

Motor Cars For Railroads

Making a 10,000-mile tour of the country is a car which its originator thinks may revolutionize certain branches of railroad traffic. The car is run by a gasoline motor, and was built by the Union Pacific railroad. It is being tested to show its endurance, its speed possibilities and its power, with the idea that some day it may solve a large share of the problems of suburban and other short distance traffic. These are among the most difficult of the railroad's problems, for though suburban travel is large in volume, it is small by reason of the low commutation rates and the frequent trips which must be made. At the same time branch line traffic in sparsely settled parts of the country is frequently carried at a dead loss when steam trains are used, because of the heavy expense of their operation.

When the right kind of motor car is invented, say the railroad men, it will make possible some conveniences of travel which are now unknown. The men who manage the railroads are looking forward to the time when the car which you take in front of your house shall run down to the nearest railroad station and out upon the tracks of the main line, over which it will spin perhaps forty or fifty miles and then, running on the street railroad tracks of another city, stop at any street corner where you wish to leave it. The car which will do these things may be run by a storage battery or by a gasoline motor similar to that in the car with which experiments are now being made, or by some other source of power.

While the railroads are waiting for the coming of this ideal service many of them are preparing the way for it by acquiring electric railways within their territory, and even under present conditions the joint operation of electric and steam lines has been attended by a gratifying measure of success. Perhaps there is no better example of the way in which the trolley co-operates with the locomotive under modern American management than is afforded by the system of steam and electric lines which the New York, New Haven and Hartford Railroad is building up in its extremely important and very congested territory. The trolley car made its appearance only about twenty years ago, and within less than ten years of its general use the New Haven system was using electric traction, thus becoming the first railroad corporation in the world to use the new power. It was the first steam corporation to equip a line with the trolley system, and it

was likewise the first to equip a line with the third rail.

In June 1895 the first trolley cars for steam road purposes were tested at Nantasket beach, developing a speed of fifty miles an hour. On the last day of that month the first trolley service on a former steam railroad was put into actual operation. Other experiments followed, and were so successful that the company soon began the absorption of electric railways, and this policy has been steadily pursued until today the New Haven system controls more than 300 miles of electric lines. By the union of steam and electric roads it is possible to make close connections and through traffic arrangements, and to introduce many economies in management. When this policy was adopted great sections of the New Haven's back territory had no transportation whatever, while, otherwise, had more than they could profitably support. The New Haven engineers, having laid out a general scheme for the working together of both kinds of lines, have been able to fill in the gaps intelligently and the whole district involved is being systematically developed.

What the New Haven road is doing in southern and western New England is being done to some extent—and to a greater extent every year—in other parts of the country, and similar experiments are being conducted abroad. The application of electric power and the use of auto motors, especially on branch railways, was one of the subjects which the International Railway Congress, recently held in Washington, regarded as of pressing importance. In European countries industrial development has been notably stunted because, with the restrictions under which they operate, the railroads are unable to build and run branch lines profitably.

In France and Italy this condition has prompted the governments to allow large subsidies for branch railways, and in Germany and Russia, where nearly all the railway lines are owned by the government, extraordinary appropriations have been required for these lines, the state hoping to get its money back through the increased valuation of property and the larger taxes that can therefore be collected from it. In the United States, where the railways are dependent on their own resources and where the prosperity of vast sections of the country is dependent upon the building of railroads, economy of operation and the lower efficiency is a pressing necessity. It is partly as a result of these condi-

tions and partly as a step ahead in natural expansion that other American railways have followed the policy of the New Haven system in the acquisition of trolley roads for service supplementary to the main steam lines, and there is at present a general tendency towards building or purchasing trolley lines as feeders, that practically direct railway connection may be enjoyed by the little growing communities off the main thoroughfares of travel.

American railways are adopting various plans for the use of electricity in the suburbs of large cities. The New Haven road is now building a four-track electric railway into the city of New York, where it will have direct connection with the elevated and subway systems. The Long Island railroad has just begun to run electric trains on a portion of its lines. For several months the New York Central has been experimenting with an electric locomotive, for which a special track was built and equipped near Schenectady. The results obtained are such that it is thought likely that locomotives of this general type may come into use in this country for certain kinds of traffic before very long. During the spring a number of speed tests were made, the most interesting of which were actual races between the electric locomotive and a steam locomotive of what is known as the Pacific type, the most powerful used in this particular road's service. The runs were made for a number of miles on a track where the experimental motor won. With six regulation passenger cars behind it, it reached a speed of fifty miles an hour in two minutes and seven seconds, while it took the steam locomotive three minutes and 23 seconds to make the same speed. The electric locomotive was "tried out" by being run more than eighty miles an hour to show that the severe efforts it had been put through had in nowise affected its smooth working or efficiency.

The foreign railway men who attended the recent congress told many interesting stories of what is being done in other countries. In France and Germany experimental trains have been running for a number of years, testing one or another system of operation with varying degrees of success. One of the delegates declared that "in South Africa there are light railways on which a regular train service would not pay, but which, with the use of automobile cars for passengers, have given satisfaction." There are sections of railway in South Australia which have a length of 1,500 miles to 360,000 inhabitants, and could not be operated at a profit except with automobile cars. In England the North-eastern railway has been operating a suburban service with electric power for the past year, and excellent results are reported. The Paris-Orleans railway, the most important in France, has made similar use of reversible motor trains. And it is interesting to Americans to learn that an American railroad was the first in the world to demonstrate that electricity could play a useful part in the operation of the old-time steam lines.

A Matter of Health

There is a quality in Royal Baking Powder which makes the food more digestible and wholesome. This peculiarity of Royal has been noted by physicians, and they accordingly endorse and recommend it.

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seven cement bridges for \$35,000. No one will say that the Taxpayers' League is not composed of as responsible citizens as the council. Will the council be governed by its own precedent and give honor and authority to the people at the polls upon all these questions that so materially concern them? By having these "plans and estimates" on file with the council, or their clerk, as a public document, open to the inspection of all, as the charter provides, before calling an election, the object and purpose therein contemplated would be attained. Now, according to this published statement of the mayor, no sort of compliance with this provision of the charter has been had or done in this coming election. No "plans and estimates" of cost of construction and completion" by any competent engineer, or engineer at all, who has been upon the ground and examined and estimated the work, appears to be on file with the city council. The matter of compliance with this most important provision of the charter in this instance seems to rest, according to the mayor's own statement, wholly in some sort of correspondence had between the mayor, or "council committee" which had it in charge, and the engineer of some construction company in Seattle, to whom the mayor says "sketches" of the proposed bridges had been sent. It does not appear that this reputed engineer was ever upon the ground, or knew anything about the site and approaches to the several bridges, the abutments to be built, etc., or knew anything at all about the matter of his own personal knowledge, in fact he states in his letter that he does not. Neither does it appear by whom these "sketches" were drawn, or how full and explicit they were in the details upon which a "competent engineer" could make an intelligent estimate of cost. Neither does it appear that the man who drew these "sketches," or the man in Seattle who received them and made such reputed estimates as this letter of the mayor contained, were either of them "competent engineers." So the only compliance with this charter provision requiring the "plans and estimates" of cost of construction and completion" to be on file with the clerk or with the council, so that the public might inspect them before calling an election, is a letter presumably carried around in the pocket of the mayor, or somebody else's pocket, and "sketches" reported to have been made by some one, name unknown, and sent to a supposed engineer in Seattle.

So it is evident to every one that there has been no substantial compliance, or compliance at all, with this most important charter provision in connection with a matter of such vital importance to the taxpayers of the city as is involved in this election, the courts will demand and require a strict compliance with the charter at every step, and so would the investor, when he came to examine into your bonds with a view to purchase. It seems to us that there is every reason to believe that the people of Seattle, which the council have gone about the matter in calling this election, that there may be lots of litigation and trouble ahead of us should we vote these bonds, in fact no one can see the "beginning of the end." If the council thought there was any public necessity, or demand, for bringing this question before the people at this time, then it should have proceeded right or not at all. It appears that about the easiest way out of it now, and to avoid future annoyance and trouble, is to defeat the proposition at the polls.

Again we quite agree with many others of our citizens, in sharing the belief that these seven bridges cannot be built for \$35,000, nor for even twice that amount. We are fully satisfied that no reputable contractor familiar with this kind of work can be found anywhere who will, including the necessary approaches, fills, etc., undertake to do it for twice that amount. But says the mayor in his statement, this "International Fireproof Construction Company of Seattle" will do it even cheaper than this if awarded the job. Well, we suppose that the most of our people, who are even old enough to vote, would want lots of salt before swallowing this kind of statement, and some of the rest of us who have had some little experience in this kind of business would not swallow it at all. These kind of statements bind nobody. We are mightily afraid that when this Seattle company arrived upon the ground and got down to business, the mayor would find that his "sketches" were all wrong and we would have an entirely different story from our Seattle friends. We would then be told that nothing had been said about fills and abutments and approaches to these several bridges, that the term bridge did not include the approach, and that these things would cost a great deal of money. That the person who wrote this letter to the mayor had no authority to quote any such figures, even upon the bridges themselves, and that they could not be built for any such money, etc.

Should the people vote these bonds on next Monday we feel that it would be a great mistake. We believe as has already been said in your paper that we would get no adequate returns for the investment. It will not do the work

planned, and once voted cannot be used for anything else, and in the end "by hook, or by crook," would be frittered away and do nobody any good. And above all, the thing we ought to do is to stop and ponder before voting for this further bonded debt, and taking the chances of all the future trouble and annoyance we may have over it, is that there is no necessity for it. Our bridges have been shown time and again to be in good condition for the most part, and a comparatively small outlay will make most of them in good and safe condition for public travel for years to come. If we must have cement bridges let us build them one at a time, and not ones that have to be removed, and pay for them as we go along, and in this way we will learn a good deal about cement bridges and the cost of the same, that we do not know now.

New Park Favors Bridges.
Editor Statesman:
I see "Inglewood" is getting warm under the collar over the prospects of Salem "getting a move on." He is very likely of that age which shows marks of conservatism according to some artificial formula, for no man can lay claim to genuine conservatism when he objects to a permanent improvement. We are, and have been, paying out \$1500 every year for repairs on our wooden bridges and still have a set of dangerous structures. Under the bond act proposed we shall have the best and most durable bridges known to the science of constructive architecture, and at an annual cost to us less by some \$200 than the \$1500. So far as the burden being noticeable is concerned, we have never heard any complaint here before about it. Now when we have an opportunity of reducing this burden by \$200 or more, then objection is raised in the name of conservatism. Where is the element of conservatism when objection is raised to lowering the burden of taxation?

I notice by your paper today that an engineer who has made estimates on this work of building seven bridges for Salem, places the cost at even less than what the bond issue calls for. While it is necessary to use every precaution in public work to avoid any injustice being done to any parties liable to be affected, yet there is no argument in being of a spirit of conservatism, which raises objection to lowering the taxes \$200. Nothing need be said of the fact that we get in the bargain bridges that are forever safe and a credit to the enterprise of the Capital City of Oregon. We should sometimes think of this fact: Salem is the most beautiful city in the whole state. We foolishly imagine at times that Portland, with her larger population and huge-house methods of dealing with the valley towns, is the greatest thing in Oregon. Such is not the case. All eyes in Oregon naturally turn towards the capital of the state. Let us remember this honor we enjoy and strive to maintain it. The highest degree of progress, consistent with our privileges as a capital city. With the mighty Cascades lying at our east, the fertile fruitlands on the south, Mt. Hood and Inglewood to the north of us, while on the west lies the grand old Pacific ocean, fretting and surging, while "Beautiful Willamette" joins her hands with the mighty Columbia, and

"Through the purple gates of morning
Now thy roscate ripples dance;
Golden then, when day departing,
On thy waters trails his lance.
Waiting, flashing,
Tinkling, splashing,
Lined, volute and free,
Always hurried
To be buried
In the bitter, moon-mad sea."
Let us do honor to the author, Sam Simpson, and while
"From the Cascades' frozen gorges,
Leaping like a child at play,
Waiting, widening through the valley,
Bright, Willamette glides away,"
remember, we live on the bank.
Yours for peaceful prosperity.
Salem, July 19, 1905.

How It Will Benefit.
Editor Statesman:
Since the time for voting upon the bond issue draws near, a corresponding agitation is exhibited in some quarters tending to prejudice the voters and throw out confusing ideas. The question of benefit or actual loss, or waste of money, is not brought out in this sinuous method employed by the opposition. This is carefully avoided, and, indeed, it is well that it is, if they expect the intelligent voter to vote "with 'em."

Let us consider the bonding proposition from two points of view. First, the workingman. How is the working class of people of Salem to be affected by the issuing of these \$35,000 bonds? Is it of any benefit to this class? Over 75 per cent of the money involved in the issuance of these bonds will be expended for labor alone. How much, then, will go to the working classes? About \$26,000. What will the working class do with this \$26,000 when it gets it? Will it bank it, or will it put the money into immediate circulation? Will the laborers buy clothes, food, furniture for their homes, pay their debts, or what will they do with it? There is no need to make any answer to these questions. We all know that \$26,000 will be in circulation just as fast as it is paid off to the working hands. Every Saturday night the Salem merchants will be getting their money back.

There is no danger in Salem for working men to do. Why not make work for them in this public way? They must live, and they must have work. They are not going to run off with \$35,000 and keep it. The money will bring hundreds of workmen to Salem to live and will add to the growth and prosperity of the community. If this expenditure of \$35,000 was to be borne up by a wealthy class, which had no immediate use for it—unless it be loaned to the laboring man—it might be argued that it is poor business policy. But there is no argument in spending money in this wise. There is no increase in taxation, even for the poor, and they as a rule pay for the bonds. In fact, the bond issue will lower the tax by some \$200 per year. Have we yet heard of any workman fighting the bond issue? If so, he evidently does not know that he is cheating himself out of a job. It is the first and last of the most vital interest to the workingman to vote out and vote for this issue. It means work for him and his family. On the other hand, it does not mean raising the taxes a cent, but rather lowers them. Who, then, are kicking about this improvement? Is there a man among them who works for a living by man-

ual labor or are they not of a well-to-do lot who have sufficient to live well, and interest on their money takes the place of wages? And why should even the rich object, since the issue does not increase taxes a cent, and will enable them to realize benefits in a pecuniary way from the expenditure? The sound reason for objection does not appear, when considered from a business point of view.

Second, those who are opposing this issue. Who are the individuals opposing this issue? Are they workmen? Are they interested in the fact that Salem offers no employment to her poorer classes? Or, are they not built up of individuals who are "well fixed," as they say, and have no cares for bread and butter? Is it the first time this same organization has taken a hand to put a stop to any and all improvements for the good of Salem? Hardly. If for the good of Salem, under various disguises, has never come to the front with one single proposition and "made good" when the opportunity presented itself. The best it has done, and it is fairly to be presumed by this time, the best it can now do, is to stand back behind figures and throw its "steel water" on everything that does not strike its fancy. What is the reason for this attitude? No one wishes them any harm. No one intends making them spend any more than will be required of the poorest workman in the whole town of Salem. Is it not rather a pity that the wealthy people are raising a cry over that which the poorest of our lot favors? This same opposition, organized and engineered by individuals who have made their "stake" in just such public work, is ready to strike in the dark, but when the chance to "make good" shines in the commercial firmament, come like they glare for a moment and then disappear forever into oblivion space.

These well-to-do should have some thought for the working class. They must remember their earnings arise from the quantity of work always on hand for the poorer classes. Is this state of oppression which is creating every day that greatly feared element now forging itself into the political world, called municipal ownership and socialism. Laboring men are not looking for anything better than work. They do not, as a rule, aspire to public offices, but rather, are content to do a day's work and get a fair day's wages. While nothing will be said in this article as to the great benefit to the traveling public of having permanent bridges, nor of the actual necessity for safe structures, nor for the pride Salem people should have for their city, yet it is apparent to the most foolish of the foolish that these things alone should be sufficient in themselves to warrant progress in the city's condition. Give the workingman a chance to make a dollar. Especially when it costs nothing. For years we have been paying \$1500 per year keeping up these wooden bridges and no one seems fit to raise a howl and stop the useless expense. Now, under the bonds, when \$200 a year could be saved, and permanent structures be had we hear a battle cry, and from whom? From the workingman? No. Not from him. No city or town on earth ever accomplished anything dividing forces, and working against each other. Join the progressive element, and with a generous energy let us all put our shoulders to the one wheel of progress and get something done.
Salem, July 20, 1905.
(Continued on page 4.)

Will It Cure Consumption?

NO, we cannot hold out the promise that Dr. Pierce's Golden Medical Discovery will cure consumption when thoroughly tested and established. We doubt if any medicine will then cure, although hundreds have been cured by the "Discovery" after their attending physicians had pronounced their cases to be regular, chronic consumption. The fact is that the "Golden Medical Discovery" does cure severe throat and bronchial affections, lingering coughs, and those obstinate, wasting, "run-down" conditions which, if neglected or improperly treated, run on and terminate in genuine consumption.

We know that thousands of men and women although in the advanced stages of feebleness and emaciation—pallid, wasted and broken-down with all the terrible symptoms of hacking coughs, night sweats, hectic fever, absolute prostration, and even bleeding from the lungs—have been restored by the use of this marvelous medicine to permanent health, strength and vitality. But it must be taken in time, before the lungs have been filled with tubercular deposits, or have actually begun to break down.

Dr. R. V. Pierce, Buffalo, N. Y.:
Dear Sir—It gives me pleasure to send you this testimonial to some other poor sufferer as well as myself. I had a cough for years, expected a great deal and was slowly failing. One day I was told that a day but was wasting flesh every day. Lost in weight from 150 pounds down to 125. My flesh got soft and I had no strength. Did not say anything to any one but made up my mind that the end was not far off if I did not get help soon. One day my wife was reading to me the "Common Sense Medical Advice" about Dr. Pierce's Golden Medical Discovery, and I said that sounds more like common sense than anything else that I have heard. I at once bought a bottle of your famous remedy and before I had taken half of one bottle I felt better. I had gained sixteen pounds and never had a cough since. I feel splendid and size all the credit to your medicine.
Yours truly,
Sheldon Ave., Chatham, Ont., Canada.

Dr. R. V. Pierce, Buffalo, N. Y.:
Dear Sir—I wish to speak as to the benefit received from Dr. Pierce's Golden Medical Discovery. My health being run-down last fall, I caught a bad cold which settled in my lungs and throat. I had a very bad cough, and also a great deal of phlegm. I consulted with our country physician and he said that if my cough could not be broken up I would have to be treated. I could not see a doctor from his treatment, so I purchased a bottle of Dr. Pierce's Golden Medical Discovery, and in two weeks time my cough was all gone. I am sure the "Golden Medical Discovery" is one of the best cough remedies I have ever used, and I also know that Dr. Pierce's Favorite Prescription is very good for the blood, which it is recommended, for I have taken it.

Yours with respect,
Mrs. M. B. Rogers,
Morseau, Ontario, Can.

Dr. Pierce's is largely a matter of good health, and good health is largely a matter of the activity of the bowels. Dr. Pierce's Pleasant Pellets cure constipation. They are safe, sure and speedy, and once taken do not have to be taken always. One little "Pellet" is a gentle laxative, and two a mild cathartic. They never gripe. By all druggists.

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EDITORIALS OF THE PEOPLE

COMMUNICATIONS FROM CITIZENS ON MATTERS OF PUBLIC INTEREST.

Special Election Tomorrow Causes No End of Turnout and Misrepresentation—Statesman Is Showed With Pointed Communications.

(The Statesman is pleased to print communications upon topics of general interest at any time. There is scarcely any limit to the topics of "general interest." It is asked only that correspondents refrain from personalities and use care that nothing be written of a libelous nature.—Ed.)

Their Apologist.

Editor Statesman:
There seems to be a persistent tendency on the part of the council to misinterpret or misunderstand the purposes of the Taxpayers' League in making certain suggestions in the past. Now, we think the council should give respectful consideration to suggestions coming from a large number of the influential taxpaying citizens who, as much as any other class, has the future welfare of our city at heart—who are in no sense obstructionists, but who wish to apply the same prudent rules of business to public interests as they would to their own private affairs, and who repudiate the fallacy that public debt is a public blessing, and who believe that a debt surpassing the ability of the debtor to pay means ultimate bankruptcy, a condition certainly to be avoided by an adherence to strictly prudent business methods.

The council proposes to sell \$35,000 worth of bonds, the proceeds of such sale (so far as their purpose can be understood) is to build seven bridges within the city limits, constructed of such amount of cement as to make them permanent and lasting. Now it is estimated by competent judges that it will require every dollar of the \$35,000 to make the one bridge on south Commercial street. This will leave only \$34,000 to build which will call for a further sale of bonds, which will run up an additional bonded indebtedness on our city of one hundred thousand dollars instead of the \$35,000, before the full work which the council has in contemplation is completed. This additional bonded indebtedness resulting from the sale of bonds for school building and such expense as the city must incur in street pavements, will run up our bonded indebtedness close to the half million mark.

It will be remembered that when the Taxpayers' League made certain representations to the council as to the expense of keeping the bridges under consideration in repair, that they ridiculed that report, and suggested that the league give bonds, and take the contract of said bridges, at the price which the league said it could be done for. Now the council declares they can build

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Portland, Oregon. Note—No pupils accepted at Portland after Sept. 1st.

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