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stock of spring wagons is the largest and most complete on the Pacific coast, and comprises all the leading styles of FOUR SPRING PASSENGER AND MOUNTAIN WAGON, HALF-PLATFORM SPRING WAGONS, SCROLL SPRING WAGONS, "HANDY WAGONS," "TAYLOR" OR THREE-SPRING WAGONS, HALF-SPRING WAGONS, EXPRESS AND DELIVERY WAGONS. Special parcel delivery wagons, HORSE BUSINESS WAGONS! ONE-HORSE IRON AXLE WAGONS, ETC.

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THE CAPITAL JOURNAL.

HOFER BROTHERS, - - - Editors.

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SUGGESTED COMMENT. How closely irrigation and prosperity are connected depends on what you irrigate with.

Whether in the original or any other package, whisky is a dangerous thing to fool with.

A Tacoma paper says the steamer Fleetwood "has again met with another mishap." It seems this is the third accident, accordingly.

Here is the Albany Democrat's way of referring to that late lamented political entity known as Grover Cleveland:

The Oregonian editor, with all the intensity of his nature, hates a dead but unburied democratic leader.

Athena Press: A changeable paper is the Oregonian. A while back it was howling about free coinage of silver, saying it would never, never do. It now takes on the role of a doubting one—a common method practiced by gold bugs and their hirelings to save themselves from the unpleasant task of fighting the arrows of truth, reason and justice.

The people of Oregon understand how to swallow the Oregonian's doctrine—in small doses, generally put up in a capsule made of gold. If it is not put up it is not liable to stay in the stomach long.

The sugar trust has its clutches upon the Pacific coast public. But here are items from Iowa papers on McKinley free sugar:

A poor man who was staggering under the weight of a dollar's worth of sugar remarked that people never had to bear any such grievous burdens in the good old democratic days.—Worth County Index.

Two of our grocers made a run on sugar yesterday, and it made more business while it lasted than a house on fire. The run commenced at 2 1/2 pounds of granulated sugar for \$1. It climbed from that to 25 pounds, then to 36 pounds and finally to 40 pounds. Then there was a grand rush for the free trade clause in the McKinley bill. The news spread like prairie fire. Everybody wanted sugar. A few got \$5 worth each, after that it was limited to \$1 worth to each purchaser. Probably \$300 worth of sugar was purchased during the run. It was an amusing sight to see lawyers, doctors, clerks, county officers and laboring men staggering up the street with all the sugar they could carry.—Harlan Tribune.

Fast Time by Gould. Jay Gould's phenomenal run from the Missouri river to Chicago is still the theme of conversation in railroad circles. It is said that on the united railroads of New Jersey, part of the Pennsylvania, a speed of ninety-two miles an hour was once attained, and that about the same time was made on the Central railroad, of New Jersey. For long distance running the Gould special has earned the palm. Superintendent Miller, of the Galena division of the Chicago and Northwestern, has submitted a report of the wonderful run to the general manager's office. The time given on this report was taken by watches on the train. It shows that the train left the Broadway depot in Council Bluffs promptly at 7 a. m. and made the run over the Iowa Division to Clinton in seven hours and five minutes. This was a distance of exactly 350 miles. The amount of time lost in taking water and changing engines is not yet reported, but can be safely estimated at 25 minutes, leaving 400 minutes for a 350 mile run on a single track which carries the heaviest traffic of any road crossing the state of Iowa.

From Clinton eastward is where coal was burned, steam made and miles were covered in the most rapid manner ever known on any railroad in the world. Four minutes were lost in changing engines, and at 1:06 p. m. the three-car special pulled slowly across the great bridge over two wide channels of the Mississippi. Fulton, on the east bank of the Mississippi, 2.6 miles, was reached in 4 minutes, or at 33 miles an hour, which is fast time under ordinary circumstances. The next 7.9 miles Union Grove was reached in 8 minutes. From Round Grove to Rock Island Junction a speed of 78 miles an hour was attained. All the way to De Kalb a speed varying from 45 to 76 miles an hour was maintained. The distance from Clinton to De Kalb is 89 miles, and Superintendent Miller's report shows that it was covered in 89 minutes. This would have been lowered to about 75 or 76 minutes but for a hot box on the engine, which broke loose a few miles west of De Kalb. Superintendent Miller had thoughtfully provided two relay engines to follow the special at intervals of seven minutes. One of these was

taken on at De Kalb in place of the one with the hot box, and then commenced what was undoubtedly the fastest run ever made in the world. As the train passed through each station the operator sounded his call along the line and the call was instantly registered at all division and registry stations. Gould's fast flying special, as sounded, started from De Kalb at 2:49, or two minutes later than the time shown on Superintendent Miller's report. The report of the superintendent who was on the train taking time by his watch shows that the special left De Kalb at 2:47 and made the run to Elburn, 14.3 miles, including the time lost in getting under headway in 16 minutes. The superintendent's report shows that the distance from Elburn to La Fox, 3.4 miles, was run in three minutes, or at 68 miles an hour, while the 5.1 miles from La Fox to Geneva occupied four minutes, the hurricane rate of 73 miles an hour being attained.

FASTEST RUN IN THE WORLD. Here is where 102 miles an hour was really made, if the sending operators at Elburn, La Fox and Geneva and the receiving operator at the Turner registry station are correct. There is everything in favor of the correctness of the operators' figures in the minds of many railroad officials. Superintendent Miller was astounded when informed of the figures and still thinks that the reports must have been founded on fractions of minutes and the receiving operator did not take this into account. At any rate everybody agrees that the fastest time on the run was made from La Fox to Geneva. Some railroad officials say that 102 miles an hour or even 70 miles an hour is impossible on account of back pressure, while others admit that 80 to 90 miles an hour can be made under favorable circumstances. When Mr. Laying broke the record with a speed of 82 miles an hour in 1884 many people said there must be a mistake and refused to believe it until a few years later when that record was broken.

Gould's train left Turner at 3:20, after a stop of three minutes. About a mile a minute was averaged until Elmhurst was reached, when another terrific burst of speed was attained. The 7.2 miles to Oak Park were covered in six minutes, which makes 72 miles an hour. At exactly 3:45 the special pulled into the West Fortieth street yard, the run of 484 miles from Broadway Station, Council Bluffs, having been made, without deducting stops or slow-downs and startings or any delays whatever, at the remarkable rate of fifty miles an hour, which is as yet unequalled on long distance running.

Some may think that this run was dangerous, but it was not. One hour before the train reached each section the track was carefully examined and every main line switch was put under guard. Crossings were guarded on both sides. In the car the fast motion was not noticed, and the remarkably fast time between Elmhurst and Geneva was not suspected as the train glided rapidly over the level road, which has few curves or grades and is ballasted with picked gravel, now the standard for roadbeds on the leading railways of the world, as it is more elastic and will stand a greater strain with less racking than crushed rock.

The President As An Orator. Harper's Weekly: Those who are disposed to class oratory among the lost arts must re-consider that conclusion in view of the President's tour. He has been travelling across the continent to the Pacific, and every day he has made two or three clever speeches, good-natured varied, full of fact, and expressing his views courteously, and the whole country reads in surprise, and a great many worthy people say here is a great man who has been somehow concealed under a visionary hat, but who will be henceforth estimated at his true value, and undoubtedly re-nominated and re-elected to the Presidency by acclamation of his party. If oratory can so radically change the general impression in regard to the President, it is certainly not a lost art. On the contrary, it seems to confirm the wisdom of the saying that in a country of parliamentary government successful statesmen must be great orators. It is, however, true that none of the Presidents except Lincoln has been especially distinguished as orators, while two of the greatest American orators, Webster and Clay, sought the prize in vain. President Harrison's grandfather was preferred as a candidate to Henry Clay.

The Coming Line. The Chicago, Union Pacific & Northwestern Line offers the best accommodations to the traveling public en route from San Francisco and Portland, Chicago. Through trains, fast time, magnificent sleeping cars, elegant dining cars, colonist sleepers, reclining chair cars and handsome day coaches. eod—Aug.

BARLEY CHOP.—The best feed for all kinds of stock just received by Brewster & White at 91 Court street. 5-25-91.

Highest of all in Leavening Power.—Latest U. S. Gov't Food Report.

Royal Baking Powder

ABSOLUTELY PURE

GENERAL NEWS NOTES.

The murderer of Grimwood at Manipur has been hanged.

Terrible misery exists among refugee Russian Jews, who are traversing the city of Berlin and becoming a public scandal.

The Portuguese treaty with the Congo state has been signed. Portugal allows most of the claims of the Congo state, but receives fresh territory on the West coast.

Charles H. Ritter, of Evansville, Ind., entered a plea of guilty to the embezzlement of \$76,000 from the First National bank of that city, while he was paying teller.

Judge O'Brien has granted an absolute divorce at New York to Mrs. Laura Green from Douglas Green, who went to Europe a year ago with Mrs. Alice Snell McCrea.

Thomas Tully, Jr., at Rocklin, Cal., was shot and mortally wounded Monday by John Evans, proprietor of the Western hotel. The trouble grew out of a refusal to sell Tully some sardines.

One hundred acres of woodland, near Scotland Hill, Mass., have been burned over, and it is feared several houses have also been destroyed. The flames are sweeping towards Methuen.

An official dispatch from East Africa says the government of Mozambique and the British consul at Beria have agreed upon measures to prevent further conflicts between the British and Portuguese.

The attorney for O'Malley, in the jury-bribing case at New Orleans, Monday, gave notice that he would apply for a change of venue on the ground he cannot have a fair and impartial trial in the parish of New Orleans.

The number of Workmen on the fortifications at the Gothard pass is being increased daily. At present 1200 are employed.

The National Federation held an immense meeting at Kildare, Ireland, Sunday to offset Parnell's meeting at Limerick.

The Portugal government confirms the statement as to the conflict between the British and Portuguese at Pungue, but no details are given.

Lord Lansdowne is expected to resign as viceroy of India, as a result of the Manipur blunder, and Lord George Hamilton will probably succeed to that splendid prize.

The Rev. Dr. McLagan, the archbishop of York, is a Scotchman of liberal tendencies from a religious point of view, and the very contrast of his predecessor, Dr. Magee, who was never so happy as when in a controversy. Bishop McLagan, however, is not liberal in points of discipline, and the lax among clergy need expect no mercy at his hands.

Dr. Graves was released at Denver, Colo., Monday, in \$80,000 bail.

George Smith, who Sunday shot and killed one Frederick whom he accused of poisoning his cattle, surrendered himself at Red Bluff, Cal.

J. W. Adams, sentenced to hang next week at Wichita, Kansas, for the murder of Captain Buch, was notified Monday that the supreme court had granted him a new trial.

The second trial of "Pinty Horses," the Sioux Warrior, for the murder of Lieutenant Casey, began at Sioux Falls, S. D., Monday, before Judges Shiras and Edgerson. No testimony materially different from the first trial has been given so far.

Robert Barton, manager and part owner of the widely-known Barton vineyards, died at Fresno, Cal., at 11:50 Monday night.

Francis A. Wilber, Professor of analytical chemistry in Rutgers college, died at New Brunswick, N. J., Monday, aged 40, of pneumonia. He was a native of Michigan.

The Union Pacific trestle near The Dalles, that was burned Saturday, 325 feet long, was rebuilt in twenty-four hours.

Indians occupying the Colville reservation have agreed to sell the government 1,500,000 acres, about one-half of the reservation, for \$1, per acre.

The body of Mrs. Mary Grundler, of Spokane, who disappeared two months ago, was found in the river Monday. It is thought she committed suicide.

FOR SALE.—Two good mares, well broken for all work. Both with foal. Inquire of J. M. Payne, State street.

Stockier's Arsenal, The Best Sale in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Itchy Pimples, Chilblains, Corns and all skin eruptions, and positively cures them, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price, 25 cents per box.

TELEGRAPHIC DISPATCHES.

Associated Press Report and Digests of all Important News of To-Day.

MISCELLANY.

FARMER'S ALLIANCE.

TOPKA, Kas., May 27.—Joseph Bennett, who bought a farm in Washington township, borrowed money from a Jewell City firm to make the first payment and put in his crops. When the notes fell due Bennett did not have the money to take them up, and his place was sold by the sheriff. He refused to give possession and was ejected. Joseph Kindlesberger then occupied the farm as a tenant of the purchasers. Bennett is a member of the farmers' alliance. Thirty or forty masked men, with Bennett at their head drew up to the place Sunday night, and requested the new tenant to leave. He refused to do so, whereupon revolvers were drawn and he was told he could either leave at once or his head body would be carted off. Bennett was then reinstated, and still holds the place. Kindlesberger has the names of the leaders of the mob, and will institute civil and criminal proceedings against them. The officers in this county are all farmers' alliance men, including the prosecuting attorney.

GONE TO CANADA. PATERSON, N. J., May 27.—Cornelius A. King, until recently a book-keeper in the New York office of Hinchcliffe Bros., brewers of this city, is alleged to be a defaulter to the amount of \$20,000. King was first suspected four weeks ago, when the firm began an investigation. He then disappeared. It was at first supposed that his shortage was small, but the examination of the books, it is alleged, showed he appropriated to his own use, during several years, \$20,000. His method was not to credit on the books sums which customers paid on account of their beer bills. The firm, after King's disappearance, heard from him by his writing to one of the employes from New York City. King expressed sorrow for what he had done, and offered to help the firm to straighten up his accounts. He had been with Hinchcliffe Bros. for about four years, and pecuniary began soon after he entered their employ. He was regarded as a trustworthy man, and was well known in Paterson, being at one time tax-assessor of the city. It is believed that his downfall is due to his leading a fast life. He is married man, and his family reside in New York.

IN GERMANY. BERLIN, May 27.—The papal encyclical has attracted but little attention in Berlin, where the labor movement is altogether under control of the socialists. The socialists will have a majority in the reichstag after the general election, so they say. The encyclical is not altogether satisfactory to the wealthier class among the German Roman Catholics, who consider that it lends too much encouragement to labor agitation.

FRANKLIN MINE. SEATTLE, May 27.—The first train load of coal from the Franklin mine since the importation of negroes was brought in last night. The white miners did not carry out the threat to prevent the company loading and hauling the coal. The black men are working steadily, and the company announces that the mine will run to its fullest capacity in a few days.

TRAIN BOBBERS IN MAINE. BANGOR, Maine, May 27.—A train which left Bangor for St. John last night was held up just beyond Enfield by four men who fired at the engineer and cars. The engineer pulled out before anyone was hurt by the robbers, who were evidently after the contents of the baggage and mail cars.

WORK OF CHINESE. SHANGHAI, May 27.—It is true that the Christian mission at Nanking was attacked and pillaged by fanatical natives. The inmates of the mission escaped. All European women and children have left Nanking. The Methodist girls' school was set on fire and looted. After doing great damage the mob dispersed. The British steamer Porpoise has been ordered to Nanking to investigate the troubles and protect British interests in the disturbed district. The Chinese government has ordered troops to proceed to the scene.

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GOLDEN RULE.

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Clark & Eppley's

At the actual cost of Cream Tartar Sold in a can, but supplied with a handsome glass dish to contain it. Buy while it is to be had at 40 cents a can.

Important to Owners of Land

The Oregon Land Company wishes to buy from three to five thousand acres of land for a colony and \$250,000.00, worth of Salem city property, either in a body or detached, for a syndicate of Eastern capitalists. Parties who have such property to sell and can give from nine months to one year to consummate the transaction will find it to their interest to see The Oregon Land Co., of Salem, Oregon.

OREGON LAND COMPANY.

Salem Truck & Dray Co. DRAYS AND TRUCKS always ready for orders. Sell and deliver wood, hay, coal and lumber. Office State St., opp. State St. and Commercial streets.

Salem Iron works. Drays and trucks may be found through out the day at the corner of State and Commercial streets.