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Displays this morning, an elegant line of BLANK BOOKS,

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You will save money by selecting from this immense stock.

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Boots, Shoes and Rubbers.

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Table listing various shoe types and prices: Mens' Dress Shoes, Mens' Plow Shoes, Mens' Heavy Boots, Mens' Rubber Boots, Ladies' Calf Shoes, Ladies' Fine Shoes, Childrens' Shoes, Misses' Shoes.

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THE RACKET STORE.

Harritt & McIntire,

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HEAD QUARTERS FOR RED STAR

COMPRESSED YEAST.

STAPLE AND FANCY GROCERIES,

At the old Stand, next door to Post Office.

DINING CHAIRS

Fancy Rockers

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Solid comfort in every one.

A. B. BUREN & SON.

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Pioneer Grocery Store.

Having done a large credit business, for the last 34 years, and, as times have changed, making it necessary to sell groceries at a very low margin, I propose to adopt a new plan, commencing on January 1, 1892, and sell for

CASH ONLY,

AT BEDROCK PRICES.

NO MORE CREDIT.

A general slaughter on crockery, imported china ware, glassware, lamps, etc. As I have an immense stock of this line to arrive in March and April, I am compelled to make room by closing out the present stock. Now is the time for the ladies to replenish their houses in this line, while they can get bargains.

All knowing themselves indebted to me are requested to call and settle on the first of the year.

JOHN G. WRIGHT,

227 and 229 Commercial St.

Barr & Petzel, Plumbers and Tanners.

247 Commercial street, Salem. Garden Hose and Lawn Sprinklers. A complete line of Stoves and Tinware. Tin roofing and plumbing a specialty. Estimates for Plumbing and Plumbing Furnished.

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Finest Line of Pianos, Organs, Banjos, Violins, Guitars and Mandolins.

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THE CAPITAL JOURNAL.

HOFER BROTHERS, - - - Editors.

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THE POLICY OF THE ALLIANCE.

Answering the question of the Farmers' Alliance consolidating with any other political party, or joining the People's party, the National Economist of Dec. 25, has this as

"THE FINAL ANSWER."

"The whole question as to the future course of the national organ, the future position of the supreme council, and the duty of the national officers, depends upon one thing, and that is, can the Farmers' Alliance as an organization consolidate with or organize a political party? Unquestionably it can not.

1. Because such consolidation or coalition would make such party a class party, or more properly, no party, but a political faction.

2. Because the Farmers' Alliance as an organization would cease to exist, the moment it yielded sovereignty as a farmers' organization it would become something else.

3. Because to merge with any one party would drive those belonging to all other parties out of the order, and that is contrary to the fundamental principles of the organization.

"It seems to be generally conceded, both by Alliance men and by those most eager for the success of the independent party movement, that there can be no consolidation of the Alliance with any political party. Both can not be supreme; neither can be subordinate; and therefore to attempt to consolidate them is death to one. This is a statement that all must admit; it is absolutely incontrovertible."

IN NEED OF WISE LEADERSHIP.

The Republican party in Oregon is much in need of good organization and good leadership this year 1892. There are but a few months in which to accomplish a thorough organization. There is barely time to do this in a manner that will ensure an endorsement of a Republican administration in June next which is almost indispensable to its success in the nation. The voice of a great agricultural state in endorsement of Republicanism early in

success for the ticket from the Pacific to the Atlantic. The fact that the Alliance will probably place no third ticket in the field only emphasizes the importance of good leadership, wise nominations and a sound platform, and increases the danger of defeat in the absence of any one of these three essentials. It is never wise to underestimate your opponent and certainly Oregon Republicans should be "up and doing."

ROADS AND HIGHWAYS.

ED. JOURNAL: I was looking over the session laws of Oregon for 1890 this evening, and on page 87 I find that it is in the power of the county court to appoint roadmasters, to carry out the provisions of the road law "in counties of ten thousand inhabitants or more." I think this would be a great improvement on the present laws of the county, for instead of the court having to go at every beck and call of the supervisors they could send the roadmaster, whose duty should be to supervise all road work in the county; and if a practical man is appointed there would be more uniformity of road work, for he could make it his business to visit all the road districts at a proper time and outline the work for the supervisors, so they might do their work in accordance with some plan suggested by the roadmaster. The practice of the court is now, and has been for many years, to trust almost all this kind of work to the supervisors, and there are something like 75 or 80 supervisors in the county at the present time, all having different notions about how the road work should be done. I therefore conclude that the old plan is a failure and under it we will never have any good roads, and the time and money spent on the roads will be of no public utility to the traveling public. But under the new plan there might be some grand improvements made, in the way of introducing into the county some uniform plan of working all the county roads, and thereby do away with the practice of having so many kinds of road work done. There is a practice among the supervisors all over the county that I wish to condemn, and that is the practice of grading up the swales or low lands across which roads are laid without making any provision whatever for water to escape from alongside of their grades. As an evil result of this practice there are many places of roads in this county rendered almost impassable by this mode of working our roads. Every piece of road should be well provided with proper drains so constructed as to carry off all the

surface water as soon as it falls. While I am in favor of grading up all the county roads if properly drained yet I think the forementioned practice a failure. I am certain that no sensible person will disagree with me on this subject if they will properly examine into the merits and demerits of the practice. The first thing to do on roads is to properly grade them up and make all the drains that are necessary to carry off the surface water, and then, in my judgment, they are ready for any kind of permanent improvement, such as graveling, etc. In reference to working the county roads I would further suggest the plan of doing some permanent road work in each road district every year, if it is only a small amount it will tell in the course of time and we will soon see better roads all over this country. I do not mean by grading to have the whole surface of the road plowed up or summer fallowed but I mean to have the plowing done on the side of the road far enough away to leave a good road-bed in the middle that is not broken up so as to have a good foundation to build on. CITIZEN.

PUSH ALL THINGS.

That is THE JOURNAL'S motto for 1892 in respect to Salem business, factories and improvements everything should be pushed with all the energy and enterprise we are capable of if we would have a prosperous, progressive city. Public improvements must be made. Labor must be employed. New business opportunities must be developed. New and additional manufacturing enterprises must be encouraged if our city is to go ahead. No obstacles must be thrown in the way of investments of capital that will make business and employ labor. A city of churches and schools and homes is a good thing but unless people have something to do they cannot take advantage of those things. Salem must also be a business city. Without business the city cannot go forward. Business builds great cities, and nothing else.

THE JOURNAL is in favor of emphasizing Salem's business interests in 1892. Salem must put her best business foot forward. Salem has a magnificent future only as she pursues a broad and liberal policy toward her business interests. Every dollar possible should be employed in public improvements. Every dollar possible should be encouraged to settle in Salem in every legitimate field of enterprise.

WHAT WILL HE CATCH?

his big iron fist down so early in congress against all appropriations, what will Herrmann catch in his snout?

Asking \$2,000,000 for Coos Bay, \$2,000,000 for Siuslaw harbor, what will he get for the Willamette valley?

In the goodness of his heart he even offers to take California too, and his drag net haul on the nation's treasury will have very small fish, if any, for the Willamette valley.

Wanted—a congressman to recognize the importance of the commerce of the richest valley in the world.

A Salem business man who believes in personal rights, has this placard on his door: "Leave your tobacco outside."

New York Press, Rep: The calamity prophets are beaten, and they have begun to own it. Listen to this confession from the free trade New York "Times": "The returns from the bureau of statistics of exports of merchandise continue to be of a character simply extraordinary. In the month of November, 1891, these exceed \$110,000,000, yielding a net balance as against exports in favor of this country for that month alone of over \$45,000,000, and bringing the net balance for three months previous to December 1 to nearly \$103,000,000. It is impossible that such sound facts as these shall not tell with great effect upon the general prosperity of the country. They involve directly a degree of profit to the agricultural class that has not been known in recent years, and indirectly to the transportation and manufacturing interests." It is no wonder that free trade organs like the "Times," that clamorously prophesied that the McKinley law would prevent us from selling to other nations, are astonished.

GENERAL NEWS NOTES.

THE OREGON.

The Oregon will be a sister vessel to the Massachusetts and Indiana. These are what are technically known as sea-going coast line of battle ships. Each of them will be of 10,200 tons displacement, 345 feet in length between perpendiculars, 69 feet 8 inches beam, and have a mean draught of 24 feet. The armament consists of four 13-inch, eight 8-inch and four 6-inch breech-loading rifles. In addition to this there is a second battery of twenty-eight pieces, namely, twenty 5-pound and six 1-pound rapid fire guns and two galling. The 13-inch guns are mounted in pairs in two turrets, one forward and one abaft the central superstructure on

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

Royal Baking Powder ABSOLUTELY PURE

the main deck. The eight-inch guns, also in pairs, are in four turrets, one in each corner of the superstructure on the deck next above the main deck.

The six-inch guns are on the main deck, within the superstructure. The secondary battery is dispersed about the decks and in the military tops. In addition to the guns each of the vessels named will be fitted with six torpedo tubes.

The armor is exceedingly heavy, there being a belt of steel eighteen inches thick from three feet above the load water line to four and one-half feet below it. This extends throughout 196 feet of the length amidships, and protects the engines and boilers.

Above this is a five-inch belt of steel, extending to the main deck. From the ends of the eighteen-inch armor to the extremities of the ship is a protective deck three inches thick and another armor deck two and three-quarters inches thick.

The turrets for the 13-inch guns are in two parts, and under redoubt, with 17-inch armor, and above this, inclined armor of the same thickness. The 8-inch turrets are similarly built with inclined armor, varying from 8 1/2 to 6 inches in thickness.

There is a complete system of coal protection, cellular subdivisions and gun shields, and what, with four bottoms in the wake of engines and boilers, and double bottoms elsewhere, the big vessels are extremely secure against torpedo attack. The maximum speed of the engines will be 16.2 knots, with a sustained sea-speed of 15 knots.

The Oregon's engine beds, frames, cylinders, pistons and all the details are partially completed and being put together. The steel castings are well advanced, and from present indications she will be ready nearly as soon as Cruiser No. 6.

There is a good opening for a cannery in Silverton. A site for the building will be given free by a citizen from that place.

M. M. Bradley, a pioneer of Grant county, has just returned from Canyon City, N. M. Bradley followed the occupation of a miner in early days, and during the prosperous times in the camp handled considerable wealth.

Thomas R. Sheridan, president of the Coos Bay & Eastern railroad is at the bay looking after railroad interests. The cargo of rails on the way will undoubtedly arrive in a few weeks, and the track will be laid to Green Point at once, when work will be discontinued for the winter.

Julius Larsen and his family had a narrow escape last Sunday morning at Marshfield. His house and barn, with adjoining orchard, stand just at the foot of the mountain on Haynes' slough, and when he went out in the morning he found a vast mass of the mountain side had become detached from the hillside and slid down into the valley.

J. Colver's house, household goods and butter and cheese apparatus on Daniel's creek, Coos county, were entirely destroyed by fire last Thursday afternoon. Mrs. Colver had left the house and when about half a mile from home she looked back and saw the dwelling in flames. It was one of the best dwellings on the creek, and the total loss will foot up about \$2500.

The annual meeting of the Upper Willamette Lumber Manufacturers' association was held in Eugene Saturday. J. C. Goodale was re-elected president and A. Wheeler, secretary. Many have considered the past season a quiet one in the matter of building, but the sales of the association last year amounted to \$32,000, as compared with \$29,000 in 1890, and \$44,000 in 1889.

Elijah Porter, founder, in 1841, of the Westfield (Mass.) News Letter, died recently in Cambridgeport, in that state, at the residence of his son, Linn Boyd Porter, known as "Albert Ross" the novelist. E. M. Waite, nephew of Mr. Porter, of Salem, Or., E. M. Deway, of Tulare, Cal., and A. T. Deway, of San Francisco, are among Mr. Porter's apprentices to the art preservative.

Captain Henry Wade attempted to commit suicide on Tuesday night of last week at Jarvis' landing, where he was waiting to take the stage for Gardiner. He inflicted two wounds upon himself with a pistol, but without a fatal effect. Mr. Wade attempted self-destruction about three years ago at Gardiner, when he shot himself with a gun, tearing away a portion of his jawbone. The unfortunate man was taken back to Empire, where he is under guard.

TELEGRAPHIC DISPATCHES

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

MISCELLANY.

QUAY'S LIBEL SUIT.

BEAVER, Pa., Jan. 19.—The jury was declared yesterday afternoon, and after adjournment there was some talk about its membership politically. There is but one known Democrat, and a majority of the jurymen are active Republicans.

The district attorney opening the case said that he expected to show that the certificate in question was used in payment of a legitimate loan that Senator Quay had made to the Republican committee of Philadelphia; that the loan had been paid back in full, less discount; that Quay had only casual acquaintance with Bardley, and that the article in the Star was false and malicious.

David Martin, ex-collector of Internal revenue in Philadelphia, testified that he had received from Senator Quay a personal note for \$9000, upon which to raise the balance of \$10,000 needed for the campaign. The note was not discounted at the time, and Quay later gave him for the committee a check for \$9000 on the Deposit bank of Beaver. Bardley identified the witness at the bank, also got a note discounted and gave the witness the proceeds, which he took to Washington and gave to Senator Quay.

Senator Quay himself was called, and corroborated the previous testimony. He said that in the campaign of '89 the Philadelphia city Republican committee needed \$10,000; he gave \$1000 and his note for \$9000. This was the same note referred to by witnesses. As they failed to get the note discounted, he gave the check for the \$9000 mentioned in the article. Attorney Ritchie outlined the case for the defense, stating that the proposed to show that the public loan article was published without malice. Electrotype plate of the certificate was received from the chairman of the Democratic state central committee, Court adjourned until today.

PETER JACKSON.

NEW YORK, Jan. 19.—Peter Jackson is in town. He arrived there with his manager, "Parson" Davies, and William Kirdan, his sparring partner.

"I expect to stay in New York, or hereabouts," he said, "until the latter part of next month, when I sail for London, to get ready for my match with Slavin. I shall train about ten weeks for this fight, and expect that my weight on May 30 will be 195 pounds, or perhaps a trifle more.

"What do you think of your chance?"

"I consider them very good, indeed," replied Peter with a grin. "If I didn't think I had an excellent chance for first money, I should never have made the match. I promise you. Slavin is unquestionably a good man. I don't say I can beat him, but I shall try my best, and a man can't do more."

"What do you think of Slavin's attitude toward Sullivan?"

"I do not approve of it," he answered. "Sullivan is under contract until next September, and there is no reason why any man should badger him about a match. I consider John L. Sullivan one of the greatest fighters who ever lived. He can fight and hit well yet, and it is nonsense for any pugilist to say that he can't. I met Sullivan before he left for Australia, and after his return. He is a very gentlemanly fellow, and I am satisfied that he never talked about men in the way the papers said he did. If I am successful with Slavin, I am willing to match with Sullivan, providing he is willing to enter the ring again. I shall not hound him, however, for I don't believe in that sort of thing."

THE DUKE'S FUNERAL.

LONDON, Jan. 19.—The arrangement made for a public and semi-military procession through London to escort the remains of the Duke of Clarence from the Great Eastern to the Southwestern railway stations, having been changed in consequence of the general epidemic of influenza prevailing here. Upon hearing the views of the authorities, who made no concealment of their fears that the exposure of the troops would