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No attention will be paid to anonymous communications.

Persons desiring the CAPITAL JOURNAL served at their houses can secure it by postal card request, or by word left at this office.

Specimen numbers sent free on application.

Office, corner Court and Liberty Streets.

A new system of universal telegraphic language has been proposed. It is to be used in cable lines and for international communication.

The New York legislature before its recent adjournment passed, by a very large majority, a bill requiring all freight cars in the state to be equipped with automatic couplers.

The year 1889 promises to be a memorable epoch. The early hot weather, followed by severe frosts upon the last day of May and the floods and disasters to life and property, make up an extraordinary record.

The Edison exhibit at the Paris exposition forms a most important and attractive display, the more so as it is already practically complete. No one who examines this remarkable display can fail to be struck with the wonderful versatility displayed in the inventions of Mr. Edison.

The Philadelphia Record in a recent editorial calls attention to the fact that the young men of all the eastern and middle states for the last forty years have been going west. "The drain has greatly weakened the stamina of some of the older commonwealths." Canada has also suffered from the same cause.

The caterpillars are making their tents earlier this year than usual, owing to the warm spring weather and should be looked after at once. The simplest and perhaps, on the whole, the best way of getting rid of them is to brush off the nests from the tree as fast as they appear, with a long-handled, conical-shaped brush.

There are signs of reforms in the method of execution in other countries besides America, but it is doubtful whether the German government will adopt the excessively dramatic mode which has been recommended to it by a Leipzig inventor. His apparatus consists of a platform approached by five steps. In the center of the platform is a chair for the condemned man.

AN AMERICAN FABLE.

THE WAY OF THE WORLD.

It so Happened one day that a good Brother from a quiet country Village had Business to take him to the Capital, and while in the City he paid a visit to the Penitentiary.

Upon returning Home he told his Friends and Neighbors that while in the city he had met an old acquaintance and town boy—Billy Baskins.

The Listeners all inquired, and said Billy was a good boy and would succeed anywhere—they were glad to hear he was in the city. But the Speaker interrupted the compliments by announcing that the boy was in prison.

Then those who had just spoken were heard to say that the news was no more than they had expected, as Billy was a wild boy and they had always known he would come to some bad end. He had a bad eye, they said, and his Father's family before him had lived under a cloud.

Whereupon the man who had been to the City laughed and said that the boy was not a prisoner—he was the Chaplain.

"I thought there must be a mistake, for Billy seemed like a good, honest boy. He'll never do a dishonorable act," said a Bystander, and the Listeners all said "Yes—that is so."

MORAL.

This Fable teaches that the World is always ready and willing to kick a Man when he is down or help him when he does not require assistance.

OVERLAND FOR ONE DOLLAR.

A Train of Thirty Cars Can Be Moved One Hundred Miles for \$6.

I have stated the average cost of moving trains throughout the United States, including every possible expense, to be \$17.50 or less, per 100 miles, or \$525 for 3,000 miles. The reports of the Pennsylvania railroad company show that the average cost of moving trains 100 miles, over that road, was \$16.48 in 1885, and in 1881 had been reduced to \$6.02 per 100 miles. The American Society of Civil Engineers—which embraces the most eminent civil engineers and railway builders in America—state that "the reasons for the reduced cost in railway transportation of late years, are improvements in the condition of railroads by better construction, better maintenance of track, and in more economical administration; also in the increased amount of freight hauled on one train, which is made possible by the increase in locomotive power and in the capacity of cars. The train-load has increased about 75 per cent. The capacity of cars increased from 20,000 pounds, in 1855, to 1876, to 40,000 pounds in 1882, to 50,000 pounds in 1885, and the master car builders have recently decided upon a 'standard' car to carry 60,000 pounds."

The above remarks are taken from addresses read before the American society of civil engineers at their convention, June 25, 1885, by E. Sweet and E. L. Corthel, members of that society. I have stated that the United States government could move freight, at a profit, at 1-2 a cent per ton a mile, that is at 5 mills, or 5-10 or 50-100 of a cent, and for that, and similar assertions, I have been called a crank by people ignorant of the cost of transportation by steam. Now, I produce positive proof from the most eminent scientists, constructors and operators of transportation lines in America and the world, for 50-100 of a cent per mile, but that for years it has been hauled for 6-100 of a cent per mile, and that the cost is steadily and continually being reduced by improved machinery and better administration, and will be further and very largely reduced, in the near future, by the use of larger cars and more powerful locomotives. This shows not only a profit for the government, at the rates I have stated, but an enormous profit, amounting to 44-100 of a cent per ton per mile on all freight moved, or a profit of \$33 1-3 per cent on the cost investment of 6-100 of a cent per ton per mile.

Now, who is a crank?—or a fool?—myself, or those who are so ignorant of transportation matters that they cannot realize the enormous extent to which they are being robbed by freight charges, wrung from them (or those from whom they daily purchase everything they eat, wear or use, by the grasping corporations we so unwisely permit to control American highways and rob Americans of all they earn. If I am a crank when I assert that the United States government could move freight for 50-100 of a cent, per ton per mile, the eminent scientists who compose the American Society of Civil Engineers must be raving crazy and the wildest of maniacs when they assert that it not only can be, but has been, for years, done for 6-100 of a cent.

My estimates have been based upon cars carrying ten tons only, and now cars are being made to carry thirty tons, with a less cost per

car per mile than what I have heretofore stated. Now, let us figure a little on this new move for the future of transportation by rail. One good locomotive will move 120 cars, and we learn from the above that the cost of moving trains is only \$6.02 per 100 miles, and annually being reduced on American roads. Now let us take a train of 30 cars of 40 tons each, or 900 tons for the train; cost for moving that train would be, for 100 miles, \$9; for one mile, 6 cents; and one ton, one mile, 6-100 of one cent, or 1-15 of 1 mill per ton per mile. These are statements based upon the records of work already done, and improvements already being made by roads. These estimates include every expense that can be charged under the present system of operation pursued by greedy and competing corporations. These expenses can be largely reduced when the government owns and operates the railways of America and all roads are very greatly improved.

Now, let us apply this statement of the eminent engineers to the passenger department of the transportation service. The distance from San Francisco to New York is about 2,850 miles; at \$6.02 per 100 miles, a train would \$171.50. Say it is 3,000 miles, and cost \$6 per 100 miles or 6 cents per mile—it would then cost \$180. Any day that the government, or any other responsible manager advertises the railway ready to carry passengers "Overland for \$1 00," their trains to and from both the Atlantic and Pacific coasts will be crowded from every port where there is a railroad station. There will be no lack of business to fill 100 cars per train daily, or oftener both ways. A passenger coach seats sixty persons, and ten such coaches will carry, with comfort, ease and great speed, 600 persons. Each one paying \$1 will aggregate \$600 for the passengers alone—not counting any extra charges for telegrams, baggage, sleepers, hotel or other cars for passengers who choose to pay extra for more comfortable accommodations. Then we have on such a train, receipts \$600, and probably much more—less cost of moving train, every expense included, \$180, giving us a profit for the government amounting to \$420 on each train.

With these lights before us, I think we are safe in continuing to assert that the government could carry people, at a profit, "Overland for \$1," and we shall "fight it out on that line" if it takes a lifetime. WILL D. SOUTHWORTH.

Mice in a Piano.

A gentleman owning a fine piano that had been recently tuned and placed in first class order was somewhat surprised at the peculiar tone of the instrument sometimes. Occasionally the instrument would be in perfect tune, and again every note struck would send forth a discord peculiarly unpleasant to the ear. It was finally decided that the instrument had not been properly tuned, and another tuner was sent for with instructions to place the piano in order. After a careful examination he said the piano was sadly out of tune and the instrument would have to be taken to pieces. He went to work with that idea, and progressed but a while before the cause of the peculiar sounds was discovered. In the open space back of the keys were found mice of but a few days growth. They were comfortably ensconced in a nest prepared by a thoughtful mother. The nest and mice were removed, and the piano now goes better. It is a mystery to the owner how they came there, as the piano is never in use and hardly ever left uncovered.

Necessity of Sleep.

We all know that sleep is as necessary to the support of animal life as food. Our vital machinery would soon wear out without it, and were it not for the intervals of healthful insensibility that sleep affords to the brain we should all go mad with too much thinking. And, although some very smart modern philosophers have advanced the theory that it is possible for man to live and enjoy life without sleep, the doctrine, like the equally absurd dogma that it is possible to live without sustenance, is so manifestly absurd that common sense laughs it to scorn.

But bed is not for sleep solely. We lie down to slumber, but we pass many an hour in bed calculating, planning, hoping, imagining. The course of our lives is shaped, to some extent, as we lie between the sheets and blankets. Of the still night and early morning are born mighty schemes that are carried out in the stirring day. The mind awakens from a profound and dreamless slumber with all its faculties invigorated and emboldened. Difficulties that appalled us when fatigued and overworked lose their terrors in the presence of an intellect strengthened by perfect rest. Sleep is to the brain what prostration on the bosom of their mother earth was to the Titans; we arise from it giants "refreshed."

Unfair.

When I was a babe and stunted a ring And held no views on anything. Except, of course, of the instant spring. Which kept me occupied. It seemed to be the girl's delight To kiss me morning, noon and night, My nose they made a perfect fright, And how I howled and cried!

Now I have grown to man's estate, Behold the irony of fate! No maiden tries to dislocate That Roman nose again; And strangely shy is every miss. Though I'd appreciate the bliss And value every hearty kiss They wasted on me then.

"SCRAPS."

T. J. Apperson, the recently appointed register of the Oregon City land office, will not enter upon the discharge of his duties until August 1st.

Independent researches in many parts of the world have conclusively shown that much so-called "alluvial" gold has not been deposited by flowing water, but by water in its solid form, viz., by glaciers.

The wonderful iron tower in Paris built to advertise the exposition, is said to be a success in that direction only. For astronomical purposes it is a failure, as the oscillations prevent any accurate observations, and its meteorological advantages are nil, being situated as it is in the heart of a big city. It will however perpetuate the name of its designer for it will always be known as the Eiffel tower.

In 1816 it took just one bushel of corn to buy one pound of nails, now one bushel of corn will buy ten pounds of nails. Then it required sixty-four bushels of barley to buy one yard of broadcloth, now the same amount of barley will pay for twenty yards of broadcloth. It then required the price of one bushel of wheat to pay for one yard of calico, now one bushel of wheat will buy twenty yards of calico.

Belief in voodooism has not yet died out from among the colored brethren. In Macon, Ga., there is an educated negro who, when he grew ill, consulted a woman with some reputation for cures. She gave him medicine and cuffed him, and then drew from his side live frogs and worms and bugs. He therefore began to make a mental survey of his friends to see if he possessed an enemy, and, finding that he did, knew then and there that it was he and no other who had put powdered frogs and snakes' heads into his whisky. The enchantress keeps herself in seclusion and none of her patients are willing to betray her whereabouts.

Million Boxes of Matches a Day.

Few are there who, when traveling in Sweden, in the home of the match sticks, leaves the fjords, rocks and firs for a day and traces the Swedish match back to its source. And yet it would more than repay a boy's sojourn at Jonkoping to visit the factory whence proceeds not a small part of the light of the world. The latest novelty is an engine which daily produces 1,000,000 boxes of Swedish matches. This wonderful machine receives the raw material—namely blocks of wood—at one end and after a while gives up at the other end the matches neatly arranged in their boxes, ready to be dispatched to the uttermost ends of the world.

ROYAL BAKING POWDER Absolutely Pure. This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low cost, short weight cheap imitations in the market. For sale in every city. Address: ROYAL BAKING POWDER CO., 108 WALL ST., N. Y.

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"Another wonderful discovery has been made and that too by a lady in this country. Disease fastened its clutches upon her and for seven years she withstood its severest tests, but her vital organs were undermined and death seemed imminent. For three months she coughed incessantly and could not sleep. She bought of us a bottle of Dr. King's New Discovery for Consumption and was so much relieved on taking first dose that she slept all night and with one bottle has been miraculously cured. Her name is Mrs. Luther Lutz. Thus write W. C. Hanrick & Co., of Shelby, N. C. Get a free trial bottle at Daniel Fry's drugstore.

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In the city of Portland and other prosperous towns are those owned by men or corporations who have the disposition and ability to improve them.

HIGHLAND ADDITION

-IS OWNED BY-

THE OREGON LAND COMPANY!

And this Corporation is determined to

Make It The Most Attractive Addition

To the city of Salem. They have at this time fifteen teams employed and the contemplated improvements have scarcely begun. It is intended to make the drive leading from Commercial street through Riverside and Highland additions and around Highland Park

THE FINEST DRIVE IN THE STATE

Of Oregon. The line of the Salem Street Railway Company runs through the middle of this addition, and no lots will be more than two blocks distant from the line. Highland Park will in the near future be

THE MOST POPULAR RESORT

ABOUT THE CITY OF SALEM.

Lots in Highland Addition are High and Dry and Well Located; Most Excellent Drainage

The soil is black and rich. From all points a fine view is obtained of the public buildings and our highest mountain peaks. Arrangements are already being made for the location of two churches in this addition, and a number of residences are soon to be built. Buildings only of the best class will be permitted. Residence lots within the limits of the city of Salem are worth on an average over \$1000. We can sell you better lots in Highland addition for one-third of the money, and being directly on the line of the street railway they are practically not half so far from the public buildings and the business part of the town as the majority of the so-called "inside lots."

Buy a Lot in Highland Addition for Three Hundred Dollars,

And let some other fellow pay \$1000 for an interior lot not so well located. With the difference of \$700 you can build a beautiful cottage, or put it out at a rate of interest that will buy you nearly two thousand street car tickets every year.

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House and Carriage Painting, Sign writing, Paper hanging and decorating, Wall tinting and kalsomining executed in the latest style.

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The school will open on the 24th of September. Thorough instruction in the primary and adv. acad.

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See that your ticket read via the Northern Pacific railroad and avoid the change of cars.

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