

DAILY CAPITAL JOURNAL

BY HOFER BROS.



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OPENING UP OREGON.

The passage of the Killingsworth bill through the Oregon legislature was a very significant event in the history of the state.

It will be recalled that Oregon had a railroad commission, and then Oregon abolished that commission.

For some years Oregon has tried to get along without railroad legislation of any description.

But the feeling has been growing that adverse influences were at work to prevent any extension of new lines. The passage of this bill was a surprise. Its author is a man with no experience in legislation, a real estate man.

The railroad committee in both houses put this bill into cold storage, and held it here, but it got out.

It is expected to have the effect of enlisting capital in railroad construction in Oregon, and of lifting the embargo upon construction.

The Oregonian's editorial declaration that there was a policy of strangulation of new enterprises being pursued did the business.

If it has the effect of opening up Oregon to the construction of branch lines it will do more for the state than all the commercial clubs and development leagues that could be organized.

But with the co-operation of the commercial bodies, the Killingsworth bill will have that effect unless it is held up in the courts. It cannot well be held up until at least one new line is built.

LAND FRAUD CASES.

The warning of the President to Secretary Hitchcock and the attorney general, that they must be prepared to make good is timely.

The President knows the seriousness of the situation if they fail to secure convictions after all the fuss and feathers in Oregon.

The day of the newspaper convictions is past, and there must be convictions in the courts by fair trials in the usual course of justice.

On the other hand there should be no censorious interference on the part of the press in the conduct of the trials.

Let every accused and indicted citizen or official be placed on trial and let none be favored or spared on account of station or age or long service.

It will be found very difficult to convict in conspiracy cases and cases in which political bias enters more or less.

It will also be found difficult to convict in this matter of land frauds where the common practice has become almost unwritten law.

The citizen has long regarded the government lands subject to open spoliation and to be obtained in the cheapest and readiest manner possible.

So there must be patience and fairness even toward the government in its efforts to arrest abuses of long standing. The press should not seek to prejudice the presentation.

In spite of the fact that the newspapers have thrown their entire weight against the accused thus far, that pernicious example should not be followed by the press when it comes to actual trials.

THE LOCAL OPTION LAW.

The Journal took no sides in the matter of amending the local option law. It neither proposed amendments nor opposed them.

It assumes the law better be left standing until it can be fully, fairly and thoroughly tested in its practical operations.

IF IT IS what its friends claim or what its enemies charge, time will prove their contention. So important a matter should not be subject to frequent meddling.

As general Grant said if it is a bad law enforce it and it will soon be got rid of. The lobbyists from Port-

land pursued unwise methods to secure repeal, and defeated themselves.

Both the original law and the Jayne bill had unfair and extreme provisions that reasonable men would reject, which only proves that extremists cannot be trusted to make laws for the people.

In the meantime let the matter rest and the laws be obeyed. Let there be the utmost fairness, and no unnecessary elections attempted by either side. Let there be no effort to establish saloons in the residence precincts or suburbs or country precincts where they do not belong.

THAT \$5000 LIMIT.

The bill which passed the house to take off the limit on amount heirs might sue for in case of a person killed by a railroad was killed in the senate.

This is about the only state in the Union where a person can sue for any amount of damages for injury, but for only \$5000 in case of being killed on a railroad.

The Smith bill raised the limit to \$10,000 and was put through the house after a hard fight by its author, and an adverse report from the committee.

The effect of the \$5000 limit is to give heirs very small sums in a suit to recover damages in cases of negligence by corporations, and a death caused thereby.

Salem people will recall the case of Mrs. Penland, at the South Commercial street crossing. Her heirs sued for \$500. The railroad company failed to get a non-suit, and the jury was hung.

A very favorable settlement was secured by the Penland attorneys, Turner & Inman, but nothing like what would have been paid but for the limit of \$5000 being the law of the state.

The limit is used to beat down the plaintiffs' claim, and settlements are generally secured by the corporations for a few hundred dollars.

BEING A GENTLEMAN.

Cardinal Newman's description of the attributes of a gentleman, which is being wisely quoted just now, is well worthy of any man's careful consideration.

"It is almost the definition of a gentleman to say he is one who never inflicts pain." He has his eyes on all his company; he is tender toward the bashful, gentle toward the distant, and merciful toward the absurd; he can recollect to whom he is speaking; he guards against unreasonable allusions or topics which may irritate; he is seldom prominent in conversation, and never wearisome. He makes light of favors while he does them, and seems to be receiving when he is conferring. He never speaks of himself except when compelled, never defends himself by a mere retort; he has no care for slander or gossip, is scrupulous in imputing motives to those who interfere with him, and interprets everything for the best. He is never mean or little in his disputes, never takes unfair advantage, never mistakes personalities or sharp sayings for arguments, or insinuates evil which he dare not say out."

Maybe it is too much to expect that any mere man could live up to all these requirements. But certainly there would be a mighty change for the better in this old world if every man were to make an effort to live as closely after them as he can.

The great griefs that darken the lives of millions come not from crimes, political oppressions and inequality of riches, as we are apt to think, but from the little daily rudenesses and neglects and the carelessness that counts for coldness in those near to us.

Yes, and there is no means of measuring how much of the worry and discontent of life is directly due to our own thoughtlessness for others.

For kindly impulses and thoughtful acts of helpfulness to others cast gleams of sunshine on our own pathways, as nothing else can.

It would be interesting to know how many people there are who try to carry out in their lives from day to day the canons which they theoretically profess as to the conduct of a gentleman. Many perhaps do in the big affairs of life—veracity, integrity in business and discharge of the great obligations.

But many who try to observe these obligations in the big things forget them in the little things that make up most of life.

A Pleasant Way to Travel.

The above is the usual verdict of the traveler using the Missouri Pacific railway between the Pacific coast and the east, and we believe that the service and accommodations given merit this statement. From Denver, Colorado Springs and Denver there are two through trains daily to Kansas City and St. Louis, carrying Pullman's latest standard electric-lighted sleeping cars, chair cars and up-to-date dining cars. The same excellent service is operated from Kansas City and St. Louis to Memphis, Little Rock and Hot Springs. If you are going east or south, write for particulars and full information.

W. C. M'BRIDE, Gen. Agt., 124 Third St., Portland, Ore.

X-RAYS

The Ashland Tidings says they had "skating an inch thick."

It would be a funny legislature that did not steal a gambling bill or two.

Have you got your rebate on your taxes yet? The sheriff is ready to do his part.

If any one didn't get a raise in the legislature, speak up. It may not be too late yet.

Russia has made such a bad mess of war, they may be no more successful in making peace.

Condemned to read the Sunday papers, and seeing no escape, a Brooklyn girl took her life.

Legislature adjourned! Peace in Manchuria! Nothing left but the Chicago wheat market.

The Portland delegation did not lose everything. They kept the Lewis and Clark fair down there.

The Oregonian will not be in a hurry to tell the people who are the owners of that paper. But few care.

It looks as though the Republican nominee for governor would be Cake or Withycombe. Lawyer or granger!

Gearhart Park has been sold to a Portland caterer, Kruse. Is he the "widow's Kruse" told of in the Bible.

The farmers would not complain if wheat was put up to \$1.50 a bushel while some of it remained in their hands.

One thing to the credit of this legislature. No speeches were made casting slurs upon the ladies who were employed.

If they keep on publishing stories about Homer Davenport's salary, they will have him back in Oregon looking for a job.

The ponderous ponderosity of Senator Wheelton defeated Cascade county. Yet the Hood River Glacier says that city elected him.

One Oregon circuit judge always pays for his railroad tickets—in cash. He is a queer sort of a man by the name of Tom McBride.

Senator Miller is not slow. He got a bill through for the expenses of good roads convention. Isn't he a performer on that subject?

It cannot be said that the report of the legislative committee on the lieu land business is calculated to help Governor Geer very much.

Portland electors gave 256 majority for the erection of \$100,000 high school. That city already has one high school, and seems not afraid of another.

If half the time and money were spent on a dairy exhibit at the Lewis and Clark fair that is put on as an educational exhibit, Oregon would stand in a better light with the milk cows.

The Portland machine had all the odium of being a machine, with none of its advantages, an organization devoid of purpose, too many statesmen, but without confidence or harmony.

Portland cartoonists have drawn so many indicted people with a semi-convict expression that they even make a future British lord, Rev. C. Cumming Bruce, resemble an employe in the state stove works.

The street car line will lose about \$3000 by not having a state fair. The hotels and restaurants about \$5000. Other lines of business about as much more. But there will be \$15,000 spent on "improvements."

That was pretty cute of Jeff Myers to get an investigating committee at state expense to enlarge the work of the Lewis and Clark fair board, of which he is a member. Most men are willing to pay for tooting their own horn, and Jeff is not small.

While pretended friends are deserting Senator Mitchell like rats fleeing from a sinking ship, the law firm of Simon & Adolph, his lifelong political enemies, proffer their services in his defense.—Independence West Side.

Among the "pretended" should be Editor Scott, who got into the Mitchell band wagon, and now says all the bad things he ever said of Mitchell were true, and all the good things he said were false. So doth ambition color the glasses we look through.

23 Complete

Haviland China

Dinner Sets, sixteen in decorated and seven in white have been sold during our last TWO WEEKS SPECIAL SALE on closing out patterns. We say this is GOOD for this time of the season. The extremely low price done it, for it was from 20 to 34 per cent less than Haviland's cut price laid down in New York City Custom house. There are two sets left yet; one in decorated and one in white that can be had for same price, no less and no more.

OUR NEXT SPECIAL SALE IS NOW ON

AUSTRIAN CHINA DINNER SETS

Also closing out patterns at closing out price. Same big discount as on Haviland. Read the following combination sets in Austrian China:

SET FOR SIX PERSONS.

- Six tea cups and saucers .....\$ 1.85
Six 7-inch plates ..... 1.85
Six 7-inch soup plates ..... 1.85
Six 5-inch plates ..... 1.50
Six oatmeals ..... 1.85
Six 4 1/2-inch fruits ..... 1.35
Six individual butters ..... .65
One 8-inch platter ..... .70
One 12-inch platter ..... 1.50
One 7-inch baker ..... .75
One 8-inch baker ..... .85
One sauce boat ..... 1.65
One bowl ..... .50
One 8-inch covered dish ..... 2.45
One bread plate ..... .50
One pickle dish ..... .65

Total .....\$20.45
Discount ..... 8.45

Now for .....\$12.00

SET FOR TWELVE PERSONS.

- Twelve tea cups and saucers.... \$ 3.70
Twelve 7-inch plates ..... 3.70
Twelve 7-inch coup soups..... 3.70
Twelve 5-inch plates ..... 3.00
Twelve oatmeals ..... 3.70
Twelve 4 1/2-inch fruits ..... 2.70
Twelve individual butter ..... 1.30
One 8-inch platter ..... .70
One 12-inch platter ..... 1.50
One 7-inch baker ..... .75
One 8-inch baker ..... .85
One sauce boat ..... 1.65
One bowl ..... .50
One 8-inch covered dish..... 2.45
One bread plate ..... .50
One pickle dish ..... .65

Total .....\$31.35
Discount ..... 13.35

Now for .....\$18.00

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THE SENTRY BOX

Discuss the Parcels Post.

The Sentry has so far refrained from active participation in favor of this movement, for two reasons: first, we pro ferto confine our advocacy, for the present, at least, to other and more urgently needed postal reforms, among them post-check currency and the reduction of the pay to railroads for carrying the mails; second, because it is not entirely clear to us just what effect parcels post legislation would have on the various interests.

The Sentry is convinced that if the people can but succeed in throwing off the great losses which are saddled upon them by the clumsy, ancient, money-order system, now conducted at a heavy loss, and by the millions of dollars paid to railroads for carrying the mails in excess of the amount earned, many other reforms, among which will no doubt be a parcels post, will become feasible.

But we cannot, in justice to the people themselves, have a parcels post under present conditions, for it would add greatly to the deficit now annually shown in the operation of the postal service unless new contracts were made with the railroads for carrying the mails at something like a reasonable price. It is considered by some authorities that we pay about \$24,000,000 a year more to the railroads than we should. It is reasonably safe to say that no parcels post measure can become a law until this railroad question is rearranged. Therefore, we have plenty of time to discuss it.

One who has been accustomed to go each year for the past 10 years to England has observed that the parcels post there is a blessing to merchants and their customers, and does not result in driving out the village store, as some alarmists in this country predict. Under a parcels post arrangement of say, 4 cents a pound, the merchant could economically ship in articles on special orders for his customer; for instance, the housewife would like a certain

make of carpet sweeper, not kept by the merchant, or some special brand of canned goods, or any other article less than 10 pounds in weight. Under the present high express rates the merchant is kept out of this business, for the rates are prohibitive. In England merchants very frequently make deliveries by parcels post at less cost than to send a delivery wagon. The great extension of the rural delivery routes would seem to offer special privileges to the retail merchants, if a good parcels post arrangement existed. The Sentry believes that the merchants as well as their patrons would find a fair parcels post arrangement a great convenience. There is a strong, almost universal demand among farmers and workmen for some method of this kind.

It is probably true that in some cases people in the country would use the parcels post to ship articles from the city stores; they do that now. Suppose an article is taxed 75 cents for express charges. The buyer in the country has to pay these express charges, or if he gets his retail merchant to order the article, the merchant pays the 75 cents. Now, suppose that under a parcels post arrangement the charges for transportation would be only 8 or 12 cents. The merchant would get just as much advantage of the reduction as the farmer, and be just as likely to receive the order under the new conditions as under the present. There are hundreds of little things to be shipped to the country for the convenience of the people; for instance, in the spring, the farmer breaks a plough-share; his work is delayed unless his local merchant happens to have one that will fit. If not, it must be ordered, and the express charges are heavy. Under the parcels post plan it would come promptly and cheaply. The same would apply to any other repairs either for the farmer's machines, or the wife's, or other household articles. A great convenience would certainly be placed within the reach of the people, and the convenience would extend to the retail merchant to his benefit and not to his detriment. It is quite certain that the merchants cannot afford to let it be known that they are striving against interests of all the people, for their customers would be quick to resent any attempt on the part of the merchants

that they do business with, to tie them down, put a fence around them, and hang up a sign on the fence "I have fenced in these people; their trade belongs to me, and they are not allowed any convenience in trade, except at my store." It should be remembered for every one merchant there are the sands of customers, and that in the long run, the interest of the few inevitably must give way to the welfare of many.

The true, patriotic citizen of the country will favor the measure that for the best interest of the great number, and the narrow man who fights against progress, actuated solely by desire to gain a few pennies to grudgingly given up by the public, find, in the end, that he is whipped. It is well that we do not quickly accept reforms in this country, but take time enough to view the new proposals from all sides. Therefore the Sentry looks upon the discussion of the parcels post proposition as wise.

Some trade papers have been actively abusing all who have publicly discussed the subject. This is well for the wider the discussion, the more likely we are to get all the facts both sides and hence arrive at correct conclusions.

Let us have then, more discussion of this parcels post matter, and bring the views and opinions to the surface in order that the people may reach an intelligent conclusion. It is quite certain that no action will be taken in the present congress, so there is time enough for a full and free discussion.

THE SENTRY Note—Responsibility for the opinions and utterances of "The Sentry" is assumed by the Sentry Box Bureau, 825 Vermont Avenue, Washington, D. C.—[Editor.]

A Touching Story is the saving from death of the girl of Geo. A. Eyer, Cumberland, Md. He writes: "At the age of 18 months, our little girl was in declining health, with serious throat trouble, two physicians gave her up. We were almost in despair, when we resolved to try Dr. King's New Discovery for Croup, Coughs and Colds. The bottle gave relief; after taking a few more bottles she was cured, and is now perfect health." Never fails to relieve and cure a cough or cold. C. Perry's drug store; 50c and \$1.00 guaranteed. Trial bottle free.

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