

DAILY CAPITAL JOURNAL

BY HOFER BROS.



Republican National Ticket

For President.
THEODORE ROOSEVELT,
of New York.
For Vice-President,
CHAS. W. FAIRBANKS,
of Indiana.
For Presidential Electors:
G. B. Dimick, of Clackamas.
A. C. Hough, of Josephine.
J. H. Hart, of Polk.
B. A. Fee, of Malheur.

THE JOURNAL AND THE PORTAGE ROAD.

There is growing up a political issue that each public man and public influence ought to take a position about.

That is the construction of the state portage railroad at the Dalles of the Columbia.

The State Development league convention at Portland adopted resolutions, rather peremptorily demanding action by the state officials.

The Journal, without condemning anyone, wishes to review the matter as it appears to it, without prejudice to anyone.

Ten years ago the editor of this paper was elected a member of the legislature and made a fight for consideration of the matter then.

It was upon his motion that a committee of the Portland Chamber of Commerce got a hearing before that body in 1895.

The editor then challenged the right of a corporation attorney to appear as representative of the people and oppose the measure.

The appropriation got a small vote in that session, only a few having the temerity to vote for the appropriation for a state portage.

But history has been making rapid strides then. The little short portage built by the state for about \$60,000 at the lower rapids had a wonderful effect in expediting the building of the lower canal.

Once that little portage was built, the United States engineering department hastened the completion of that part of the canal that had dragged along for 20 years.

No sooner has the state again decided to undertake the construction of the upper portage than the government canal project is revived, and it is to be completed with suspicious haste.

Admitting that the general government can act best and slowly, the people reason by analogy and conclude two things:

First, if the state portage is built then there will be no further interest, if there be any whatever, for delaying the canal.

Second, if the state portage is built, the government canal may be built or not be built, the Columbia basin problems can get out by water.

Then, as the legislature has appropriated the money, the state officials have but one plan to pursue—to build that portage without delay.

At best, or at worst, if the present state officials are not disposed to push the canal, they can delay it but two years.

They will get some credit if they are disposed to use all the means in their power to push the state portage.

They will get no credit and a great deal of discredit and at worst cannot prevent the state portage from being constructed.

Other state officials will be elected who will build the portage if the present state officials do not see fit to act.

The case is too plain. The issue is made up. The only relief for the inland empire in the way of low freight rates must come by the open river.

The Journal wishes to go on record in this matter as standing with the producers of Eastern Oregon for state portage relief.

That is the only open, just, speedy and honorable relief that can come to the producers of Eastern Oregon.

This matter is too well understood to be juggled with or hindered by capricious official delay or interference at Washington or in Oregon. The people realize that the gods help those who help themselves.

THE MORALITY OF THE BIBLE.

The fundamental teachings of the old testament is that there is but one God, one code of morals, and one supreme law of character.

Righteousness is constantly exalted, and the doctrine that sin is self-destructive, and iniquity self-consuming, is held uppermost.

Proverbs teem with expressions that the wicked shall be cut off from

the earth, and that transgressors shall be rooted out of it.

His own iniquities shall overtake the lawbreaker, and the sinner shall be holder as with prison chains by the cords of his own sins.

It is one of the unanswerable arguments for the divinity of man that even the successful practice of iniquity shall become hateful to him.

The faithfulness of God reaching to the clouds, his righteousness pictured in the Bible like the great mountains, is a rebuke to iniquity.

Ingenious himself could never answer the one unanswerable argument for the divinity of man—his unswerving turning toward righteousness.

In depicting that and the inevitable necessity for that, the Bible is the great moral lode-star of civilization drawing humanity upwards.

HEARST TURNED DOWN.

William Randolph Hearst aspired to the presidency shortly after his first taste of congressional life says the Tacoma Ledger.

Mr. Hearst was elected to congress from the Eleventh district of New York, owing his nomination, of course, to the favor of Tammany hall.

Mr. Hearst did not consult Mr. Murphy with regard to the propriety of aspiring after three or four months' service in the house to the highest office in the gift of the people, and it is evident that Mr. Murphy is not one of those to whom Mr. Hearst looks like a man of presidential caliber.

For Mr. Murphy has refused to allow young Hearst to represent the Eleventh New York district in the house of representatives any longer.

Francis Burton Harrison, who carried the Thirtieth district two years ago in the face of a normal Republican plurality of 8,000, is regarded as too good a man to lose from the New York city democratic delegation.

There is no chance of his election in the Thirtieth district in a presidential year, so Mr. Murphy proposes to run him in the Eleventh, where he will be sure of election.

This leaves the "Yellow Kid" out in the cold. Tammany hall often turns down really strong men, so Mr. Hearst may console himself that others have had the same galling experience before him.

The New York Times reports Mr. Hearst as very angry over the decision to turn him down, and planning reprisals on Murphy, Tammany hall and Mayor McClellan in return for Tammany's action.

Mr. Hearst will perhaps learn after a while that a big wad of money and the inclination to spend it freely in politics and the ownership of some very yellow newspapers do not make a man a great statesman in the absence of some qualifications Mr. Hearst is not known to possess.

BRITISH CARE OF TRAVELERS.

Sir Herbert Jekyll, of the London board of trade, and also of the railroad department, after carefully considering the loss of life and injuries sustained on the railroads of Great Britain during the last twelve months, has given it out as his opinion that the field in which improvement in accident preventives is to be looked for is comparatively small.

The number of persons killed and injured on the railroads of the United Kingdom would seem to prove that the system of protection is well-nigh perfect, and the following statistics certainly uphold Sir Herbert Jekyll in his opinion:

During 1903 the railways of the United Kingdom killed 1153 people and injured 6787. Out of this large number, however, only 34 were killed in train accidents and 919 injured.

Of the killed 25 were passengers and 9 were employees, and of the injured 749 were passengers and 146 were employees. There was a total of 235 train accidents, collisions and derailments on a train mileage of 293,702,000 miles.

The British report states that the number of passengers killed was at the ratio of one in every 47,793,320 passenger journeys, and the passengers injured were at the ratio of one in every 1,540,745 passenger journeys.

This was exclusive of journeys made by season ticket holders. Like the American roads, the British roads made a worse record in 1903 than in 1902, for during the latter year they killed at the ratio of one passenger in every 198,926,454 passenger journeys, and injured one in every 1,629,259.

A more satisfactory basis for comparison with accidents on American roads would have been the ratio of killed and injured to the number of passengers carried one mile. During the ending June 30, 1903, the American railways killed 164 passengers in train accidents and injured 4424.

The number of employees killed in train accidents was 895 and the injured were 6410, making the total injured 10,804. Taking the basis of passenger journeys for comparison and the results are not in favor of the American railways.

During the year mentioned the railroads here carried a total of 449,879,505 passengers, and the number killed, therefore, was at

the ratio of one in every 4,000,000 passenger journeys, approximately. The number of injured was at the ratio of one in every 100,000 passenger journeys, approximately.

It is to be regretted that the statistics submitted by the different bureaus of the United States touching railroad matters here at home are not as satisfactory as those of Great Britain. There is no denying the fact that there is room for improvement here; that there is opportunity to save life, both among employees and passengers.

It is asserted that the people of the United States demand rapid transit; that the trains that fail to make rapid time are not patronized, and that until such time as the traveling public are content with a slower rate of speed, accidents are sure to occur.

Let it be remembered in this connection that the average rate of speed on British railroads compares very favorably with that of American trains.

There are many of the opinion that the great loss of life and the many cases of injury on American railroads is not due to the rate of speed, but to the lack of care and investment on the part of corporations, especially in the matter of grade crossings in the larger cities.

This contention is very well upheld by the record made by the Rock Island and Illinois Central in Illinois, on their elevated tracks through Chicago. These tracks practically eliminate the danger arising from grade crossings, and certainly the record made by these roads in that densely populated city goes to prove that all companies should be compelled to elevate their tracks in the larger cities.

DANGEROUS GAMES.

The wise one says:
"The young man who thinks he can drink or let it alone is playing at checkers with the devil. It is neither a deep game nor a lengthy one. If the man continues to play, if he does not block the devil's game early in the playing, he is sure a loser."

The young woman who flirts with strangers is also scheduled to lose. She thinks she can outwit the devil. He lets her think so. That is a part of his well played game. But sooner or later, if the girl keeps on playing, she will have lost all.

The man who is dishonest in business is playing checkers with his satanic majesty and will get left. Maybe not tomorrow or next day; but somehow, sometime, somewhere.

Don't get into the devil's game. He is a better player than you. He has played for ages and he knows the significance of every move. He may let you enjoy the game for a long time, but don't think he is too busy or has forgotten. He may cry out that you are getting the better of him. Once in a while he may permit you to jump one of his checkers. Always will he keep before you the hope of winning.

He will never block the game, and he will never permit you to block it. He believes in games played to the end and fears nothing so much as that you will quit him.

He will tell you that he is clumsy and that you are the smartest gamester he ever met, the sly devil. He will laugh at your jokes, weep at your troubles. He like Satan—and beat you.

May Delay Church Union.

New York, Aug. 11.—Fears are expressed by leading Presbyterian divines of this and other cities that the decision just handed down by the House of Lords in the Free church of Scotland case may militate against the carrying out of plans for the union of various denominations in this country, plans which were expected to culminate successfully in the near future.

A union of the Free church and the United Presbyterian church was effected four years ago. The union was opposed at the time by a handful of ministers of the Free church, who carried the case into the House of Lords. The latter body has not decided the case in favor of the dissenting ministers and has awarded to them the entire property and funds of the Free church of Scotland, aggregating nearly \$55,000,000.

The result of this case, say leading Presbyterian ministers here, shows that in the church unions now contemplated in America the greatest care must be exercised as to the legal side of the procedure, lest the minority who oppose the union, as in Scotland, may come into possession of all the church property.

Among the unions now being discussed in this country are the Cumberland Presbyterians with the Presbyterian church in the United States of America; the Reformed Dutch church with the Presbyterian church South, and the Associated Synod of the south with the United Presbyterian church.

X-RADIUMS

The green cucumber is now in its prime days.

How would a fine high school look in place of the sawdust ring and merry-go-round section of Willson's Avenue?

A great step would be taken toward abolishing the average housekeeper's idea of hell if a machine could be invented to wash dishes.

A long date between the wedding and the "at home" means the parties are wealthy. A poor man has to get to work and be "at home" the next day.

The next man who donates a fountain to the city will probably not go to the city for help to erect it. He will make provision for setting it up himself, if he has to put up a smaller one.

By all means, put everybody on the rack with an intricate health ordinance; make everybody cough up for an elaborate plumber's ordinance; bust up the new charter of the city and turn all the cows loose in the city. Salem is going ahead too fast and the people are too prosperous.

A lawsuit to stop collection of taxes for a few years will benefit the warrant shylocks. There have been no harvests for the warrant dealers for some years and a suit over the Salem city charter is the thing that will run both city and county in debt.

There is one ancient brotherhood in which many men are distinguishing themselves as having taken the 33d degree—and some of them are in the newspaper business. We won't say what that order is, but all men are mentioned as belonging to it in the Bible.

Neuralgia

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And what is equally as important, with ease and perfect safety, by taking Dr. Miles' Anti-Pain Pills, the pleasant, harmless, reliable cure for all kinds of pain.

You will find them equally effective in cases of sick or nervous headache, neuralgia, back ache, stomach ache, sciatica, rheumatism, periodic, bearing-down and ovarian pains.

Dr. Miles' Anti-Pain Pills cure by their soothing and invigorating influence upon the nerves, which are suffering from vitalizing food.

For this reason they seldom fail to bring instant relief in cases of nervousness, irritability, sleeplessness, car-sickness, dizziness, and indigestion.

Those who are familiar with the merits of Anti-Pain Pills, the "little comforters," find it unnecessary to suffer at all, and take the Pain Pills on first indication of pain, and they always ward off the attack.

They are so sure to do this that they are sold under a guarantee that if first package fails to relieve, the druggist will return your money.

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Like an educated Coney,
Or a solid mile o' Barnum, if ye like,
And I jest tell you, by jingo,
I'm a hopin' that I see go
For a week or so to rubber on the Pike.
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Idaho Republican Ticket.

The Idaho Republicans have nominated the following ticket:

Congressman—Burton L. French.
Governor—Frank R. Gooding, of Shoshone.

Lieutenant-Governor—Dr. B. L. Steever, of Weiser.

Supreme Judge—L. N. Sullivan, of Hailey.

Secretary of State—Will H. Gibson, of Pocatello.

Attorney-General—J. J. Glines, of Pocatello.

Treasurer—Hal N. Coffin, of Boise, Superintendent of Schools—Miss Mae Scott.

Auditor—Robert McGraw.
State Mining Inspector—Robert Bell.

Presidential Electors—F. P. Hagenburg, H. W. Keifer, E. W. Oliver, Judge of Sixth Judicial District—J. M. Stevens.

Squadron Comes Home.

Gibraltar, Aug. 11.—Rear Admiral Barker's battleship squadron sails to the Azores on Aug. 13 and thence for home. A farewell dinner tonight concludes the series of entertainments.

Senator Scott Better.

New York, Aug. 11.—The condition of Senator Scott, of West Virginia, who was taken suddenly ill at the Republican headquarters yesterday, is much improved this morning.

Mrs. Maybrick Left.

Paris, Aug. 11.—A correspondent at Rouen confirms the report that Mrs. Maybrick left there on July 25th for America, making connection with a trans-Atlantic steamer.

Tailors Strike Ends.

New York, Aug. 11.—The tailors' strike has been officially declared off. \$2,000 returned to work under unchanged conditions.

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BUT YOU WON'T NOTICE THE HEAT IF YOU USE A

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