

PATTON'S Special Sale No. 2.

DOVE LETTER FILES Reduced to 50 Cents

For Three Days Only.

State Street Book Store.

THE RACKET STORE

Is the Place for Bargains in Underwear and Hosiery for Ladies, Gents and Children.

Table listing various clothing items like Ladies' scarlet underwear, Natural wool suits, etc. with prices.

261 Commercial Street.

THAT ELECTRIC LINE

Will soon be completed near

Pleasant Home Addition.

If you want a LOT or a HOME and LOT, this is your opportunity.

Prices are low and terms will be made to suit you. Either instalments or cash. Keep in mind the fact that this property is less than one mile from any public building in the city, and that it is high and dry and that each lot will make a home.

Wm. E. BURKE, Proprietor,

One-half block south of Bush's bank, up stairs.

Harritt & McIntire, WELLES BROS.

COMPRESSED YEAST.

STAPLE AND FANCY GROCERIES.

At the old Stand, next door to Post Office.

MUSIC

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

LOWEST PRICES

EASTON'S, 310 Commercial Street.

CLEAN!

If you would be clean and have your clothes done up in the neatest and dressiest manner, take them to the

SALEM STEAM LAUNDRY

where all work is done by white labor and in the most prompt manner. COLONEL J. OLMSTED.

Liberty Street

Salem Truck & Dray Co.

DRAYS AND TRUCKS always ready for orders. Sell and deliver wood, hay, coal and lumber.

F. F. DRAKE, Proprietor. T. G. PERKINS, General Superintendent.

SALEM IRON WORKS.

IRA ERS Sash and Door Factory.

The best class of work in our line at prices to compete with the lowest. Only the best material used.

Table listing various clothing items like H & S Black Corsets, H & S Drab Corsets, etc. with prices.

E. F. OSBURN.

AITKEN & PALMER, (Successor to) JAMES AITKEN.

Choice Groceries, Crockery & Glassware.

We are better prepared than ever to give our customers better prices and strict attention to their wants.

CALL AND SEE US,

126 and 128 State Street, SALEM, OREGON.

CASTORIA

for Infants and Children.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

"The use of 'Castoria' is so universal and its merits so well known that it seems a work of supererogation to endorse it. Few are the intelligent families who do not keep Castoria within easy reach."

THE CASTORIA COMPANY, 77 MURRAY STREET, NEW YORK.

SNOW THE YEAR ROUND

At 100 Chemeketa Street. HOUSE - and - SIGN - PAINTING.

Paper Hanging, Kalsomining, Wall Tinting, etc. Varnishing and Natural Wood Finish. Only First-class Work.

Barr & Petzel, Plumbers and Tanners.

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

Capital City Restaurant

Jas. Batchelor, Prop'r. Warm Meals at All Hours of the Day

None but white labor employed in this establishment. A good substantial meal cooked in first class style. Twenty-five cents per meal.

DUGAN BROS'

Plumbing and Heating Co., Wholesale and Retail Dealers in STEAM AND PLUMBING GOODS.

229 Commercial street. Telephone No. 22

L. B. HUFFMAN,

Livory Stable and Feed Yard. The Best Box Stalls and Corral in the City. Quiet, family horse a specialty.

SALEM, OREGON

THE CAPITAL JOURNAL.

HOFER BROTHERS, - - - Editors.

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

A CAMPAIGN OF EDUCATION.

Needed to Lift the People Out of Mud Roads.

SOME GOOD FACTS ON THE SUBJECT

What Little New Jersey Is Doing - A Railroader's Idea - Macadam and Telford System.

MORTIMER WHITEHEAD IN FARM JOURNAL.

"Time is money." How much money we lose by the time spent on the roads by reason of bad roads.

How much time do we also lose in drawing a half load, where with good roads we could carry double the load and save half the expense of team and wear and tear.

Days and weeks of time are spent in drawing the half loads to market. All this extra expense of time, team and labor has to come out of the profits of the crop.

Nowadays we count distance by the time more than by feet and miles. We say of a village, "It is a half hour from the city."

Of a house, "It is five minutes' walk from the depot." Nearness to market adds many dollars to the value of every acre in the farm.

Save time by traveling to market on good roads, and you bring your farm nearer to market and add to its value.

If we can go on the roads with a good load every day in the year, we will be able to get our crops to market when the prices are up, and not be kept at home with teams standing idle "waiting for better roads."

It has been estimated that at least two million extra horses have to be kept on our farms because of our poor roads; and that it costs \$500,000 per day to feed these extra horses.

We should remember that our roads are a part of the machinery of agriculture. Dull hoes, patched up reapers, spavined horses and "toiled" harness, don't pay.

Peter Tumbledown, and other old fogey farmers, have either died off, gone to the poor house, or will soon do so. Bad roads must "go" or farmers can't go.

Our little state, New Jersey, commenced to get out of the mud and the old ruts some years since, and the one county of Union now has 60 miles of perfect roads. A few years ago a farmer in that county had a farm of 123 acres which was variously valued at from \$50 to \$72 an acre, and he couldn't sell it at either price, and it did not pay him a fair rate of interest on that assumed valuation.

Since then some of that good road has been built to pass that farm, and the owner has recently been offered \$200 an acre for the place. He will not sell, however, because the farm is now worth more than that, and pays him good interest on a larger valuation. It has become profitable to him. He said not long ago: "There are fully 600 miles of Telford road in the state of New Jersey, and I know what I am talking about when I say that the increase in land values brought about in Union county alone would pay six times over the cost of every foot of stone road put down in the state."

While you are thinking about it ask yourself this question. If I were looking for a new farm to buy, to live on for the balance of my life, how much more would it be worth to me if I could go to market, store, mill or shop every day in the year if I wanted to do so?

Other countries long ago found out that they could not afford the expensive disadvantage of bad roads. France has 130,000 miles, and Italy 20,000 miles of perfect roads. The average horse there draws more than double the load the average horse does here.

And yet counting the total expense of the splendid roads of Europe (or a hundred years, they have not cost as much per mile as ours have in the same length of time, and ours are little if any better than they were a hundred years ago.

The money we spend each year in scoping or scraping the mud out of the ditches to the middle of the road, would pay a good interest on money raised on bonds to make the roads permanently good at the start, and to keep them in first-class condition.

Others than farmers are interested in good roads. "How are the roads?" is asked earnestly by the business man in town as it is by the farmer. Mud blockades have helped to cause the failures of many

business men. The business man pays nothing towards our country roads. He rides out over them with his fine team in the summer, over roads we own, (our deeds cover the land to middle of road) and which we tax ourselves in money and work to keep for his pleasure, but he loses in the winter and spring because we can't get to market with our produce to do our "trading." If all are interested in good roads, then all should help pay for them.

Hence the state out of its general funds raised by taxes on all citizens, should bear all, or at least a large share, of the expense of maintaining good roads. Some may say farmers don't pay for paved streets in cities. Yes they do. Where is the city with paved streets nowadays but makes the farmer take out a license to sell his products from house to house, or to rent a stall in the market for the same purpose, and these licenses and rents are used to pay for paved streets, etc.

I don't believe in much of our present convict labor system. Taking the criminals we are all taxed to catch, and try, and punish in prison, and renting their labor out at low rate to contractors to make shoes and furniture and other manufactured articles in competition with honest workmen, and the capital of manufacturers who don't use convict labor. Let this convict labor be employed on public works, for the good of all the people, and roads fill the bill. Put stone crushers in every state prison, and county jail, and have prisoners, whether for life, years, months, or the tramp for a day, - put in a few hours every day. Let the state deliver it at convenient points, and local road taxes, or cooperation that farmers are learning, will put it where it will do most good.

Under the Inter-State Commerce clause of the constitution, congress can arrange for national roads between states. We used to have them, and the great railroads built by government lands and guaranteed bonds are really national highways, even if some one else owns them now, and almost own the farmers who use them. Government two-per-cent bonds have lately sold for \$105. How would some national two-per-cent road bonds do to raise the money to build good interstate wagon roads?

We can, if we will. When in old Esop's fables we read of the farmer whose cart got stuck in the mud, and he fell on his knees and prayed to Hercules, the god of strength, to help him out. The answer was "Put your own shoulder to the wheel."

Esop's fables tell us that the farmer of today as well as for him of two thousand years ago.

Bad roads are going, and good roads are coming, because farmers are getting in earnest in the matter. By thinking, talking, and acting together we can get them.

SUGGESTED COMMENT.

Portland palates are tickled with Salem lettuce.

Woodburn boasts of a steam job printing office.

The M. E. church South will try to build this year at Dallas.

The Baptist church at Oakdale has some additions of late.

The remains of Sarah M. Elliott have been sent to her home at Crawfordsville, Ind.

Caroline Barnhart, a German woman from Milwaukee, has been brought to the asylum.

A million brick are to be made at Woodburn this year and the M. E. church has a new \$300 organ.

The I. O. O. F. will institute a camp at Woodburn this month, and the order is prospering all over the state.

Woodburn has raised a fund for a twenty-foot flag for her public school house. The flag should be a part of the equipment of every school.

During the second week in May the Young People's society and the Oregon Sunday schools of the Baptist denomination will hold a state convention in Salem. About seventy-five delegates are expected to be in attendance and that is another victory for Salem as a convention city.

At least one county town will grade and gravel and assess abutting property for the expense. If Salem does not push street work she will be the second city in the county in this respect. But there is no danger. The advertisement for contracts for Salem street work are already published.

One of the highest courts in the country has recently said: "There is nothing in the law of Oregon, where the contract was signed, which recognizes an agreement to live together, so long as mutual affection shall exist, as a marriage contract. We have, therefore, no occasion to consider whether by the law there can be a marriage by a mere contract without a ceremony."

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

Royal Baking Powder ABSOLUTELY PURE

BEHRING SEA.

Lord Salisbury is Having the Best of It.

LORD SALISBURY

Refuses to Consent to a Renewal of the Modus Vivendi.

New York, March 5. - In connection with the report from London that Lord Salisbury is unwilling to renew the Behring sea modus vivendi, the Tribune has the following special from Washington: "No one who has carefully followed the various phases of the negotiations in the pending controversy over the seal fisheries in Behring sea will be surprised to learn that Lord Salisbury refuses to consent to a renewal of the modus vivendi of last year. The information which reaches the Tribune by way of London is practically confirmed here. At any rate, his correctness is not denied. As long ago as last November Lord Salisbury began making difficulties and objections were referred to a renewal of the modus vivendi. These difficulties and objections were referred to a number of times in these dispatches. But as they were not based, apparently, upon any substantial grounds, little importance seemed to attach to them so long as the treaty itself, referring to the entire controversy to arbitration, remained unaltered. Even as late as last week, or about the time that Lord Salisbury finally agreed to authorize Sir Julian Pauncefote to sign the treaty, there was no reason to believe that the British government would in the end resist a proposition so eminently fair, and so absolutely necessary in order to protect from utter destruction the fast-dwindling seal herds.

The reasons for Lord Salisbury's refusal to renew the modus vivendi of last year are not stated in the London dispatch, and the state department, if it has been furnished with any such reasons, is unwilling at present to make them public. It is difficult to imagine what they can be. Whatever they are, the practical effect of Lord Salisbury's refusal will be the indiscriminate slaughter of tens of thousands of seals and possibly their extermination. Neither Canada nor Great Britain will derive any benefit from such a course, but it will prove a serious financial loss to the United States. By the time the board of arbitration reaches a conclusion, there may be nothing left to arbitrate about. The seal will simply have disappeared. If this be Lord Salisbury's object, he has certainly taken the most effective steps to attain it in refusing to renew the modus vivendi of last year.

He is said to be willing, however, to take the necessary steps to putting a stop during the approaching season to miscellaneous deep-sea fishing within thirty miles of Probyloy islands. It is impossible to learn at the state department the precise nature of the substitute proposed by Lord Salisbury. It is probable this information received from London has caused President Harrison to shorten his stay at Virginia Beach, and he will return to Washington Saturday, instead of on Monday as he contemplated.

AN OBNOXIOUS ORDER.

American Conductors to be Bonded by a Canadian Company.

TOPEKA, Kan., March 5. - At the beginning of the present year the Atchinson, Topeka & Santa Fe railway demanded that all conductors in its employ give a bond for \$500 with the Canadian Guarantee company, instead of the New York Guarantee company, as formerly. The Canadian company insists that all men for whom it becomes surety shall furnish a history of themselves from birth, while the New York company asks for a record covering ten years only. The role of the Canadian company would disqualify all conductors who have ever been dismissed from the service of an employer for alleged dishonesty, and if it should unjustly disqualify any one the only redress the man would have would be through the Canadian courts. For these reasons the conductors on the Santa Fe decline to give the surety through the Canadian company, and the grievance committee of the Order of Railroad Conductors has been instructed to refuse compliance with the obnoxious order. The committee has been in secret session here for two months, preparing a new schedule of wages for conductors on all branches of the system. This

Hopeless, Yet SAVED.

From a letter written by Mrs. Ada E. Hurd, of Grotton, S. D., we quote: "Was taken with a bad cold, which settled on my lungs, cough set in and finally terminated in consumption. Four doctors gave me up, saying I could live but a short time. I gave myself up, determined if I could not stay on earth, I would meet my absent ones above. My husband was advised to get Dr. King's New Discovery for Consumption, coughs, and colds. I gave it a fair trial, took in all, eight bottles. It has cured, and thank God I am now a well and hearty woman."

Trial bottle free at Dan'l J. Fry's drugstore, 225 Com'l. St. Regular size, 50c. and \$1.

La Grippe Successfully Treated.

"I have just recovered from a second attack of the grip this year," says Mr. Jas. O. Jones, publisher of the Leader, Mexico, Texas. "In the latter case I used Chamberlain's Cough Remedy, and I think with considerable success, only being in bed a little over two days, against ten days for the first attack. The second attack I am satisfied would have been equally as bad as the first but for the use of this remedy, as I had to go to bed in about six hours after being 'struck' with it, while in the first case I was able to attend to business about two days before getting 'down.' Fifty cent bottles for sale by G. E. Goode, druggist.

Baby cried, Mother sighed, Doctor prescribed: Castoria!