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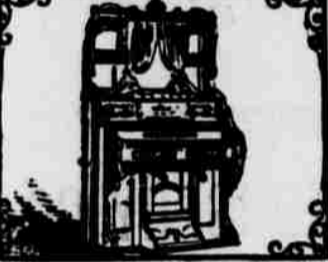
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HOFER BROTHERS, Editors.

PUBLISHED DAILY, EXCEPT SUNDAY, BY THE Capital Journal Publishing Company, (Incorporated), Office, Commercial Street, in P. O. Building entered as the postoffice at Salem, Or., as second-class matter.

McKINLEY AND THE RESULT. From the Iowa State Register: McKinleyism is not dead, although McKinley was defeated by English hoodlums and a democratic gerrymander. The law that bears his name will live and be a blessing to American labor and American industries when the man who defeated McKinley is politically dead and forgotten. No American statesman has ever before been so bitterly opposed during a long campaign. The name of McKinley stood for the idea of American protection. It was calculated that his defeat would be the severest blow that could be given to the republican doctrine of a tariff for the protection of American industries. The defeat of the Ohio congressman was decided upon and it had to be accomplished at all costs. The democracy of the nation and the free traders of England were all leveled upon and contrived freely to accomplish the desired end. The democratic legislature of Ohio in response to the appeals of free traders redistricted the state and perpetrated the most vicious gerrymander in the history of the country. In their devotion to dishonest and dishonorable political methods county lines were ignored and even township boundaries were broken to insure a democratic majority in the district. The villainous scheme was perfected. A democratic majority of 2,000 was secured in the district. So popular was Mr. McKinley at home that the opposition did not feel safe without such a great majority against him.

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A SERMON ON THE WOMAN QUESTION

Examination of a Discourse Delivered on Sunday in a Portland Pulpit.

Among the many reports of the good things said in yesterday's pulpits in this church-going city, I find an account of Rev. R. C. Houghton's address on the "Woman Question," to which I wish to add a few comments.

While no woman who has listened to the reverend gentleman's eloquence can help admiring his ability, zeal, tact and sagacity in the pursuit of his calling, yet, with due deference to all that, I cannot help saying that what he doesn't know about women would make a very large book. Were it not for the nautilus sentimentality of just such pulpitering as has been voiced by the report before me from the dawn of the evangelized era to the present time, Mary S. Robinson and all other victims of "restlessness and discontent" who mourn the "cruel fate" that gave them femininity, would be rejoicing daily in the glorious fact of their own free womanhood.

I had given Mr. Houghton credit for more innate good sense, as well as common honesty, than is revealed in his false and misleading statement that this (the equal rights movement), "overlooks entirely the fact that sex is distinction fundamental in its character," etc., etc.

Such assertions may be tolerated in cheap, trashy journalism, but beneath the dignity and supposed accuracy of the pulpit's utterances. The equal rights movement is based upon the very fact that sex is "fundamental in its character," and for that reason not subservient to the class legislation that usurps authority outside of it. Men, whether in the pulpit or in legislative halls, are as much "out of their sphere" when denigrating or ruling over women as women would be in trying in the same manner to rule over men.

I cannot but wonder where Mr. Houghton's eyes rested when he proclaimed from his pulpit yesterday that "man had rescued woman from drudgery" Surely he was not looking at the hoarded and wrinkled dames whose long years of service in the church and kitchen have resulted in the stained glass windows, gorgeous upholstery and throbbing music that make his Sunday sermons so luxurious.

These women, most of them, have been drudges all their lives, and are drudging yet, their worthy pastor to the contrary notwithstanding. But their daughters, thanks to the equal-rights movement and not to the pulpit, have many of them, deserted the rough labor of the scullion and gone into "competition" with the "muscular" labor of the tape and needle seller, the clerk, and even the pulpitier and editor, leaving Chinamen to wash windows and dishes, beat carpets, blacken stoves, split stovewood and scour doorsteps.

Women have never questioned their "right to labor" any more than men, but they are glad when men like Mr. Houghton looks upon the supposed "physical necessity" which marks the era that produces a wall like Mary Robinson's as an "abnormal condition of society," and we assure him that this walling will cease when the unjust conditions of woman's past and present environments at of inequality has given way to that perfect freedom before the law which it was Christ's mission to establish when he came into the world "to break every yoke and let the oppressed go free."

His assumption (the peculiar property of the pulpit in these latter years and the result wholly of the "fundamental fact of sex") that woman's nature is too delicate to vote for a chief magistrate, though she may with propriety heard the liquor lion in his barricaded den, if armed with a baton with a barbed hook at one end of a string, while ministers of the "fundamental fact of sex" hold the other, would be too ridiculous to even laugh at were it not that so many of his hearers have been so long sustained by that very sort of sentimental makeshiftness that a double dose of it doesn't nauseate them.

Mr. Houghton ought to go to Wyoming for a season and note the "consideration now paid to women" which has been every way enhanced, as Rev. Dr. Urary and Rev. D. J. Powers will cheerfully testify, by their equality with men for over twenty years at the ballot box and everywhere else. Or, he ought to have spent a few years in Washington territory before the women were driven into temporary absence at the polls by political trickery, out of which they are so sure, though slowly emerging as are the Southern negroes, whose case is very widely parallel with their own in several instances. When Mr. Houghton speaks gravely of the "invaluable result" of such an impossibility as "approving the sexes at the polls in a political contest," he makes every sensible woman "stead." Such a condition could not obtain in that impossible state where men were not the sons of women and women were a long-

er the daughters of men.

THE LAKE LABISH HORROR.

Wreck of the California Overland Near Chemawa.

S. P. TRAIN PLUNGES THRO' A TRESTLE

A Train Loaded With Dead and Wounded Brought to Salem.

The air was made hideous Wednesday night by the shrieking of locomotives and the roar of special engines flying up and down the Southern Pacific track. By 10 o'clock it was known to a few that a fatal disaster had occurred about three quarters of a mile north of Chemawa. Doctors were flying to the north of the city, reporters were getting there in all kinds of conveyances. Public spirited citizens to stir abroad to wards midnight were not a few, and each returning report added to the horrors of the event. The first general account of the wreck appeared in the morning Statesman.

GENERAL ACCOUNT. The wrecked train was the south-bound California express, due at Salem at 8:18 p. m., and it met its fate on a long trestle that carries the track over a swamp known as Lake Labish, near Chemawa. The first account of the accident goes up to the theory that the trestle gave way as soon as the engine struck it, and then the whole structure crashed down carrying the whole train with it, consisting of mail, baggage and express car, smoker, tourist sleeper, day coach and two Pullman sleepers, the Astoria and Roseburg.

EVENING JOURNAL REPORT TO THE ASSOCIATED PRESS. The scenes at Salem following last night's disaster are most mournful. At 8:30 this morning a train arrived from the wreck bearing the killed and wounded and hundreds of Salem people were in attendance to help carry them on stretchers to "The Willamette" hotel which was converted into a hospital for the time being. Undertakers' vans stood at the depot grounds with their suggestive receptacles.

A long file of men only slightly crippled walked slowly toward the hotel, supported on either side by a helpful citizen or railway employe. Men and women with faces blackened, bloody and bruised, were carried out on stretchers, apparently unconscious or resting after the horrors of the night. It took an hour to unload the two cars of unfortunates.

A VIVID ACCOUNT. John Wagner, of Winnipeg, Manitoba, to San Francisco, who was unhurt and the first to get out of the wreck, has a very vivid description of it. He explains how he happened to escape unhurt and how many of the others exposed themselves to injury. He has been a railroader twelve years and when the first note of warning came he knew something disastrous was at hand, so he grabbed a firm hold of the arm of the seat and held thereto. His seat-companion he thinks was a Catholic priest and that gentleman, realizing the same condition of things as he did, with great presence of mind cried out to the passengers to hold firmly to their seats. Instead of doing this many passengers jumped to their feet and of course were thrown in every direction. Mr. Wagner takes no stock in the claim of the railroad men that a rail had been taken out. He assisted in taking the engineer and fireman out from their death dealing torture, both of whom died in a few minutes after being taken out.

EDITOR YORAN'S STATEMENT OF HOW IT WENT. "I was in the day coach next to the baggage car. It was about 8:15. The first thing I heard was men remarking that the engineer had given a danger signal. I then felt a jar as when an engine goes forward at a higher rate of speed. Then there was a crash of cars colliding with each other. My construction of the wreck is that the engine struck some obstacle on the track and went off. The great collision came when the engine was in the way of the train and the cars began to "buckle" and this caused the stragglers to break and the trestle fell flat. When we got the first jar it felt as tho' the engine had struck something. My next experience was that I was struck by something. The car fell flat with the benches of the trestle which seem to have fallen forward like a house of cards. I found my hat covered with blood and worked some fifteen minutes before I was overborne, and spat considerable blood. The railroad men and unjured worked like heroes to relieve suffering."

FOUND ROTTEN FILLING. Chas. W. Johnston, former register of the U. S. land office at Roseburg, Sprague st. office. Mr. Johnston has with him as a souvenir a piece from one of the piles supporting the bridge, and the one which saved the coach in which he sat from toppling over. This pile is so

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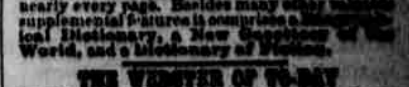
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