond we sell at 80 per cent of the purchase price. Is there, dear there, much talk in buying a diamond? We have a fine array for you to select from—in both mounted and unmounted stones.

**BARR'S JEWELRY STORE,**  
State and Liberty Sts. Leaders in Low Prices

**STEINER'S MARKET.**  
Eggs—12 cents cash.  
Chickens—10 cents.  
Ducks—10 cents.  
Turkeys—12 to 15 cents.

**THE MARKETS.**  
PORTLAND, Ore., March 23.—Wheat Walla Walla, 74 1/2c; Bluestem, 54c; valley, 78c.  
Tacoma, Wash., March 23.—Wheat—Market unchanged; Bluestem 81c; Club 70c.  
San Francisco, Cal., March 23.—Wheat—\$1.27 1/2 @ 1.43 1/2.  
Liverpool, March 23.—Wheat—May, 6s 1/4d.  
Chicago, March 23.—Wheat—Opening 72 1/2 @ 73 1/2; closing 72 1/2 @ 73 1/2.  
Barley—47 @ 53c.  
Flax—\$1.11; Northwestern, \$1.13.

**THE MARKETS.**  
The local market quotations yesterday were as follows:  
Wheat—64 cents.  
Oats—39c per bushel.  
Barley—\$20 per ton.  
Hay—Clover, \$10 @ 12; clover, \$10 @ 12; Timothy, \$10 @ 12.  
Flour—96c @ \$1.05 per sack.  
Mill Feed—Bran, \$20; shorts, \$21.  
Butter—Country, 15 @ 25c; creamery, 22 1/2 @ 35c.  
Eggs—12c cash.  
Chickens—10 cents.  
Ducks—10 cents.  
Turkeys—12 to 15 cents.  
Pork—Corns, 5 1/2 @ 6 1/4c; dressed, 7 @ 7 1/2c.  
Beef—Steers, 4 @ 4 1/4c; cows, 3 1/2 @ 4c; Mutton—Sheep, 3 1/2 @ 4c on foot.  
Veal—7 @ 8c dressed.  
Hops—Choice, 23 1/2c; greenish, prime, 23c and upward; 1903 contracts, 15 @ 16c.  
Potatoes—20 @ 25c per bushel.  
Apples—65 @ 85c per bushel.  
Onions—40 @ 50c per bushel.  
Prunes—2 1/2 @ 4 1/2c.  
Mohair—30 cents.

**BALFOUR, GUTHRIE & CO.**  
Buyers and Shippers of

**GRAIN**

Dealers in

**Hop Growers' Supplies**

FARM LOANS

Warehouses at

TURNER, MACLEAY,  
FRATUM, BROOKS,  
SHAW, SALEM,  
SWITZERLAND, HALSEY,  
DERRY.

AGENTS OF "ROYAL" FLOUR.

**J. G. GRAHAM,**  
Agent  
207 Commercial St., Salem.

**TWO SUNDAY ACCIDENTS**

MRS. EDWARD FANE SUFFERS A BROKEN ANKLE—JOHNNIE BROER A WRIST.

Mrs. Edward Fane, a resident of North Salem, suffered an accident on Sunday through which she sustained a broken ankle. The fracture is not considered serious, however, and she was resting quite as comfortably as could be expected last evening.

Johnnie Broer, also a resident of North Salem, while performing upon a horizontal bar, Sunday afternoon, sustained a heavy fall, the result of which was the breaking of a wrist. The fracture was adjusted soon after the accident and the little sufferer was doing nicely at last report.

**PROFESSOR SELEY ILL**

Prof. Francesco Seley, dean of the College of Music of the Willamette University, is confined in St. Vincent's Hospital, of Portland, suffering from a severe attack of typhoid fever and his condition is said to be quite serious. During Prof. Seley's illness Prof. Irving M. Glen, of Eugene, will conduct the rehearsals of the Oratorio Society. All members are requested to be present promptly at 7:30 o'clock at Presbyterian church tonight.

From Havre a French lady has sent out to the Cape a number of sheep as a present to the Boers.

**EDITORIALS OF PEOPLE**

**Some Questions by and Suggestions of an Ex-Fireman**

ASKS FOR EXPLANATION FROM VERSATILE MEMBER OF "HAYSEED COUNCIL" IN REGARD TO PLEDGES MADE BEFORE MUNICIPAL ELECTION TIME.

(From Sunday's Daily.)

Editor Statesman:

I wonder how that versatile member of the present city administration, who does so much writing along about municipal election time, regarding the so-called "hayseed council" having kept all their pledges, will explain about the vote to go in debt for a chemical engine \$2,350. I had understood that the cardinal principle of the citizens' party platform was against running the city in debt under any circumstances, and that the boast had been made that the charter was so fixed that whenever any councilman voted for another plunge in the debt line he thereupon would be fined, and furthermore, rendered powerless for further harm by losing his office.

We all remember that thousands of dollars of indebtedness were piled on this city to buy our present fire apparatus which, in the last few years, some way, is always reported out of repair. It certainly should be placed in repair and kept that way. If this cannot be done, how will it be possible to keep a chemical engine in repair? The recently annexed suburbs are, it is said, to be the particular field in which the chemical engine will find its greatest usefulness. Would not a fire away out in Englewood be so far advanced by the time that an engine could get to it that sixty gallons of fluid would not do much good? Would not the hydrant system extended through the suburbs with volunteer hose stations scattered around, be much more practical?

EX-FIREMAN.

**A TEXAS WONDER**

**HALL'S GREAT DISCOVERY.**

One small bottle of Hall's Great Discovery cures all kidney and bladder troubles, removes gravel, cures diabetes, seminal emissions, weak and lame backs, rheumatism, and all irregularities of the kidneys and bladder in both men and women, regulates bladder troubles in children. If not sold by your druggist, will be sent by mail on receipt of \$1. One small bottle is two months' treatment, and will cure any case above mentioned. Dr. E. W. Hall, sole manufacturer, P. O. Box 629, St. Louis, Mo. Send for testimonials. Sold by all druggists, and at DR. S. C. STONE'S drug store, Salem, Oregon.

READ THIS.

Bandon, Ore., Dec. 8, 1901.  
Dr. E. W. Hall, St. Louis, Mo.—Dear Sir:—I have used your Texas Wonder for kidney and rheumatic trouble. Its effects are wonderful. It has no equal, and I can cheerfully recommend it yours truly.

HARVEY TOWNE.

**PRISONERS ESCAPE**

**MEN HELD AT NORTH YAKIMA FOR ROBBERY NORTHERN PACIFIC BOXCARS.**

**NORTH YAKIMA, Wash., March 23.**—Two prisoners, Gustave A. Lind and Robert Wagner, broke jail about 4 a. m. Sunday, and are still at large. There is no night watchman on duty, and the prisoners got out of the cage in which they were both confined and dug a hole through the brick wall to liberty. There is no evidence that they had help from the outside. The two men were being held for trial on the charge of robbing boxcars on the Northern Pacific during the winter, and had been arrested by Detective Cumming, of that company.

**SLAUGHTERED CHILDREN**

**CRAZED WOMAN COMMITS HORRIBLE CRIME AND THEN KILLED HERSELF.**

**SOUTHBRIDGE, Mass., March 23.**—Mrs. Louise Burke killed her four children with an ax at her home in the town of Fiskeville today, and then killed herself by cutting her throat. It is thought the woman was insane.

**Don't Quit Your Business.**

It is not necessary to follow the advice of the wag who said, "If your drinking interferes with your business, quit your business."

**CYRUS NOBLE BOURDON AND RYE**

are the old whiskeys of quality, that are induced alike by lovers and occasional drinkers. These whiskeys leave the head as clear as a bell the next day—fit for business. Always call for them in reply to the great American inquiry, "What'll it be?"

At all Clubs, Bars and Dealers.

W. J. VAN SCHUYVER & CO., Inc., Distributors, PORTLAND, ORE.

**MEETING WAS QUITE LIVELY**

**President J. H. Scott of State Good Roads Association Delivers Address**

BEFORE AN ENTHUSIASTIC AUDIENCE OF THE GERVAIS ROAD ASSOCIATION—H. B. THIELSEN AND DR. C. S. WHITE ALSO TALK—OFFICERS ELECTED.

(From Sunday's Daily.)

County Judge John H. Scott, president of the State Good Roads Association, and H. B. Thielson, vice-president for Marion county, went to Gervais yesterday afternoon and addressed meeting of the Gervais Good Roads Association last evening. The meeting was called to order and presided over by Dr. C. S. White, president of the association, and was attended by almost every farmer and good roads enthusiast for many miles around and proved a source of great pleasure and profit to all.

Besides Judge Scott, the principal speaker of the evening, the meeting was addressed by Dr. White and Hon. H. B. Thielson, the latter giving an interesting and instructive account of his experience as an engineer and a comparison of the methods of road building in Canada and the United States, which was, on the whole, a most enlightening address and listened to quite attentively throughout. At the conclusion of the speeches the association held a brief business session and re-elected the same officers with Dr. C. S. White in the chair. This association was organized last year and raised a fund of \$600 for road improvement and much good was accomplished by the united effort which was put forth in the one direction.

County Judge Scott, the principal speaker, delivered a quite lengthy and learned address upon the subject of road building and he was accorded rapt attention throughout. He said:

"We have met with you for the purpose of trying to contribute something toward the advancement of the cause of highway improvements.

"Many of you are no doubt aware that there is a great difference of opinion as to the way public highways should be constructed. This difficulty must be overcome in order that our efforts might be concentrated upon some systematic plan of road construction throughout our state, and thereby reap a much larger benefit from the effort and money that shall be expended than we now receive.

"There will never be a widespread, extensive, permanent improvement of the public roads of this state until the present inefficient system of management shall have been swept away, and in its stead we have a central authority managing our system of highway construction and maintenance, as the state manages its educational system, reaching down through every county and road district.

**To Concentrate Effort.**

"How can we get the people of our county and state to concentrate their efforts in support of this movement? When the people of the state of Oregon; when the people of every city, every village, every hamlet, come to realize that well constructed public highways will mean to them from an educational, social and commercial point of view, they will either build them or they will suffer their property to be taxed to raise money to build them.

"In order that this might be accomplished, it will be necessary for us to enter into a systematic plan of education along the line of scientific road construction and maintenance, and familiarize ourselves with the many benefits that necessarily arise on account of good roads. When we do this the majority of our people will become enthusiastic in their construction and they will demand that they be built.

"This is the first and most important step for us to take just now; every friend of good roads should constitute himself a missionary to support this cause, and make a special effort to interest his neighbors in this, the most important problem, in my judgment, that is now before the American people for solution.

**Good Roads Not a Fad.**

"The question of road improvement is not a fad; it is a question of cheapening our transportation from our farms to our commercial centers, where we dispose of our products. Owing to our limited home markets, we are compelled to enter into competition with other states, and foreign countries, in order that we might find a market for our products. Many of the foreign countries which we compete are much more active in the building of public roads than we are in this country. They have expended vast sums in road construction, in order that their farmers might more profitably market their products. Russia is building some of the finest roads in the world in its wheat districts. Our producers of wheat who grow many million bushels each year, have to compete with the farmers of these nations that now have good roads. Would not good roads be to our advantage in competing with other nations in the world's markets?

**The Life of Industry.**

"As to whether or not many of our industries will live or die under close competition, will depend largely upon the cost of transportation from our farms to our shipping points by water or rail. The Department of Agriculture has ascertained that the expense of moving farm products and supplies have averaged on all our country roads 25 cents per ton per mile, whereas, in the good road districts of this and other countries the cost is but about one-third of this amount.

"However, the increase in the price of hauling actually done, is by no means the only loss resulting from bad roads. The loss is perishable products from want of access to market, the failure to reach markets when the prices are good and the failure to raise products that

would be marketable if markets were always accessible, add many millions to the expense of bad roads.

"There are many hardships country people have to endure on account of bad roads, in taking even a short journey in their immediate neighborhood. If the wife or daughter wishes to make an afternoon call, the difficulty in reaching the place is sure to take away all the pleasure of the visit. The bad roads prevent the woman from driving, and for them to walk is out of the question. If they wait for their husbands to take them, the calls of the countrywomen would be few and far between.

**Promoter of Sociability.**

"It is human nature to be sociable, and desire the companionship of one's fellows. Deprived of this, as many are who live on a farm, they soon become discontented and dissatisfied with farm life, and seek a change. The long winter evenings should be the pleasant time of the year on the farm. It should be the time for mental and social improvement; literary and social gatherings should be had, adding both pleasure and improvement, that would do much to make young people content with country life. But the almost impassable roads brings a hermit's life to the average farm home. It is to be wondered that the majority of our boys and girls leave the country and go to the city as soon as they become able to break away from the family ties?

"Statistics show that divorcees, and insanity are growing more in the country home than in the city home. It would seem that they should be less, as the temptations and hardships should be less in the country than in the city. Give the people of the country the opportunity to mingle together, and the pleasure that would come from social gatherings and the interchange of thought, would reduce their discontent and unhappiness very materially, and contentment and prosperity would be brought to many a farm home now ruined by discord and poverty.

**To Reduce the Cost.**

"It has been estimated that it costs \$500,000,000 to transport goods and produce over our roads. We can reduce this expense one-half by building good roads, and save about \$500,000,000 each year that is now wasted. The tax of bad roads will become constantly harder to bear, as the people of this country are brought into closer competition with cheap labor and productions of the new isolated agricultural colonies, by the constant improvement in transportation facilities, both by rail and water. The various departments of agriculture teach the farmer how to increase his products, and how to care for it to the best advantage. But the question that finally interests him most, is how to dispose of his products. It is useless for him to raise anything beyond supplying his family, unless he can find a market for his products that he can reach at the proper time.

**Country is Handicapped.**

"The Chamber of Commerce of the state of New York declared that taking this country as a whole, it is handicapped in all of the markets of the world by an enormous waste of labor in the primary transportation of our products. The National Board of Trade has said that this country is poverty-stricken in the midst of its riches by reason of its bad roads.

"The chief characteristic of the age in which we now live is the development and application of the principal of organization and management of large business enterprises; the emerging of the individual into a system, concentration of brains and money directed to a given purpose. Why not we, as citizens of this commonwealth, organize our forces, and work upon some systematic plan of road construction and maintenance?

**Organization is Necessary.**

"Every county in the state of Oregon should take immediate steps to organize a good roads league in each road district within its borders, in order that a special study might be made of this subject, and with a view of getting a law enacted by our general government appropriating funds to be used for road construction in the various states of our Union. As soon as the league is fully organized, some phase of road construction should be taken up, and thoroughly discussed at each meeting, such as drainage and grading a road; some of the necessary features to be considered when a new road is being located, what is required in order to make a good crushed rock or gravel road; some of the benefits that will arise from having good public roads and many other phases of the subject that might be discussed with interest. I would suggest that you invite your wives and sweethearts to join your league, and have a little music and a recitation occasionally in order to add pleasure to your meetings, and in order that the more lukewarm members might be induced to attend more regularly than they otherwise would.

**The Brownlow Bill.**

The first bill that was introduced in the House at the present session of Congress was a bill providing for an appropriation of \$20,000,000 to be used in the various states of the Union in scientific road building and to be distributed according to population. Among other things the bill provides that wherever a road shall have been completed, the general government would pay one-half of the expense, and the state in which the road shall be constructed is to pay the other one-half. This state would get about \$12,000,000 out of an appropriation of \$20,000,000.

"Some plan of this kind is a step in the right direction, and should receive the hearty support of every friend of good roads. You may say that that is fine enough, but what can we do to effect the enactment of a bill of this kind? You can do much toward moulding legislation of this kind by organizing a good roads league in your road district, and create some interest and enthusiasm upon the subject of scientific road construction, and encourage similar organizations in other road districts in the county. When this is done hold a county good roads convention, and send delegates to our state convention, at which time and place delegates will be chosen to attend the national good roads convention, of which the next one is to be held in St. Louis, Mo., April 27th of the present year.

**Try to Influence Legislation.**

"By becoming thoroughly organized in this manner, our Senators and Representatives in Congress will soon recognize our strength; and will very gladly enact suitable legislation, and make adequate appropriation to enable this problem of road construction to be

solved in a satisfactory manner, to a large majority of our taxpayers. Our Senators and Representatives in Congress keep their ears to the ground to hear the voice of the people, in every important question that comes before them to be acted upon, and are always very glad to follow the popular will of the people.

"There has been fabulous sums appropriated by our general government for our rivers and harbors. Why? Because the people who wanted such improvements made their influence felt. Is there any reason why the people who are interested in having good roads cannot come together in one great organization that will have sufficient power and influence to accomplish this coveted desire? It is just as important for us to have better public highways as it is for us to have better waterways and better and more railroads. We can raise the revenue through our general government to defray part of the expense of building good roads, easier than we can in any other way that I know of.

**Two Essential Features.**

It has been wisely said that the school master and good roads are the two most essential features of civilization. Better roads will mean better schools; they will cause our county and state to fill up with a better class of people, and at a much more rapid rate than it will without them; with increased population comes electric railways and the development of our numerous water-powers and various other enterprises that now await development upon the part of our people. If we were to have better roads, we could have larger school districts, better school houses and have our schools better graded and run for less expense than we do. One or more districts might be consolidated, and have two or more teachers in the same building.

This would lessen the number of classes for each teacher who would have much more time to devote to each class than they now have.

"I am sure that after making a close study of the question, you will agree with me that we have already expended in extra horse power and wear and tear in vehicles and harness enough to build good roads throughout the state.

**ANOTHER BUSINESS BLOCK**

**DR. J. H. BREWER WILL BUILD A BRICK ON THE ROWLAND PROPERTY.**

An important real estate deal was consummated yesterday by which Dr. J. H. Brewer, of this city, purchased from Dr. L. L. Rowland a corner lot 25x60 feet off what is known as the Rowland property, on the northeast corner of Court and Liberty streets. Dr. Brewer will erect a handsome brick building on his newly acquired property before the close of the present season, and thus another substantial block will be added to Salem's rapidly growing business center.

Other important improvements in the way of business blocks are scheduled for this season, and it will be only a matter of a few weeks until a number of handsome brick buildings will be under course of construction.

**DOCTORS.**

Cartwright	170
T. C. Smith, Jr.	138
Jessup	140
Calbreath	113
Olinger	157
McNary	160
Total	878

**HOPMEN.**

Minto	136
Schucking	132
Linn	132
Roberts	143
Crossan	118
Lachmann	138
Total	819

**MUST SPRAY AT ONCE**

Judd Geer, horticultural commissioner for Eastern Oregon, has returned from Milton, Weston and Frewwater, where he thoroughly inspected the orchards at those points. Mr. Geer finds very much scale on many of the most valuable orchards in that district and says it is absolutely necessary for the orchardists to begin now to spray for this pest. The matter cannot be delayed as the pest will gain headway and infect orchards that are now clear of it, causing great damage to the fruit industry of the county.—Pendleton East Oregonian.

**BORN.**

**SHERIDAN**—At the family home, corner of Seventh and Mill streets, Salem, Oregon, Friday, March 20, 1903, at 7 o'clock p. m., to Mr. and Mrs. William Sheridan, a son, weight 9 1/2 pounds.

The happy father is an employe at the Salem Woolen Mills.

**DIED.**

**JOHNSON**—At the Oregon Insane Asylum, Salem, Oregon, Friday, March 20, 1903, Marshall Johnson, aged 43 years, of heart failure.

Deceased was a relative of Will R. King, of Eastern Oregon, and the body was shipped to him yesterday at Walla Walla.

**M'KENZIE**—At the family home, near Shaw, Marion county, Oregon, Friday, March 20, 1903, William S. McKenzie, aged 72 years, of cancer.

Deceased had no children, but leaves a wife, aged 76 years, to mourn his death.

William S. McKenzie was a Scotchman by descent and a native of Nebraska, from which state he moved to Oregon about ten years ago, settling on his farm near Shaw, where he has since resided. He had many friends and no enemies, and was universally respected in the community where he lived. The funeral services will be held at Aumsville, at 11 o'clock this forenoon, and interment will be had in the Butler burial grounds near that place.

**DOCTORS DEFEAT HOPMEN**

**WON A SERIES OF THREE OUT OF FOUR BOWLING GAMES.**

A spirited yet friendly bowling game took place on the Illheeve alley last evening between the hopmen and doctors of this city, in which the pill propounders came out the victors by winning three games out of four and scoring a total of 878 points against 819. This makes the doctors the champions of the professional men of this city so far this season, as the hopmen defeated the lawyers on last Monday evening.

No further local games have been arranged as yet, but the coming event of the bowling season will be a match game between the Illheeve team and the Astoria Commercial Club team which will be played on the Illheeve alleys on Saturday evening, March 28th. The Astoria team defeated the Illheeves at Astoria several weeks ago, while the latter team was making its bowling tour, by only a few points, and the game is looked forward to with much interest by the local enthusiasts as an exciting event. The Illheeve team for this contest has not been definitely decided.

**MADAME DEAN'S FRENCH FEMALE PILLS.**

A Safe, Certain Remedy for Rheumatism, Neuralgia, Headache, Migraine, Stomach Troubles, Indigestion, Constipation, Catarrh of the Bladder, etc. Sold in Salem by S. C. Stone.

**TAYLOR**—At the Oregon Insane Asylum, Monday, March 23, 1903, Andrew Taylor, aged 40 years.

The deceased is a son of Mrs. Jacob Pfau. Interment will be made in the graveyard at Zena, Polk county, Oregon, the funeral procession to leave Clough's undertaking parlors at 9 o'clock sharp.

**BEATY**—At the home of Mrs. Wm. Francis, on Front street, in Salem, Oregon, Sunday, March 22, 1903, F. S. Beaty, aged 27 years, of consumption. Deceased lived near Kingsley, in Eastern Oregon, but had been stopping in this city to take treatment.

The funeral was held in W. T. Rigdon's undertaking parlors at 2 o'clock yesterday afternoon under the auspices of the Macabees, he having been a beneficiary member of Kingsley Tent, Knights of the Macabees. Interment was made in the I. O. O. F. cemetery. A large number of relatives of the deceased were present at the funeral services.

**CHICAGO STORE**

**PEOPLE'S BARGAIN HOUSE**

**This Week's Bargains**

The rousing Bargains that we have in store for you on Monday will be a surprise. We have carefully selected specials all over the store for this sale that will be offered at lower prices than you ever saw before in Salem. Sale off at 6 o'clock sharp.

**At 48c yd**  
Silk Tissue Waistings. These goods are beautiful. Maize grounds with black dots and stripes. The regular price is 75c a yard. For this sale only 48c.

**At 39c yd**  
Wash Crystal Silk, all colors, new patterns, good and heavy; the regular price is 50c; for this sale only, per yard 39c.

**At 85c yd**  
Black Silk Peau de Soie, thick and heavy, splendid quality; guaranteed not to be beautiful. Maize grounds with black stripes; for this sale only 85c.

**At 25c yd**  
Black Wool Serge, 40 inches wide, splendid cloth, good and heavy; the regular price is 50c. For this sale only 25c.

**At 48c yd**  
Black and Grey Brillantine, 40 inches wide, beautiful lustrous cloth; the regular price is 75c yard; for this sale only 48c.

15c Pillow Cases, special 3c.  
8 1/2c Autumn Lawns, fancy, 4 1/2c.  
12 1/2c Black Sateen, good, yd, 4 1/2c.  
12 1/2c Huck Toweling, yd, 3c.  
5c Finishing Braid, 2c.

**Watch our sales. It will pay you**

**McEVOY BROS.** Court St., Salem