

EVENING CAPITAL JOURNAL.

VOL. 3.

"THE PEOPLES' PAPER."

SALEM, OREGON, FRIDAY, JANUARY 30, 1891.

"TO-DAY'S NEWS TO-DAY."

NO. 283

== FOR 1891 ==

at F. S. DEARBORN'S, 263 Com'l St.

Standard Diaries,

JOURNALS, LEDGERS, CASH BOOKS, DAY BOOKS, STOCK BOOKS, SUPERINTENDENT'S BOOKS, POCKET BOOKS, INKS and MUCILAGE, LEGAL PAPER, BLANK NOTES, DRAFTS and RECEIPTS, BILLS RECEIVABLE BOOKS, BILLS PAYABLE BOOKS, PRINTED CASH BOOKS.

Subscriptions Received For all Periodicals.

THE OREGON NURSERY CO.

Is Offering a Large, Well Grown Stock of
FRUIT SHADE, ORNAMENTAL AND NUT TREES.
Small Fruit.
EVERGREENS, VINES, SHRUBS, ROSES, ETC.
At Low Prices.

Late Keeping Winter Apples a Specialty.

Catalogue and Price-List free. Address or call on WIRT BROS.,
Office 292 Commercial street, Salem.

WOODBURN NURSERY.

Largest Stock of Trees in the Northwest
ONE AND THREE-FOURTHS MILLIONS.

100,000 Prune Trees. 35,000 Eopos Spitzenberg.
35,000 Royal Ann Cherry. 20,000 Gravenstein Apple.
10,000 Early Crawford Peach. 25,000 Yellow Newtown Pippin
10,000 Moorpark and Royal Apricot. 15,000 Ben Davis Apple.

LARGE STOCK OF ALL OTHER LEADING VARIETIES OF FRUITS
FREE FROM INSECT PESTS.
CATALOGUE FREE. ADDRESS:
J. H. SETTLEMIER, Woodburn, Oregon.

HOME, SWEET HOME!

If you can get a good article manufactured at home you should give it the preference. We keep a full line of the reliable

Oregon Stove!

Including the Dexter, Eureka and Sultana.
The Best for the Money.
We also keep Eastern Stoves, and among them the "Banner" line. Give us a call and save money.

Steiner & Blosser,

ON STATE STREET.

WELLER BROS.,

THE GROCERS

Commercial Street.

The Best for the Money all the Time.

JAS. AITKEN,

GROCERIES AND PRODUCE.

—THE BEST CANNED GOODS—

Choicest Fruits and Vegetables in Season.

Garden Seeds, Field Seeds and Flower Seeds,

Fresh and true to name.

Five Orange Store.

126 State St., Salem, Or.

Churchill Sash, Door & Manufacturing Co.,
Sash, Doors, Blinds & Moldings, Turning & Scroll Sawing.

—House Finishing made to order.—
See DRY BLY, by which we can always keep a full supply of seasoned stock of all kinds. Agricultural Works, Corner of Trade and High streets, Salem, Oregon.

Capital Business College

First National Bank Building, Salem, Oregon.
A. F. Anderson, Manager. W. I. Staley, Principal.
Business, Shorthand, Typewriting, Penmanship and English Departments.
Pay and Evening Sessions. Students admitted any time. Catalogue on application.

PAWS!

Pause a moment in your down-town career and step
in to CRISSMAN & OSBORN'S store,
261 Commercial street.

YOU WILL

Be surprised at the seemingly endless variety of useful
articles contained therein.

WHAT WILL,

If possible, surprise you more in the really small amount
of small change it requires to purchase them.

HIS NOBS.

The Picture Knobs, Tinware, Slop pails, Lamps, Under-
ware, Shoes, Rubbers, and other nobby goods are to
be found at reasonable prices at the well
known Store of

CRISSMAN & OSBORN'S.

(Successor to H. S. Crissman.)

P. H. EASTON,

Salem, Oregon.

Has the Largest Stock of Musical Goods in the State.
—THE ONLY MUSIC HOUSE—

In Salem. He buys direct from the manufacturers. Those
desirous of purchasing would do well by calling on him, as
he sells at Eastern prices. No profits to middlemen.
PIANOS—Steinway Colby—Emerson—Rice—Hinze.
ORGANS—Chicago Cottage—Needham.
SHEET MUSIC—Over 8,000 pieces to select
from, including all the latest publications.
Special discount to teachers.
Violin, Mando in, Guitar, Banjo, Piano and Organ
taught by talented musicians.

J. L. MITCHELL. GEO. HOYE.

MITCHELL & HOYE,
General Collectors, Brokers

AND ACCOUNTANTS
Local and foreign collectors attended to
promptly. Railroad tickets sold to all
parts of the world. Book-keeping for local
parties a specialty. Advertising placed in
any part of the United States at the most
reasonable rates. Commercial papers
looked after promptly.
259 Commercial street, up stairs, Salem,
Oregon.

FOREST GROVE POULTRY YARDS.
Founded in 1877.

1000 YOUNG FOWLS FOR SALE
And the finest ever bred on the Pacific
Coast. Book your order early
for choice selections.

Send Stamp for Catalogue.

Address J. M. GARRISON,
1011-dw Forest Grove, Oregon.

EVERBEARING Strawberry,
Blackberry, Blueberry, etc.
Gilt fruit. Descriptive price list free.
SETH WINGUET, Rossville, Ore.

Morgan & Mead,
City Draymen!

All work done with promptness and dis-
patch. Only the best men are employed.

J. F. WHITE,

Express No. 15.

Prompt work and satisfaction guaranteed.
Leave orders at Joe Clark's store, 100 Court
street.

\$1 WILL BUY A LOT

Of goods at our store! We carry a full line
of groceries, feed, crockery, glassware, etc.
gilt, tobacco and confectionery.
T. BURROWS,
No. 220 Commercial St., Salem.

J. H. HAAS,

THE WATCHMAKER,
215 1/2 Commercial St., Salem, Oregon.
(Next door to Klein's)
Specialty of Spectacles, and repairing
Clocks, Watches and Jewelry.

DRAIN TILING.

The undersigned are prepared to furnish
the best quality of tiling for under drain-
ing at lowest prices.
MURPHY & DESART,
Near Fair Grounds, Salem, Oregon.

J. G. HARRIS,
EXPRESS NOS. 16 & 21.
Leave order at R. M. Wade & Co's. Re-
liable work or no pay.

Red Front Shop.

BLACKSMITHING & GENERAL REPAIRING
Repairing stock for springs, axles, etc.
All work warranted. Old customers and
new ones invited to call.

H. POHLE,

N. E. Corner State and Front Sts

E. C. CROSS,

Butcher and Packer,

State St. and Court St.—The best meats
delivered to all parts of the city.

S. ERNST,

Upholsterer.
All work, either new or repairing, done
in the best workmanlike shape.
Sleep south of post office.

THE CAPITAL JOURNAL.

HOFFER BROTHERS. - - - Editors.

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

RAILROAD REGULATION.

Complete Refutation of the Slanders of
Corporation Newspapers.

The following has been copied in
a great many of the railroad news-
papers of the coast.

RAILROADS IN IOWA.

One mile of railroad was built in
Iowa during 1890. The name of the
nervy company that ventured on
this imprudence has not yet been
published, but it will come out be-
fore long. No other state in the
Union rivals Iowa but Nevada, a
state that is going down in popula-
tion and wealth on account of the
decline of its only industry, that of
mining for gold and silver. Iowa
has struck at the root of the odious
monopolies. She has drawn the
lines of regulation so close about her
railroads that they have surrendered.
It is not likely that any more pesti-
lent railroad corporations will un-
dertake to curse Iowa with more
lines of extensions so long as the
rates are pounded down by the law-
makers of the state until the local
traffic is unprofitable. It is easy
enough to stop pernicious railroad
building if you go at it intelligently.
—Nebraska State Journal.

Its complete falsity is shown up
in an article from the Iowa State
Register, of Jan. 23d, containing a
letter from Railway Commissioner
Campbell. Here is the article:

IOWA'S RECORD THE BEST.

In the last issue of the Railway
Age, a Chicago railroad journal
which has always been conspicu-
ously unfair to Iowa, appeared an
editorial reiterating the statement
that but one mile of railroad had
been built in this state during 1890,
and charging that the recent rail-
way legislation of this state had
resulted in the railroads losing
money on business done in Iowa.
Why Iowa should be singled out for
vituperation when its few laws in
regard to the control of railroads are
copied from the interstate commerce
law and the laws of Illinois and
Missouri, and when equally string-
ent statutes are in force in Massa-
chusetts and many other of the
states east of here, is hard to under-
stand, and Iowa people are getting
tired of such injustice. They know
that well informed and intelligent
railroad managers and capitalists do
not share such opinions.

In regard to this article of the Age
Commissioner Campbell has written
and sent to that paper the following
letter. It shows conclusively that
under the law of 1888 Iowa railroads
have, instead of going toward bank-
ruptcy, become more prosperous and
profitable, and that they are in much
better condition financially than the
roads of surrounding states, those of
Illinois particularly:

DES MOINES, Jan. 22, 1891.—Editor
Railway Age: I have read your
recent criticism of my article in the
Chicago Tribune of January 10th,
regarding railway construction in
Iowa, and am forced to the conclu-
sion that you have "strained at a
goad to swallow a Campbell." Your
claim that "only one mile of road
was constructed in Iowa in 1890" is
refuted by your own statement and
put to confusion by the sworn reports
of the officers. You neglect to credit
the Iowa Central with 24 miles of
new line given on page sixty-nine of
their report for 1890, the seventy-
seven miles by the Sioux City &
Northern as given on page sixty-
nine and sworn to by General Man-
gine Hills, "all constructed during
the year ending June 30, 1890," and
in your article you say "they (Iowa
commissioners) claim only twenty-
one miles for that fiscal year" (1889),
and yet you persist in crediting them
with the seventy-seven miles for
that year constructed by the Sioux
City & Northern railway.

The fiscal year ending June 30 is
the data all reports are based on, and
it makes little difference whether
the seventy-seven miles in question
were built the last half of our fiscal
year or the first half of yours, so
Iowa gets credit for it. It is conclu-
sive evidence that capital is eager
to invest in Iowa whenever oppor-
tunity offers. Since the so-called
"hostile legislation" was enacted
several new lines have been project-
ed and concluded. The D. I. & Da-
kota, the Taber & Northern, the S.
C. & Northern, these new lines in-
side of two years. The Winona &
Southwestern has a line nearly 300
miles in length under construction
—on links in the line, that from
Mason City to Ft. Dodge being
already constructed and secured by
purchase. These Simpson, secretary
of the company, writes the Iowa
commissioners, January 2d: "We
will have to meet the question of
railroad crossings in a greater num-
ber of cases, perhaps, than any rail-
road ever constructed in your state.
We enter Iowa at the northwest
corner of Howard county, running

diagonally through Mitchell county
and so on the nearest practicable
route to get to Omaha."

On Jan. 10th, the right of way
agent of the Chicago, Ft. Madison
& Des Moines railway informed the
commissioners that his company is
ready to begin building their line to
Ottumwa and thence westward to
Des Moines as soon as spring opens.

The B. C. R. & N. railway com-
pany which protested so vigorously
against the commissioners' rates
when put in and prophesied bank-
ruptcy and ruin for their line, has
taken a new departure; its lamenta-
tion is changed into a rejoicing and
its business and revenues have in-
creased so that it has advanced from
a class C. road in 1888 to a class B.
road in 1889. Its management hav-
ing great faith in Iowa investments
has recently purchased the 31 miles
of new line built by the Davenport,
Iowa & Dakota company in face of
the commissioners' rates in 1888, and
it now becomes a part of the great
system of the B. C. R. & N., over
which its officials now travel in an
elegant new superintendent's car,
like those of a full grown corpora-
tion that pays handsome dividends.

The claim you make that the
forced reduction in Iowa rates
caused the discharge of 2504 em-
ployees is equally groundless. That
it was caused by loss of interstate
traffic you well know. All the
roads in the west were compelled to
reduce expenses on account of loss
of interstate business in 1889. Min-
nesota, Nebraska and your Illi-
nois taking a hand in discharging
employees to cut down expenses.
Illinois discharging 3,238 and the
roads running into Minnesota 8,382.
Iowa was the only one of these
states that showed an increase in its
tonnage in 1889, the first year under
the commissioners' rates. Illinois
shows a falling off of over six and
one-half million tons; her tonnage
from 1888 being 53,635,912 and only
46,939,129 for 1889, a decrease of
6,696,783, and no "hostile legislation"
either to cause it. Minnesota also
drops in its tonnage from 11,987,995
in 1888 to 10,221,158 in 1889 a loss of
1,766,837 tons, and yet Iowa with
"iniquitous legislation" and "horne-
d commissioners" increased its ton-
nage in 1889, 346,279 over the ton-
nage for 1888, confirming the claim
that reduced rates would result in
increased tonnage.

No, Brother Hobart; your dismal
picture drawn for Iowa will fit
neither home. Out here in Iowa
there is peace and harmony between
the commissioners, the people and the
railroads, and a general era of
prosperity is spreading itself over
our fair state that we do not wish
disturbed or hindered. In the list
of twenty-two or twenty-five bank-
rupt roads you publish each year,
Iowa has no representatives now.
Were it not for the business furnished
by our state to the trunk lines more
than one of them would now be in
the hands of a receiver.

The reference you make to the
interest and dividends of Iowa roads
in 1888 has no pertinence, as the
commissioners' rates were not in
effect then. The fact that a better
state of things exists to day is to our
credit.

After your dismal portrayal of
things imagined in Iowa, now look
on this picture of real things in Illi-
nois as portrayed by Chairman Rine-
aker, of the Illinois commission, a
state in which "everything is lovely
and the rates hang high," where no
railway company is hindered by
hostile legislation or commissioners' low
rates. I can report to the rail-
way committee of the senate, Febru-
ary 3d last, found on pages 113 to
115, Senate Journal 1889, Chairman
Rineaker gives these reasons why
passenger rates should not be re-
duced from 3 to 2 cents a mile:

1. That forty-eight railroads do not
pay any dividends.
2. That only thirteen out of sixty-
one railroads pay any dividends at
all.
3. That of these only two pay as
high as 8 per cent.
4. That fifteen railroads failed to
receive income enough, after pay-
ing operating expenses and taxes, to
pay interest on their bonds.
5. That 10 railroads received only
enough income to pay operating ex-
penses and taxes, and not enough to
pay rental and miscellaneous ex-
penses.
6. That 6 railroads failed to pay
operating expenses and taxes.

What a terrible picture drawn
officially by the chairman of the
railroad commission of Illinois of the
roads of that state; what a mission-
ary field for our Brother Hobart.
Instead of sending his contributions
to the "Iowa sufferers," let him or-
ganize a relief corps for the Illinois
cripples and bankrupt roads that
never had the protecting care of the
Iowa commissioners or the shelter
of Iowa laws. F. T. CAMPBELL.

Protect Your Health.
Cold and moisture affects the organs, and
the processes are apt to be more tardily
performed. The same is true of the excre-
tory functions. The bowels are often stag-
nant, and the pores of the skin throw off but
little waste matter at this season. The sys-
tem needs opening up, and purifying and
regulating, and the best tonic and altera-
tives that can be used for that purpose is
Hobart's Stomach Bitters. Persons who
suffer from the rheumatic, the dyspeptic, the
bilious, the nervous, the indigestive, the
disturbed of the bowels, the bilious
attacks, and the nervous prostration, so
common at this time of the year, will do
well to regulate their system with this re-
nowned vegetable tonic and invigorant.
It improves the appetite and re-
vitalizes the whole physique.

THE EGISLATURE.

THE HOUSE MET IN AFTERNOON
SESSION.
SALEM, OR., Jan. 29, '91.

PETITIONS AND MEMORIALS.

The following were received, read
and referred to proper committees.
Citizens of Wasco county, against
division of that county.

A number of petitions for taxing
church property.

In favor of No 138 for free bridges
at Portland.

From eastern Umatilla county for
division and to create new county.
Citizens of Wallowa asking in-
crease of salary of county judge.

Taxpayers of Hubbard asking in-
corporation.

Citizens of Wasco against creating
new county of Cascade or annexa-
tion of part of Sherman.

Two from citizens of East Portland
for No 138, in favor of free bridges.

Citizens of Umatilla against divi-
sion of that county.

Citizens of Newport in favor of ex-
tending their charter.

800 citizens of Benton county
against appropriation of \$250,000,
and in favor of not over \$50,000 for
World's Fair.

From Coos county; also from citi-
zens of Portland, Albina and East
Portland against amendment of Aus-
tralian ballot law.

In favor of taxing church prop-
erty.

In favor of state printing school
books.

For an additional circuit judge in
7th judicial district.

JOINT RESOLUTION.

For a committee to whom shall be
referred all matters relating to foreign
corporations and insurance matters.
Adopted.

The state printer was ordered to
print No 227.

REPORTS OF COMMITTEES.

Rep Blundell, of education, that
house bill 132 pass with amend-
ments. Also that No 116, No 120,
No 145 do pass with amendments.

ORDER.

By Moore, That bill for charter of
Newport be recalled from state
printer. Carried.

Com on judiciary reported favor-
ably on No 9, with amendments.
This bill is to protect employees
against corporations retaining their
pay.

Also No 31, by Snider, to exter-
minate contagious disease in sheep; to
3d reading providing there is no legal
objection to same.

Also No 51, reported back without
recommendation.

No 57, that it do pass. The follow-
ing were reported with amendments
and that they do pass.

No 130, establishing justice and
constable precincts.

No 39, punishing persons for ob-
structing streams with brush, logs
or rubbish.

No 76, to compel prompt payment
of laborers.

No 153, establishing causes for
divorce.

No 168, relating to pleadings.

WITHOUT RECOMMENDATION.

No 144, same subject.

No 139, fees of district attorney.

No 18, relating to interest and
usury.

CLAIMS.

No 99—For relief of Mrs Stinson.
That it do pass. To 3d reading.

MILITARY.

No 2—For deficiency in military
fund.

AN ORDER.

That No 140, relating to right of
way for water power of state, be re-
called from Com on penitentiary to
Com on judiciary with leave to re-
port at any time.

MILITARY.

No 110—Relating to fines of courts
martial, and for army rent, with
amendments and that it do pass.

ROADS AND HIGHWAYS.

No 41—Relating to supervisors
and districts. That it do pass.

No 206—For road viewers. That it
do not pass.

No 70—That it do not pass, as No
58 already reported covers subject.

No 83—Making county responsible
for roads. That it do pass.

No 82—Same subject. That it do
pass.

No 78—Relating to bridge build-
ing. Already reported on a similar
bill.

No 4—Relating to road work.
That it do pass.

No 5—Relating to road notices.
That it do not pass.

No 45—To prevent obstruction of
highways with stock. That it do
pass.

No 58—Relating to highways.
That it do pass.

No 90—Ordering expenditure of
two-thirds of road fund before Jan
1st. That it do pass.

No 103—Relating to bids on
bridges. That it do pass.

Com on engrossed bills reported
Nos 13, 108, 35 and 8 as correctly en-
grossed.

Com on enrolled bills reported the
several resolutions and memorials
as correctly enrolled.

CORPORATIONS.

Reported favorably on the follow-
ing:

No 194—To incorporate McMinn-
ville. To 3d reading.
(Continued on second page.)

FOUNDED IN 1868.
The oldest and largest Banking House
north of Sacramento and south of
Portland.

Ladd & Bush, Bankers,

SALEM, IRON BUILDING.

Accounts kept, loans made, exchange on
every part of the world sold and bought;
letters of credit issued to travellers; col-
lections made throughout the United States,
British America and Mexico.

This bank has monetary connections
with banks in Oregon, Washington, Idaho
and Montana, and correspondents in all
the principal towns of those states.
Drafts of eastern banks taken at par.

First National Bank

SALEM OREGON.

WM. K. LADD, President
DR. J. REYNOLDS, Vice President
JOHN MOIR, Cashier

GENERAL BANKING.

Exchange on Portland, San Francisco,
New York, London and Hong Kong
bought and sold. State, County and City
warrants bought. Farmers are cordially
invited to deposit and transact business
with us. Liberal advances made on
wheat, wool, hops and other property at
reasonable rates. Insurance on such se-
curity can be obtained at the bank in
most reliable companies.

WILLIAMS & ENGLAND

BANKING CO.

CAPITAL STOCK, all Subscribed, \$200,000

Transact a general banking business
in all its branches.

GEO. WILLIAMS, President
WM. ENGLAND, Vice President
HUGH McNARY, Cashier</