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NEW ZEALAND INSURANCE CO. Notice for Publication. LAND OFFICE AUSTRASIAN CITY, Oregon. June 25, 1891.

THE CAPITAL JOURNAL. HOFER BROTHERS, Editors. PUBLISHED DAILY, EXCEPT SUNDAY, BY THE Capital Journal Publishing Company. Office, Commercial Street, In P. O. Building entered at the postoffice at Salem, Or., as second-class matter. RAILROAD LEGISLATION IN OREGON. A review of the legislative contest that led up to the present situation in Oregon railroad legislation is of interest just at present. Representative Geer of Marion county wrote a letter shortly after his election discussing important matters that the people would require action upon at the hands of the assembly. Railroad legislation would be demanded. He declared himself favorable to two enactments: A bill making it the duty of the railroad commission to fix just and reasonable freight rates; also to give the commission power to enforce its orders and decisions. No other candidate for the speakership had anything to propose on this subject and THE JOURNAL called attention to the fact that it was to the true interests of the people, and of all those who believed in retaining the commission and making it useful to the people, to elect Mr. Geer speaker upon this issue, and it was done. So far as we remember, the Portland press did not discuss the subject at all. The alleged reform press was silent on this point and discussed unattainable matters and theories in the distant far-off. The country press sustained the issue as THE JOURNAL presented it, where it referred to the matter at all. Mr. Geer abided by his public letter after his election, and the first bill of any importance introduced was one to carry out the pledges on which he was elected. The battle in the legislature was then begun. The house passed the bill by an enormous majority, after giving the railroad men a hearing, in which they declared that they were opposed to all and any legislation. In the senate the corporation influence had been proven by the dethronement of Boss Simon. With his majority "gone galore" the corporation crowd could not accomplish its purposes. The enemies of any kind of a commission as usual joined hands with the railroad lobby to defeat the bill giving the commission more strength and greater practical value to the people. The Portland corporation press misrepresented the bill and maligned the able men in the senate who fought down all amendments. The final issue was made up of surrendering the state to the Jay Gould Pacific railway pool, or asserting the power of the people. The life of the Republican party in Oregon was in the hands of the senate majority, and the party interest prevailed and the Geer bill passed. The battle then was to keep for the people the benefits of the experience gained by the old members of the commission. On all these questions THE JOURNAL fought on the side of right and sound public policy and won. It feels proud of the result. Messrs. Clow and Colvig were retained on the commission. They have happily carried the new third member of the commission with them in inaugurating a vigorous policy of enforcing the new law in a liberal spirit of justice to the producer. The commission is a harmonious body in doing what it can under the law to protect the public against corporation robbery and corporate negligence. The commission has made its first report on the freight schedule presented by the Southern Pacific, and ordered a material reduction to take effect Sept. 1st. This reduction ordered, if not defeated in the courts, will mean the retention of hundreds of thousands of dollars annually in the hands of the producers. It is the first milestone of progress toward absolute public control of the common carriers in Oregon. The step has been deliberately taken and will be as firmly maintained.

Silverton Appeal: Mr. Josh Bowen, of Pudding river, has a hop yard of 17 acres and has been watching closely of late the progress of the hop louse. With the aid of a glass he finds the berry of the hop full of them. Some yards are very much worse than others. On some vines leaves were literally covered all over with thousands of these insects. He noticed this during the cloudy weather more of the little black fly than any time previous. This fly is more destructive than any other insect, but has not yet done much damage. Mr. Bowen thinks he will do well to get one-third of a crop this season. No Fusion in Kansas. Chicago Inter Ocean: In the last gubernatorial election in Kansas the Republicans cast 115,925 votes, the Democrats 106, 972 and the Farmers' Alliance 71,357. Comparing this vote with the vote for president in 1888 it was apparent that the greater part of the Farmers' Alliance vote came from the Republican party. In 1888 Harrison received in Kansas 182,904 votes; Cleveland, 102,745; Streeter, 37,788; Fisk (prohibitionist), 8,779; Harrison's plurality was 80,155. Humphrey's plurality in 1889 was 8,068. With these figures in mind the Democrats for several months encouraged the idea of a fusion between the Democratic party and the Farmers Alliance party. Many leaders in both these parties encouraged the scheme, but there was this difference, the Alliance leaders insisted that the Democrats should give up their party organization; the Democratic leaders claimed that if their party convention made the proper concessions the Alliance would naturally come to them.

MR. BLAINE'S CONDITION. Undoubtedly the political fates of Mr. Harrison and Mr. Blaine have become too closely identified to be pleasant for either. Uncomfortably close, sulfocating are the multitudinous predictions relating to their possible rivalries for the White House in 1892. In all the calculations Blaine's health plays an important part. He has been diagnosed by the physicians, dissected by the press and declared dying by the Democrats so often that it has become monotonous. The latest performance in this line was the objection of Mr. Blaine's urine to scientific analysis and securing the opinion of New York medical experts upon the same. Nearly all agreed that he was in a slightly worse than dying condition from Bright's disease of the kidneys, and that the dismal fate of the patient was beyond question. The New York Medical Record of Aug. 8th spells it all by reviewing the entire evidence in the case of the "eminent hypochondriacal invalid, Mr. Blaine," and concluding: "As a

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for holding the next meeting. Frank Moses, an Indian, charged with the murder of his wife, took a towel and with his feet on the cell floor, leaned forward and strangled himself at Quincy, Cal., Saturday. John G. Hunter, one of the most notorious convicts in Louisiana, has escaped from custody. After filing off the chains binding him to the other prisoners, he overpowered the guard and has not been heard from since. The fact that Emperor William is able to devote the greater part of the time in attending to the business of the empire is regarded as good evidence that reports concerning his illness are greatly exaggerated. It is now considered almost certain the pope will ere long summon to Rome a certain number of American prelates in order to deliberate and consult with them on the various questions touching religion in the United States. The French army maneuvers this year are to surpass all previous years, both as to the numbers engaged and the resemblance to real warfare. The object will be to teach the men not fighting alone, but how best to bear the fatigue of march and carry on the duties of the camp. The decree of bankruptcy issued against William O'Brien, M. P., some time ago has been annulled. It is stated that O'Brien has paid the costs in his libel suit against Lord Salisbury, which was decided in the latter's favor, and that this led to the annulment of the bankruptcy decree. The hailstorm which passed over Wilmar, Minn., cut down standing grain. The storm was furious. It rooted up trees and broke down sheds. The hail broke a number of windows. One of the worst electric storms known for years visited Hastings, Neb., Friday night. The wind raged furiously and the rain fell in sheets for two hours. Hundreds of people took refuge in their cellars in anticipation of a cyclone. Fully twenty cottages in different parts of the city were wrecked and immense damage was done to the fruit crops. The counsel of Martha Millen, colored, who was to have been hanged at Chester, S. C., Saturday, for poisoning her husband, was granted a stay of proceedings and the case carried to the supreme court. At Columbia, S. C. David Jacob and Mrs. Mary Johnson were on the gallows and plinoned Saturday when a respite was received from the governor. They were convicted of murdering Mrs. Johnson's husband. Kansas City was treated to a deluge Saturday morning, such as has rarely been experienced there, one and a quarter inches of water falling within fifteen minutes. The deluge was accompanied by a heavy thunder storm. The telephone lines were burned out all over the city and seven houses were struck and greatly damaged by lightning. The house of Ben Williams at Independence, was struck and set on fire, being damaged to the extent of \$2000. Williams and his wife were rendered unconscious for a short time and barely escaped with their lives. There was a fire in Tidball block on East Riverside avenue, Spokane early Saturday morning, which probably would have led to a serious conflagration had it not been discovered almost as soon as it broke out. The origin of the fire, which was confined to room 410, on the fourth floor of the building, occupied by T. D. Wolverton and family, is somewhat of a mystery. It originated in a woodbox in a corner of the room and near a window opening into the hall. A pane of glass was removed from the window, and Mr. Wolverton is of the opinion that some one was endeavoring to effect an entrance to the room through the window and dropped a lighted match into the woodbox, which was full of paper and other combustible material. The intruder, in his departure, made sufficient noise to arouse Mr. Wolverton, who extinguished the blaze. Another fire in the afternoon destroyed Joseph Reed's corral at the corner of Second and Cedar streets, valued at \$3000, insured for \$300, and also five horses and one cow belonging to the same man, one of the former being valued at \$2000; D. Barmoon's livery stable, worth \$1000, J. McClintock's corral and a portion of his residence, the latter's loss being \$1000, insurance \$575. A high wind was blowing and a neighboring lumber pile, containing many million feet, and only fifty feet away, was barely saved. Incendiarism is suspected. TELEGRAPHIC DISPATCHES. Associated Press Report and Digests of all Important News of To-Day. MISCELLANY. RAILROAD IN PERU. WASHINGTON, Aug. 17.—The important information has been received by the bureau of American republics that a short cut across the continent of South America has recently been discovered by the celebrated explorer, Carlos Fry. The route as described by him in a letter to the prefect of the department of Junin, in Peru, lies from Chanchamayo to a good port on the Pichis, one of the navigable tributaries of the Upper Amazon, and he declares it will be possible by this route to reduce the journey from Lima to the eastern river ports from thirty forty-five days. With a few score laborers he estimates that the road can be completed in six months, at a cost of less than \$4000. The completion of this road would work a revolution in the trade and industry of the far interior of the republic of Peru, which, although it comprises some of the richest regions in the world is now comparatively valueless owing to the lack of practicable means of transport. WHALEBACK STEAMER. NEW YORK, Aug. 17.—The Charles W. Wetmore, commonly known as the "whaleback steamship," was the object of much curiosity Saturday, as she steamed up the river to Green Point. In appearance the vessel resembles a huge cigar. She arrived in ballast from Liverpool, and behaved exceedingly well on the passage, although some rough weather was encountered. She will take a cargo of machinery at Green Point docks for transportation to Tacoma, Wash. CRUISER CHARLESTON. SAN FRANCISCO, Aug. 17.—Captain Remey, commander of the Charleston, says the cruiser is on the drydock, and has her bottom cleaned and painted, and would come off the dock Saturday morning. It will be one week at least before she is ready for sea, as she will have to coal, and then it will take time to place on board and stow away three years' stores and provisions. Captain Remey stated he had received no official orders and knew nothing as to the cruiser's destination other than he had read in the papers. "We may go to China, direct," said he, "or we may go down to San Salvador first and then from there to China. The Pensacola may be ordered to coast San Salvador, but as she is badly in need of repairs it would probably take some time to have her ready." Captain Remey also said the executive officer, C. C. Todd had been detached from the Charleston at his own request, and had been ordered to the Pensacola. Lieutenant Todd's father died recently, and family affairs will claim his attention for some time. His place on the Charleston will be filled by Lieutenant Field, a nephew of Justice Field, of the United States supreme court. Nothing has been done to the cruiser's engines save what has been done by the engineer of the ship, and in spite of 27,000 miles she has run since she has been in commission, they could hardly be improved by being overhauled. ENGLISH LABORERS. LONDON, Aug. 17.—Owing to the depression in the iron trade, operations at many principal iron works in the Cumberland district have been suspended for some time, and the inability of the workmen to procure employment is causing most acute distress. Six thousand have been thrown out of employment by the many stoppages of works and a large number of them have earned nothing for years. The outlook for the coming winter is gloomy. Hundreds of families near the iron works are on the verge of starvation. So serious has the situation become, that the authorities have decided to start public works to give employment to the many idle men in the district, and thus avert the famine which is threatened. A SLICK SCOUNDREL. LIMA, O., Aug. 17.—Last Wednesday a man named Kinsley visited J. H. Mayer, a livery man of Wapukoneta, represented himself as a horse buyer and hired a dapple gray team and carriage valued at \$450. He drove from Wapukoneta to Lima and put up at the Burnet