EVENING CAPITAL JOURNAL.

VOL. 5. "THE PEOPLE'S PAPER." SALEM, OREGON, TUESDAY, MARCH 8, 1892. "TO-DAY'S NEWS TO-DAY." NO. 57.

PATTON'S—

—Special Sale No. 3.

GAMES! GAMES! In order to reduce our stock we will allow a discount of

33 1-3 Per Cent.

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GRAND SHOE SALE!

Men's Rubber Boots	$2 00	worth	$2 75
" Plow Shoes	90	"	1 25
Better " "	1 15	"	1 50
Oil Grain Plow Shoes	1 45	"	1 75
Men's Congress "	1 45 and up		
Boy's School Shoes	$1 10, 1 30	and	1 45
" Dress Shoes	1 40	"	1 80
Children's Fine Shoes	35, 55c,		65
" Heavy "	80, $1 00,		1 10
Ladies' Glove Calf Shoes	$1 15	worth	$1 40
" Oil Grain "	1 45	"	1 75
" Calf Shoes	1 45	"	1 75
" Dongola Shoes	1 45	"	1 75
" " Tipped Shoes	1 80	"	2 25
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" Oxford Ties	1 25,	1 45,	1 65
Children's Rubbers only	25		

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261 Commercial Street. E F. OSBURN.

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 installments 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. Call on

Wm. E. BURKE, Proprietor,

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

Harritt & McIntire,

—SUCCESSORS TO—

WELLER BROS.

—HEAD QUARTERS FOR RED STAR—

COMPRESSED YEAST.

STAPLE AND FANCY GROCERIES,

At the old Stand, next door to Post Office.

You can get the latest

MUSIC,

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

LOWEST PRICES

—AT—

EASTON'S, 310 Commercial Street. Send for Catalogue FREE

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. Office State St., opposite Salem Iron works. Drays and trucks may be found throughout the day at the corner of State and Commercial streets.

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

SALEM IRON WORKS,

SALEM, - - - - - - - - - OREGON.

Manufactures STEAM ENGINES, Mill Outfits, Water Wheel Governors, Fruit Drying Outfits, Traction Engines, Dredging, etc. Farm machinery made and repaired. General agents and manufacturers of the celebrated Wahlstrom Patent Middlings Purifier and Reels. Farm machinery made and repaired.

IRA BRB

Sash and Door Factory

Front Street, Salem, Oregon.

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

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." H. A. ARCHER, M. D., 111 So. Oxford St., Brooklyn, N. Y.

"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." CARLOS MARTYN, D.D., New York City. Late Pastor Bloomingdale Reformed Church.

Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion, Without injurious medication.

"For several years I have recommended your 'Castoria,' and shall always continue to do so as it has invariably produced beneficial results." EDWIN F. PARDEE, M. D., "The Winthrop," 125th Street and 7th Ave., New York City

THE CENTAUR 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. E. E. SNOW.

Barr & Petzel, Plumbers and Tinners,

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

J. M, Needham,

HOUSE PAINTING, KALSOMINING, PAPER HANGING, NATURAL WOOD FINISHING.

Leave orders—J. Irwin's, rear of Smith & Steiner's drug store.

Annual School Election.

NOTICE is hereby given that the Regular Annual School Election School District No. 24, of Marion county, Oregon, will be held at Reed's opera house in the city of Salem, on Monday, March 14, A. D., 1892, for the purpose of electing (1) one director, for the term of (3) three years; one school clerk for the term of one year. Said election to begin at 2 o'clock p. m., of said day. With George H. Burnett, C. L. Watt and G. G. Van Wagner as judges.

A. E. STRANG, Chairman.

Attest, W. H. SIMPSON, Dist. Clerk.

Bids Wanted.

NOTICE is hereby given that sealed bids will be received by the City of Salem, Oregon, until March 14, 1892, at the hour of 9 o'clock a. m., for the graveling, grading and curbing of all that part of Chemeketa street between the east bank of Willamette river and the east side of Fourteenth street, according to the plans and specifications on file at the city surveyor's office. A deposit of $200 must accompany the bids as a guarantee of good faith on the part of the bidder that he will execute contract, bond and undertaking, and furnish good and sufficient sureties approved by the mayor in case the contract is awarded to said bidder, which deposit shall be forfeited to the City of Salem in case of a failure on the part of said bidder to comply with any of said requirements. Said bond, contract and undertaking are on file in the office of the city surveyor. The City of Salem reserves the right to reject any or all bids. Corporations must state in their bids that they are corporations, co-partnerships and associations must give all the names of members in the co-partnership or association and the name under which they do business. M. W. HUNT,

CHAS. H. MOORES,

H. L. LAMEREUX, Pr B.

Committee on Streets and Public Property.

E. J. McCAUSTLAND, City Surveyor.

S. T. RICHARDSON, City Attorney.

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.

RED FRONT.

Court street, between Opera House and Minto's Livery

DUGAN BROS'

Plumbing and Heating Co.,

Wholesale and retail dealers in

STEAM AND PLUMBING GOODS

29 Commercial street, Telephone No. 28

L. B. HUFFMAN,

Livery Stable and Feed Yard.

The Best Box Stalls and Corral in the City. Quiet, family horses a specialty. (In rear Willamette hotel.)

SALEM, - - - OREGON

THE CAPITAL JOURNAL.

HOFER BROTHERS, - - - Editors.

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JOHN GILMER SPEED IN LIPPINCOTT'S.

The ancient European road-builders did understand thoroughly the two great principles without which no good road can be made,—drainage and solidity. The administrative method was also a direct one from a central power, and therefore there was system in planning and building and maintenance. And it may be remarked that there are no good systems of roads in any part of the world at this time where this work is left to the various local authorities.

In the first English era of road-building no attention was paid to drainage, and therefore the new turnpikes were not a great improvement on the old roads. It was not until the time of those two great road-builders, Telford and Macadam, that anything like good common roads were built in Great Britain. And with the era of better roads the names of these two men will always be associated in those parts of the world affected by English influence. They have shown us how to build roads at a very much less cost than the old Roman way, and they answer modern purposes quite as well.

The name of Telford is associated with a pitched foundation, which is always desirable for a road subject to very heavy traffic. It consists of flat stones carefully set on edge in courses across the road, with the broadest edge downward. The upper edges should not exceed four inches in breadth, to hold the broken stone well. All irregularities must be knocked off and small stones and chips must be firmly pinned into the interstices with a hammer, so as to form a regular convex surface, with every stone firmly fixed in place. The thickness of the pitching is generally six or seven inches; it should not be less than four, and it may generally be thicker without any sensible increase of cost. At least four inches of broken stone are required over consolidated six inches are always sufficient. But before laying this foundation Telford insisted that the roadway should be thoroughly drained, so that there would never be any considerable dampness below the metal pavement.

Macadam, the other great scientific road-builder, differed from Telford as to the necessity for such heavy foundations. He maintained that the dry subsoil, however bad, would carry any weight that could be placed upon it if it were made dry by drainage and kept dry by an impervious covering of stone well bonded together. The Macadam pavement, therefore, as originally designed, consisted only in perfectly draining the subsoil of a roadway, covering it with broken stone to a thickness of from six to twelve inches, and rolling this until it had become packed and bonded together. Where the traffic is very heavy the Telford pavement is unquestionably the better of the two; but the Macadam pavement would most admirably answer the purpose for nine out of every ten miles of roadway in America. In this country we are in the habit of speaking of any road as macadamized which has a simple covering of broken stone. It is rarely, however, that the subsoil of such roads has been drained at all. Without the drainage the stone might as well be spared, as the dirt road would be quite as good.

If the road-making experiences of modern Europe teach us in America one lesson more than another, it is that our common roads should be taken as much as possible out of the hands of the merely local authorities and administered by either the national or state governments after some plans in accordance with scientific knowledge and needs of the people who use the roads. As all the people use the common roads either directly or indirectly, it is not unfair that what is needed to be done in the matter of road-improvement should be paid for by a general tax. All would benefit, therefore all should pay. The present condition of American roads is disgracefully bad, and entails a tax upon the people much heavier than that of the tariff of which we hear so much from the politicians. It is an indirect tax, however, and therefore many are unaware of it. To lift this tax all the people must concern themselves. The country people will not be active in the matter, for they fear that they would have to bear all the cost of any improvements. They are not to be blamed for this, for they could not afford to do at once, or indeed in any thorough way, what is needed to be done. Nor could they take charge of the improvements; for, even if they had the inclination and the means, they lack the requisite engineering knowledge. It is quite as difficult to locate a good common road as it is to locate a railway; and no one would think of inviting a country storekeeper, a village blacksmith, or a backwoods axeman to lay out a railroad beteen Philadelphia and New York, but to such as these are our common roads and country highways now confided. The road makers are not to be blamed for they do the best they know how; it is the system which is at fault, and until that be remedied our country-folk will "wallow in the mire of their ways, pay excessive tolls, endure, in a word, a grinding taxation, generation after generation, without appreciating the burden which rests upon them."

MAKING AND MAINTAINING ROADS.

At a recent meeting of the Massachusetts Horticultural Society, Henry Irwin, of the Canadian Pacific Railroad read a paper on "Road Making and Maintenance." We give the following abstract of the paper: Our public roads are, as a rule, inferior to those of Europe. It is impossible to lay down any set rules for construction and maintenance that will cover all conditions that may exist.

The first point to be considered is locality. When a hill that it would be too expensive to cut down is in a direct line between two points four miles apart, the new road should go around it, as an added mile would not be as great a disadvantage as a hill that necessitates the reduction of a load at each trip. It is important to decide upon a maximum grade. The average cart horse can exert a power of 120 to 125 pounds during a working day, at the rate of 2½ miles an hour. One hundred and twenty pounds, at 2½ miles per hour, is equal 26,400 foot pounds per minute. One hundred and twenty-five pounds, at the rate of three miles per hour, is equal to 33,000 foot pounds per minute, or what is called one-horse power. It is usually assumed that a horse can double his average rate of working for a short time, at intervals during the day, but to add much more would overtax his strength. It is evident that no hills should be allowed on a road steeper than would double the average tractive force that is required on a level.

Durability of roads depends much upon drainage. Where a road bed is properly drained it will never be heaved by frost, nor will the surface sink under the pressure of heavy [illegible] open ditch each side to carry away all surface water. In case of springs or swampy ground in the road line, covered drains should be laid to take off the water. All drains should have a good fall, never less than two inches in 100 feet. Culverts should be made of stone or of glazed pipes, and of a larger diameter than the greatest estimated amount of water that may have to pass through them. They should have a fall of one in 200 to one in 120. Cuttings and embankments should generally have a slope of three horizontal to one vertical foot in soft, greasy clay, and 1½ to one foot in ordinary earth. Before making an embankment, trees, stumps and bushes should be wholly removed. No clay should be used in filling. On sideling ground the surface should be first cut into steps, and all drainage be cut off on the upper side. When a road has to be made on clay, stone may be laid on three-inch plank laid across the road. Embankments on swampy land will require drains on each side. Slopes or embankments or cuttings should be sowed with grass and clover seed, as a good sod prevents rain or frost from cutting away the surface.

All vegetable matter should be first removed from the entire surface. Then the material taken from the ditches should be used to raise the crown of the roadway one foot above the general surface of the ground. The troublesome slope of the roadway should, in a macadamized road, be one in 36. In a road not constantly looked after from one in 25 to one in 20, and that of the last four or five feet a little more than the centre. A slope of one in 50 will serve in wood or stone pavements and about the same for asphalt. This slope on hills is considerably less, and even flat might be allowed if occasional lateral gutters are made to drain the roads and centre depression of the country roads.

The width of the roadway may vary according to the needs of the community. Some localities require a road from 20 to 24 feet in width, including one sidewalk on the north or east side, so that the sun and wind may dry it as much as possible, leaving on the other side the extra space for storing stone or other road material. In finishing the roadway, if it is to be a gravel road, the ground should be rolled to as firm a condition as possible. The gravel should be screened, all the material over 2½ inches in diameter laid down first, in a layer four or five inches thick, and that rolled until well compacted. Another layer of the same thickness of next smaller size stone from the gravel to be rolled down hard, and finish with two inches of the finest gravel, free from soil, and all well rolled. Watering each layer will make it bind better.

In macadamized roads the roadway is rolled, and then, if not upon a rock or hard-pan bed, the Telford foundation is necessary, with the interstices filled by quarry chips, well wedged in and all rammed down well. For making the macadam, a good, compact, fine-grained basalt stone is probably the best, but sienite of similar quality is suitable. Granite is not as good, as the mica it contains is liable to disintegrate, but these and several kinds of inferior stone are used. The stone is broken up into cubic masses, 2½ to 3 inches in diameter, of which a layer of four inches is laid upon the Telford foundation, and rolled until well compacted. Then a layer of the same material, of one or two inches diameter, and covered with a coat of clean screenings of broken stone and well watered. Then it should be rolled with a 10 to 15-ton steam-roller, which compacts the material without tearing up or stirring it, as would be done by horses.

The Oregonian has great influence in state politics—in Klamath, Lake and other regions removed from more reliable sources of intelligence.

Many people believe Oregon has outgrown Mr. Hermann's methods and that the western district of Oregon should send a new man to congress.

The Klamath Star, a weak and feeble sister that exists only on Oregonian taffy is the only paper in the state that is booming Hermann besides a few of his postmasters. His $3,000,000 for Coos bay and $60,000 for the Willamette ought to sufficiently condemn him.

THE JOURNAL believes in the Republican party being made of the greatest possible use to the people [illegible] words Republicanism means government by, for and of the people and not by, for and of a few bosses and politicians.

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

Royal Baking Powder

ABSOLUTELY PURE

It Should Be in Every House.

J. B. Wilson, 371 Clay St. Sharpsburg, Pa., says he will not be without Dr. Kings's New Discovery for Consumption, Coughs, and Colds, that it cured his wife who was threatened with Pneumonia after an attack of "La Grippe," when various other remedies and several physicians had done her no good. Robert Barber, of Cooksport, Pa., claims Dr. King's New Discovery has done him more good than anything he ever used for Lung Trouble. Nothing like it. Try it. Free Trial Bottles at Fry's Drugstore, 225 Commercial St. Large bottles 50c and $1.00

Official Call for the Marion County Republican Primaries and County Convention.

The Republican electors of Marion county and all who are in sympathy with the principles of the National Republican party are hereby notified that at the regularly called meeting of the Republican county central committee held at Salem, Feb. 27th, the date set for holding the Republican primaries in the several precincts of this county was

Saturday, March 19

at two o'clock p. m., except in all the precincts of Salem, North Salem, East Salem and Englewood, where the primaries shall be held from 9 a. m. to 4 p.m., the primaries to be held at the usual polling place in each precinct. The date set for the county convention is

Thursday, March 24

at 10 o'clock a. m. The apportionment of delegates shall be as follows to each precinct:

APPORTIONMENT.

Mehama, 6; Sublimity, 5; Jefferson, 8; East Silverton, 8; Marion, 3; Woodburn, 9; Butteville, 6; Elkhorn, 2; Champoeg, 2; Stayton, 6; Fairfield, 2; Howell Prairie, 6; Salem No. 1, 10; Salem No. 3, 10; East Salem, 10; South Salem, 6; North Salem, 9; Macleay, 5; Lincoln, 5; Labish, 6; Turner, 8; West Silverton, 8; St. Paul, 3; Garfield, 3; Horeb, 4; Breitenbush, 2; Hubbard, 5; Abiqua, 10; Gervais, 7; Aurora, 6; Salem No. 2, 10; Salem No. 4, 10; Prospect, 10; Yew Park, 6; Englewood, 9; Silver Falls, 3.

The purpose of this convention shall be to place in nomination candidates for the county offices, the selection of delegates to the state, congressional and judicial conventions of the party and such other business as may properly come before the convention.

JOHN KNIGHT,
Chairman.

Baby cried,
Mother sighed,
Doctor prescribed: Castoria!

HIGHBINDERS.

Shey are Making Trouple in Portland.

THE HEATHEN CHINESE.

A Feeling of Uneasiness Pervades Second Street at Present.

PORTLAND, March 8.—Trouble is certainly brewing among the Chinese element and an outbreak is looked for by those whose business it is to keep an eye on such disturbances. It is, of course, the highbinders who are responsible for the troublesome atmosphere now hanging like a pall over Second street, but it seems almost impossible to prevent it. These highbinders are nothing more nor less than organized bands of cutthroats and hired assassins, who regard life as of very little value further than what its destruction will bring in cash. They levy tribute upon the respectable merchants, and in consideration therefor promise protection. The matter resolves itself very much into a case of Hobson's choice with these, as they appreciate the fact that unless they come to time with the amount demanded their property, and perhaps, even their lives, will be in jeopardy.

As an outside divertisment to fill up spare moments which may hang heavily on their hands they gamble in women and receive the profits of their shame. Since the one memorable riot at Second and Alder streets some two or three years ago on a Sunday noon, matters have been comparatively quiet and peaceable among them. Then came the case of the woman Quon Sing, against whom a trumped-up charge of larceny in a dwelling was preferred. She was the ward of a high official in one highbinder company, and eloped with a man from one of [illegible] swore out a complaint, saying she had stolen $500 worth of jewelry, and she was arrested. The case went over for several days, and it seemed as though all Chinatown was going to storm the jail, so thickly were the Celestials congregated around it at the noon hour. The police were on the alert for any signs of a row, and it was noticed that all the blue-coated guardians of the peace had their coats unbuttoned, presumably to have their clubs and revolvers within immediate reach.

The case was finally dismissed upon payment of costs by the complainant, who saw he had no case, and silently gnashed his teeth in despair. But this was not all. It was merely the removal of the torch which had kindled the fuse which will lead to an ultimate explosion, of how severe a nature remains to be seen.

That the Chinese themselves anticipated trouble is evidenced from the fact that a warning has been given Judge Carey and Deputy Prosecuting Attorney Hume to steer clear of Second street in the early afternoons particularly. This warning has been given them by a reliable person, in whom the officials have implicit confidence.

That the police themselves look for a row is proven in that all the officers possible are kept around the jail from 1 o'clock on for two or three hours, during which the change of patrolment usually takes place.

For the benefit of those who do not already know it may be said there are four highbinder associations in the city, with headquarters as follows: The Sue Sing Ting, on Second between Washington and Alder; the Hop Sing Ting, on Second near Yamhill; the Hop Sing Ting and the Nim Lung Ting, on Second near Pine.

It was learned just at noon yesterday that all the highbinder associations have hauled down their flags of defiance except the Sue Sing Ting crowd, whose blood-red emblem still waves on Second between Washington and Alder streets. This is not taken as a guarantee in police circles that the other three are for peace, but it is looked upon more as a ruse to allay the vigilance of the city officials.

Hurricane in Portugal.

LISBON, March 8.—A hurricane which passed over Portugal sea districts did much damage to property and harbor works here. Six persons were struck by flying debris and killed, and a number of others more or less injured. The river Tagus has already overflowed its banks, continues to rise rapidly and threatens considerable damage.