

Special for \$2.00

MEN'S \$3.50 ENAMEL SHOES FOR \$2
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THE DAILY JOURNAL

BY HOFER BROTHERS
THURSDAY, FEBRUARY 22, 1900.
Daily, One Year \$3.00, in Advance
Selling, Four Months \$1.00, in Advance
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Editorial Review

The recent cold weather has left the fruit crop in the best kind of shape for a big yield. The cold has checked the growth of the buds and the outlook is that there will be no more freezing weather. With the rest of the trees had last year, there is abundant reason to rejoice at the prospect, and a gardener's will do well to prepare for a harvest. The strawberry crop will be the first to look after, and while not much can be done at present, it will be a good plan to keep the stock off, fix fences and remove large weeds, and open drains so as to let out water. Strawberries will not do well if there is water up near the roots. Raspberries and other small fruits can be put in order both as to cultivation, mulching, trimming and staking up against the heavy spring winds.

There is a general apathy about complying with the registration law, and unless more interest can be aroused not over two-thirds of the legal voters of the state will be enrolled. It is not easy to see how they can be excluded from voting under the constitution if they desire to vote. But the apathy is deeper seated than a mere technical objection to registration. Many voters are saying, what is the use of registering or voting? We have no assurance that our vote will be counted as cast. Ballot box frauds and frauds in the returns and in making up the count, frauds even in the reading of the ballots by the election judges and clerks are not confined to Kentucky, but are too familiar right here in Oregon to require any comment. In Oregon the same crimes are committed, but there is no one convicted and no one is killed and it is a question whether we are less criminal on that account. The advice of THE JOURNAL to every reader is to register and prepare to vote next June.

The woman suffragists are very proud of the fact that their aged champion Susan B. Anthony was invited to stand in the white house for a half hour at the right hand of President McKinley and received the national association delegates. It was a graceful and courteous act of the president, and still more so when he invited Miss Anthony to go with him and meet the first woman of the land in behalf of the entire convention. The prominent politicians of Oregon are very shy of the suffragists. In fact, Oregon is not much of a woman state when it comes to political recognition, and it is doubtful if the leaders in the dominant party will willingly see women given the ballot, when they contemplate that the states where equal suffrage prevails are almost hopelessly lost to the Republican party. The women should demonstrate at the municipal school elections that they are an organic force in public affairs. They have done this at Salem several times both in expressing a choice in making nominations and at the elections.

One thing the Salem school district

should get rid of and that is the ridiculous notion of geography having anything to do with a candidate's qualifications for service on the school board. That ridiculous idea has not given the district the best type of men on the board. The retiring member lives in North Salem part of the time and on his farm part of the time. What has that to do with his service? The argument that a man from his locality must be chosen has no merit. If the best man or woman to be had comes from there, well and good. But the district is the unit to be looked after, and the director is elected for five years at large from the district, and the people have the right to have the best type of candidate regardless of locality. A director to be chosen for five years should be an educated person who has some clear ideas of what the best ideals of the public school system require for our children. A candidate who has some property and a means of subsistence, and the time to give to the duties of the position, would not be objectionable. In school matters, at least, we should rise to the old ideal of not seeking the place, but of being willing to make some sacrifice to serve the common good. The theory that we are justified in making an office pay is un-American. It leads to all the evils we are cursed with from buying United States senatorships to farming out petty jobs in city and school government to favorites.

It is stated that out of 75 women at the Anthony banquet 61 were wage earners and business women, or women who manage their own business affairs, in other words look out for themselves. There are two offices we would like to see the experiment tried of giving them a vote-county assessor and county judge. These officers administer on the property and estates of these women, and it looks like taxation without representation to have women who, like the Boers of South Africa, are capable of managing their own affairs, have a monarchy of male officials lord it over them and they not have a voice in saying who their lord and master shall be. But if they had a vote they might do like some of the legal profession, bend all their energies to put in officials before whom they try cases to special advantage, or like rich men get an assessor who would let them off easy. It would be just like the women to rapidly acquire all the political tricks of the male voter.

Finance for the people is gaining ground in Oregon. The success of the Salem municipal program is exerting an influence in all directions and even home-riden Portland is awakening to the fact that its large floating debt is abnormal and the interest might be cut in half and the debt scattered among the people. The bond-faddists want the law enforced in this school district and the \$10,000 of East Salem bonds that fall due in September re-issued according to law and sold by the county treasurer in New York "at a premium." The school board has no trouble in getting twenty or thirty thousand dollars to carry its floating debt on the notes of its officers. Instead of issuing new bonds next September let the board use its power to issue call notes and take up those bonds drawing eight per cent in New York and borrow the money of the people here at home at four per cent as the city did. By the way, it is a carefully guarded secret that county warrants

"NORTH COAST LIMITED"

TITLE OF NEW TRAIN ARRANGED BY THE NORTHERN PACIFIC

It Will Carry an Observation Car Between Portland and St. Paul -- Modern Improvements.

From the Morning Oregonian Portland February 17.
General Passenger Agent Charles S. Fee, of the Northern Pacific railway, who reached Portland Thursday, announced that April 29, his company will establish a double-daily passenger train service between Portland, Puget Sound and the Twin cities, St. Paul and Minneapolis.

The morning train from St. Paul will leave at 8:05, after the arrival of the fast trains from Chicago, St. Louis and the East, running by the way of Butte, and will reach Portland at 7 a. m. The corresponding train will leave Portland at 11:30 a. m. by the way of Butte, and will reach St. Paul at 3 p. m., and will be known as the "North Coast Limited."

Train No. 3 will leave St. Paul as at present, 10:35 p. m., arriving at Portland at 8 p. m. Train No. 4, will leave Portland at 11:30 p. m., and arrive at St. Paul 7:45 a. m. Both 3 and 4 will run by way of Helena. This schedule will continue in effect until November 1, and longer if the business justifies it. Trains 3 and 4 will carry the same equipment as present 1 and 2, first and second-class coaches, Pullman first-class and Pullman tourist sleepers and dining cars, with the usual number of mail, express and baggage cars. These trains will carry standard and tourist sleepers from and to St. Louis by Billings route, the "Burlington," thus offering the public a service to the Missouri river country, St. Louis and intermediate territory superior to anything heretofore established.

The "North Coast Limited" will be one of the handsomest and most complete passenger trains in the country. With its new 70 foot baggage and express cars, combination smoker, new first-class coaches, new Pullman tourist sleepers, handsomely upholstered in dark green leather, thoroughly modern first-class sleepers and elegant dining cars, all wide vestibuled, the train might be considered complete. Its chief attractions, however, will be the thorough lighting of the train throughout by electricity, including two berth lights for reading in each section, and an observation-car more complete than anything of the kind heretofore constructed. This car, which will be 70 feet in length, with a wide and handsomely upholstered platform, will have 14 upholstered plush chairs, with writing and reading table in the rear

and a carefully selected library of 125 volumes; bath-room, barber shop and buffet in the center, while in the rear, in addition to toilet rooms for men and women, there will be two smoking and card rooms, each furnished with six comfortable chairs and folding table. These smoking or card rooms will be shut off from the remainder of the car and so thoroughly ventilated that those addicted to the weed may indulge at leisure without attracting undue attention.

The Northern Pacific management realizes that for short night runs, as for instance, between St. Paul and Chicago, where there is no opportunity to enjoy the really interesting scenery, a library car meet the wants of the traveler, but on a transcontinental journey of 2000 miles or more, where the passenger hopes to see something of the country through which he is passing, perhaps for the first time, they hold that the observation car is the car par excellence, and that nothing else will take its place. The "North Coast Limited" of the Northern Pacific will be run exclusively in the interest of passengers and, as a consequence, the observation car will be kept on the end of the train for the benefit of the passengers who have paid their money and to the dignified post of the "private-car" tourists and railroad official who is so frequently in evidence. President Mellen says that neither his own private car nor the private cars of other officials or people will be hauled on this train.

Thus, for the first time the transcontinental traveler is to have, and without extra fare or charge, a daily transcontinental passenger service absolutely superior to anything heretofore offered him either in the West or in the East.

The Northern Pacific people feel confident their enterprise will be appreciated by the public and that the large business they have heretofore enjoyed will be greatly increased.

The Northern Pacific passenger business of the past year has been very satisfactory, and it is showing a good increase right along. It will not seem out of place that the Northern Pacific railway should inaugurate this service, as they did the dining-car service, especially when it is borne in mind that the earnings of the passenger trains for the past year show a greater revenue per train mile than any other road in the United States or Canada.

The Young Mother

She thinks little of herself, and fails to notice how pale and thin she is growing. She worries constantly over the baby that does not thrive, although its food seems abundant.

Scott's Emulsion nourishes and strengthens the nursing mother and supplies to the baby's food the bone-forming and fat-producing elements which were lacking.

Scott's Emulsion, Chemists, New York.

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THE PUERTO RICAN BILL DEBATES

WASHINGTON, Feb. 21.—Before the debate on the Puerto Rican tariff bill was resumed in the house today, it was agreed that debate hereafter will begin at 11 o'clock and there will be no session Thursday and Friday. Ray was the first speaker today.

To Cure a Cold in One Day
F. W. Lathrop, Boston, Mass. Tablets, 10¢
F. W. Lathrop, Boston, Mass. Tablets, 10¢
F. W. Lathrop, Boston, Mass. Tablets, 10¢

American News Via London.
Another case of going abroad to get the news. A London paper said the other day: "New York is on the eve of a fierce social struggle. The persistence with which 'Boss' Croker, Mayor Van Wyck and the other magnates of Tammany have been ignored by the Vanderbilts, the Astors, the Goyers, the Gueltas, the Livingstons and the other members of New York's exclusive Four Hundred has so galled and irritated the families of the former that they have resolved upon founding a new and still more exclusive society of their own, which is to take the name of 'the rival.'"

WAR NEWS

The DAILY and WEEKLY JOURNAL lead all competitors on getting the War News, from all parts of the world. It prints the news first and prints it most complete of all.

SALEM WEEKLY JOURNAL

Is issued Thursday morning in time to reach all parts of the state the same week.

\$1.00 BEST OREGON WEEKLY \$1.00

In two parts contains all Important Foreign National and State News.

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\$3 A YR.

A n Independent Associated Press Paper for the People. Send for sample Free.

HOFER BROS., SALEM, ORE.

ALWAYS TO THE FRONT.

The Journal Leads the Van as in the Past.

We not only give the WEEKLY JOURNAL, the best local and general weekly in the Willamette valley for \$1 per year, but at great cost have made arrangements by which we now not only furnish the best general paper, but also the best farm journal on the Pacific coast. Hereafter THE JOURNAL and the Pacific Farmer can be furnished at \$1.25 per year, each being a first class dollar weekly of its kind. The Farmer has been the recognized leader in agricultural matters in the northwest for thirty years.

In these two papers you will get the latest Portland and local market reports. Horticulture is given the prominence that the great industry deserves. Dairyman may get more information from the columns than from any other source.

The Grange has distinguished itself as their official organ, and all farm organizations know they can depend on it to be true to their interests.

Hop Men find many valuable points and suggestions in it.

Sheep, Goat, and General Stock Men find it the best source for the information contained therein.

Poultrymen know it to be the only weekly in this section that makes a specialty of this branch of farming.

Bee Men have found it the only paper that makes any pretensions of looking after their interests.

Agriculture in all its branches is treated of in a masterly way.

No offer like this ever appeared before. The WEEKLY JOURNAL one year, (or the Daily 4 months) and the Pacific Farmer only \$1.25. Address, HOFER BROS., Salem, Ore.

A Baker City minister estimates the church membership of that town at 1400, with 800 pupils enrolled in the Sunday schools.

\$200 Reward, \$100.
The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address, F. J. CROSBY & CO., Toledo, O.
Sold by Druggists. The Hall's Family Pills are the best.

Brown Writes Smith All About What Happened to Jones.

CHICAGO, Ill., 19.—

MY DEAR SMITH: Your pulitzer was a peach. I left for Chicago immediately after I saw you, and of course brought my ticket over to the Wisconsin Central Ry. from St. Paul to Chicago. I had plenty of time to St. Paul to get up town and get my supper, as my train leaves St. Paul at 7:30 p. m. I returned to the depot about 7:20. When passing through the gates the gatekeeper said: "There's your train to the right." I handed my grip to the gentlemanly porter who placed it in my berth. (You will notice I call this my train, while it really belongs to the Wisconsin Central. I could not help but feel that I owned the train, and even the road, the employees are so courteous.) I then prepared myself for the comforts in store. Well, talk about traveling! I have traveled all over the world, but never had a more delightful trip than this one from St. Paul to Chicago over the Wisconsin Central Ry. I retired about 10 p. m., and enjoyed a good night's rest in the Pullman Palace car; only woke up once during the night, and that was when the porter punched me and said: "Mr. Brown, don't snore so loud, you disturb the rest of the passengers." I at once fell asleep, and awoke again about 7 a. m. as you know. My entire trip was a delightful one. I will never cease to praise the Wisconsin Central Ry., and I know your sentiments are the same. Our friend Jones reached Chicago via another route and was six hours late. Consequently he did not contribute for New York, and cannot make connection there with steamer for the Paris Exposition. Hence has given up his trip, and will return home via the Wisconsin Central Ry.

Your friend,

BROWN.

P. S. Since you were in Chicago, the Wisconsin Central Ry. have changed their terminals, and are now running into the Central Station at Park Row and 12th St. This depot is also used by the Michigan Central Ry., Illinois Central and C. & C. & St. L.

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Without Change.

Royal Mail Steamship Line to Japan and China, to Canada and Australia. Steamship Line to

St. Paul, Montreal, Boston.

Without Change.

Royal Mail Steamship Line to Japan and China, to Canada and Australia. Steamship Line to

St. Paul, Montreal, Boston.

Without Change.

The Orient Insurance Co.,

OF HARTFORD, CONN.
Assets \$2,215,000.
Liabilities 1,199,000.
Surplus to Policy Holders 1,016,000.
Will insure you against loss by fire; for terms enquire of THOMAS BOLTON, Resident Agent. Salem, Ore.

New Strawberries.

Growers can make big money out of new Strawberries. 100 strong plants will produce 5000 plants if put out now besides about half a crop. I have plants of TENNESSEE, M'KINLEY, RUBY, IDEAL, DOUBLE CROPPER, DOWNINGS PRIDE, SAUNDERS, SHUCKLESS, CERVERA, DU MAURIER.
Send for free catalog descriptive of varieties and culture E. Hofer, Salem Ore.

Santa Fe Route

Offers transportation of the following routes each. They are all famous scenic attractions.
O. R. & N. via Ogden and Denver-Shoshone Route via Sacramento, Ogden and Denver.
Santa Fe Route via Sacramento, Major E. Asbergue.
A daily line of through Pullman PALACE and TOURIST SLEEPERS, San Francisco and Los Angeles to Chicago this is

The Short Line

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To the East.

Apply to the agents of the O. R. & N., O. S. L., Southern Pacific, or the undersigned, for folders and descriptive literature.

J. J. DEVEREUX, Gen'l Agt Worcester Bldg. Portland.

Burlington Route

You Can Get a Lower Berth.

With one exception the through trains of the Burlington Route are almost invariably well-filled. The exception is our St. Paul-Chicago Limited. On the limited there is usually room and to spare.
Don't infer that it is neither so fine, nor so fast, as ANY train of ANY other line between St. Paul and Chicago. On the contrary, there is no more beautiful train in America. It has electric light, steam heat, wide vestibules, the most satisfactory dining-car service in the country—101 lower berth for everybody.
A. C. SHELTON, Gen'l Agent Portland O.

Denver & Rio Grande R. R.

SCENIC LINE OF THE WORLD.

The Favorite Transcontinental Route between the Northwest and all Points East. Choice of Two Great Car Lines the P. & O. and the N. O. & P. O.

ROCKY MOUNTAIN SCENERY.

And Four Routes East of Pueblo and Denver.

All passengers granted a day stop-over in the Mormon Capital or anywhere between Ogden and Salt Lake City.

Excursions three days a week to OMAHA, KANSAS CITY, ST. LOUIS, CHICAGO and the EAST.

For rates and any information regarding rates, routes, etc., or for descriptive advertising matter, call on agents of Oregon Railway & Navigation Co., Oregon Short Line or Southern Pacific Companies.

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Lowest rates Best service To and from all points East and Europe. The only line running through

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SOUTH AND EAST VIA

Southern Pacific Co. THE SHASTA ROUTE

Trains leave Salem for Portland and way stations at 6:44 a. m. and 4:14 p. m.

Trains	Leave Salem	Arrive Portland
Portland	6:44 A.M.	7:00 P.M.
Portland	11:00 A.M.	8:35 P.M.
Portland	1:30 P.M.	11:00 P.M.
Portland	4:14 P.M.	4:30 A.M.
Portland	6:44 P.M.	8:15 A.M.

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Portland	4:14 P.M.	4:30 A.M.
Portland	6:44 P.M.	8:15 A.M.

Fullman and Tourist cars on both trains. Chair cars Sacramento to Ogden and El Paso, and tourist cars to Chicago, St. Louis, New Orleans and Washington.

Connecting at San Francisco with several steamship lines for Honolulu, Japan, China, Philippines, Central and South America.

See Mr. W. W. Skinner agent at Salem Station, or address C. H. MARKHAM, G. P. A., Portland, Oregon.

Corvallis & Eastern Railroad TIME CARD.

2 For Yaguina: Train leaves Albany.....12:45 p. m. Train leaves Corvallis.....1:55 p. m. Train arrives Yaguina.....7:25 p. m.
1 Returning: Leaves Yaguina.....9:00 a. m. Leaves Corvallis.....11:30 a. m. Arrives Albany.....12:15 p. m.
3 For Detroit: Leaves Albany.....7:00 a. m. Arrives Detroit.....11:30 a. m.
4 Returning: Leaves Detroit.....12:30 p. m. Arrives Albany.....5:45 p. m. One and two connect at Albany and Corvallis with Southern Pacific trains, giving direct service to and from Newport and adjacent beaches.

Trains for the mountains arrive at Detroit at noon, giving ample time to reach camping grounds on the Breitenbach and Santiam river the same day.
H. L. WALDEN, F. & P. A., EDWIN STONE, Mgr., J. TURNER, Asst. Albany, Ore.

O.R.&N.

DEPART FROM PORTLAND

DEPART	TIME SCHEDULE	ARRIVE
Fast Mail	Salt Lake, Denver, Ft. Worth, Omaha, Chicago, St. Paul, Minneapolis, St. Louis, Kansas City, St. Joseph, Mo., and East.	8:45 p.m.
Express	Walla Walla, Spokane, Minneapolis, St. Paul, Chicago, St. Louis, Kansas City, St. Joseph, Mo., and East.	8:00 a.m.
First	Walla Walla, Spokane, Minneapolis, St. Paul, Chicago, St. Louis, Kansas City, St. Joseph, Mo., and East.	8:00 a.m.

All passengers granted a day stop-over in the Mormon Capital or anywhere between Ogden and Salt Lake City.

Excursions three days a week to OMAHA, KANSAS CITY, ST. LOUIS, CHICAGO and the EAST.

Daily boats to Portland as above. Transfers to street car line at Oregon City if the steamers are delayed there. Round trip tickets to all points in Oregon, Washington or California. Connections made at Portland with all rail, ocean and river lines.

W. H. HURLBURT, Gen. Pass. Agt., Portland, Or. G. M. POWERS, Agent, Trade Street dock, Salem. BOISE & BARKER, City Agents.

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Will be found all kinds of meat and the best of sausage. FREE DELIVERY. All bills due the late firm of Wolf & McGee must be paid.

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171 Commercial St.

"Housework is hard work without Gold Dust"

Washing Willow Furniture and Wicker Chairs
Water chairs were become soiled, but they are cleaned to look like new with Gold Dust Washing Powder
and warm water. Use a scrubbing brush when washing the best result, get fresh, follow with a soft, dry clean cloth, and wipe dry. Willow furniture can also be washed by this method, but must be wiped dry quickly.
The above is the best method of cleaning furniture and wicker chairs.
Sole U. S. Patentees and Importers, Chicago, St. Louis, New York, Boston.