

AMUSEMENTS.

TONIGHT.

Edison—Vaudeville.

Edison Presents Strong Bill.

The theatre was packed, and the lobby was packed last night at the Edison. Many went away unable to gain admission. The Wiley Ferris Company offered a catchy act, being a little of everything well performed. The boy in the act has a fine voice, and won many admirers. The acrobatic stunts were nimbly executed, and the company made a hit. Morris & Morris also contributed their share to the entertainment of the large audience and Morris Jones scored a hit in his monologue turn. Miss Cosette sang the illustrated song, and the Edison-o-scope ran a new film, depicting various subjects. Too much cannot be said in praise of the entire new show.



A Government Railroad.

A literary bureau has been established by the railroads in Baltimore for the purpose of publishing articles combating the general sentiment among the people in favor of government regulation of railroad rates, and it may be expected that articles will appear from time to time giving a one-sided view of the situation, and endeavoring to quiet the people in this popular movement for relief from excessive charges and unfair discrimination.

In a recent article the information is given that a decrease of one mill a mile on the one hundred and seventy billions tons of freight moved per mile in 1903, would amount to enough to wipe out the whole dividend surplus of the railroads and create a deficit of nearly fifty million dollars.

It certainly will be interesting news to the people to realize that there is no hope for any further reduction in railroad rates, for such a reduction would rob the stockholders of any dividend whatever.

It is true that in many cases part of the earnings has been put back into betterments, so that the railroads represent considerable more actual money invested in proportion to the stock and bond issue than they did years ago, and therefore the public are not quite so badly mulcted as they were then, but it is still true that the railroads earn an income on much inflated value; for instance if a road originally cost in actual money twenty or twenty-five thousand dollars a mile, and its bonds and stock represent seventy-five or one hundred thousand dollars a mile, and its rates were fixed to earn an interest on the large sum, it is plain the rates are too high and the public seriously overcharged, therefore if the railroads now say that no further reduction in rates can be made, it seems to place before the people the necessity of some effort to help themselves.

If the government would start the building of a railroad line say straight away from New York to Denver, there to connect with the Western lines, and this government road give no preference to any city, but go in practically a straight line from one point to the other, with spurs to the near-by cities—for instance the first spur to run down to Pittsburg, another to Buffalo, then Cleveland, Cincinnati, Toledo, Detroit, Indianapolis, Chicago, St. Louis and say Kansas City, St. Joseph and Omaha—the method of procedure might be something like the following:

Appoint a railroad commissioner, a first-class man experienced in railroad construction; make surveys, and submit a careful, practical estimate of cost; then if the plan appears feasible and practical, begin the construction and establish the rate of wage for the actual labor that would not be high enough to attract workmen from other positions, but would establish a semi-permanent opportunity for the employment of the unemployed to obtain living wages to tide them over periods of industrial depression when so many men are thrown entirely out of work. This would furnish a sort of safety valve at such times, and it is the opinion of many people that the government should, in a sensible manner supply some sort of means to enable idle men to help themselves during periods when they are helpless.

The construction of such a railroad would probably extend over a number of years. It would be built by the people and paid for by the surplus in the government treasury, and would set up another wise principle, that is—to tax the luxuries, and thus earn enough surplus above the actual need of the government to supply a reasonably large fund to furnish work for the unemployed, and thus distribute among the people the public money.

It would mean a simple plan of gathering a volume of money from those who could afford to contribute it in the way of taxes, to be paid back to the people for work, and the government would acquire ultimately a great property, which would add to the actual assets and value of the government every dollar that it cost. Therefore no loss.

Then when the railroad was finished and fully equipped, the managers—to be expert railroad men—would fix a rate for freight and passenger traffic that would in the first place take care of a suitable four or five per cent income on the investment and would be paid into our United States treasury—next, to earn enough to take care of the yearly expenditure for keeping the property up in first-class condition, and when all the necessary earnings were computed, the traffic charge would be

fixed to secure those earnings; thus we would have an old-fashioned, simple investment, yielding a suitable, safe and sure net income, and at the same time each citizen would receive every year a direct money income from the saving in the freight which affects every sort and kind of article of food, clothing or convenience.

It is clear that such a government railroad would add to the farmer's income in every bushel of wheat, corn, rye, oats and every bale of cotton, every pound of beef and mutton shipped, and reduce the cost of wearing apparel and all of the necessities of workmen just in proportion as the freight rates were reduced as compared with what they are now.

Such an arrangement would directly pay into the pockets of the farmer, work people and merchants, of this country, many millions of dollars and put an effectual stop, by compelling other roads to reduce rates to those charged by the government line, to the existing methods by which a few Barons of the R.R. lay toll, and heavy toll, upon all the people for carrying produce over the highways.

There is a loss to the farmers, mechanics and merchants each year, and there has been for a great many years. Every shipper, and in fact every individual in the United States contributes a sum, large or small to the railroads in excess of what might be considered a fair and just contribution for the services rendered. The people at large have been losing money each year in this way for a great many years. Would not fair play dictate that the shoe go on the other foot for a time, and perhaps permanently?

One thing is quite sure, that in ordinary commercial transactions it is considered entirely proper for a man, if he has been subject to excessive charges for a number of years to establish his own plant or his own method of production, in order to protect himself from such excessive charges, and the law of the unit is generally the law of the mass. If a proper procedure for the individual, why not a proper procedure for the people? The Sentry urges careful consideration of this question, particularly by farmers, workmen and merchants.

THE SENTRY.

You must have a peculiar tea taste if no-one of the five Schilling's Best is right for you; and coffee four.

Your grocer's; moneyback.

Spend Money at Home.

Spend your money at home—with your home merchants. Every two-bit piece that is sent away from home for goods is just so much money taken out of circulation in Salem. Stick to your home town and to your home merchants.

See Miss Bertha Kay in title role, "Mr. Bob," Thursday night, at opera house

Learning By Experience



An investment last winter and spring of \$78 in advertising space in two agricultural publications put \$2,400 in a farm boy's pocket. He advertised seed corn. It was the first publicity purchased he ever did, and naturally he went about it in that diffident, incredulous manner which is of considerable assistance to the "new man" in killing trade. Still he made money and, what is more important when philosophically considered, learned to appreciate the value of printers' ink.—Agricultural Advertising.

If there are any doubting Thomases among our merchants, they should advertise in this paper. It reaches the buyers in town and the adjacent territory.

Have You A Boy BETWEEN 8 and 16?



If so, we're right after him. We want to put him inside of one of our Spring Suits, just for a trial. Our Boys' Suits are nothing short of perfect suits and we know he'll like them.

Boys' Suits in Worsted; Cheviots and Serges, two or three pieces, \$4.00 \$5.00, \$6.00.

Our guarantee back of every suit.

SPRING Styles Ready

You'll see many new patterns in our Negligee Shirts for Spring wear. The moment the weather has a Spring-like appearance, that minute you begin to think of Negligee Shirts with the soft fronts. See our \$1.00 and \$1.50 Shirts.

W. U. NECKTIES, 25c EACH.

ROBERTS \$3 HAT Salem Woolen Mill Store. ROBERTS \$3 HAT

BUREAU OF SOILS REPORT ON SALEM AREA

The United States department of agriculture has issued a bulletin of the soil survey of the Salem area. It is published by the Bureau of Soils and the pamphlet, which was written by Charles A. Jensen, shows that a vast amount of study has been made on the subjects treated.

It deals with the soil conditions, climate and general prosperity of the farmers of this section of the Willamette Valley. A map covering eight townships, four east and west and two deep, with Salem as the center accompanies the bulletin. This is the district which was surveyed and investigated by the government.

Under the heading of "Agricultural Conditions" it says:

Generally speaking, the farmers of the area are energetic, thrifty, and prosperous. They have a good idea of the value of things, and it is seldom one sees farm implements standing about exposed to the weather. Fairly good houses and farmyard buildings are seen, and the community in general appears to be prosperous.

The greater number of the farms are operated by their owners, a few are run by managers, and a few are rented. No statistics by counties were available, but 82.2 per cent of the farms of the state are operated by the owners. A few Chinese carry on truck growing, and some also own and successfully operate hop and fruit farms. A few Indians and negroes also are engaged in agriculture in the area surveyed.

The average size of farms in Marion county, in which most of the area surveyed is located, is 144 acres; while the average size in Polk county is 216

acres. This, however, includes both improved and unimproved land. For improved land the average is 72 acres for Marion county and 106 acres for Polk county, the balance being mostly timber land, including a little waste or worthless land. There are in Marion county 2754 farms, and Polk county 1192, practically all of which have buildings on them. There has been a heavy immigration to northwest Oregon during the last year or two, and this will quickly increase the area of improved land, as the immigrants consist chiefly of the farming class.

The price of land depends, of course, on whether it is improved or not, that is, whether it is cleared of timber. The "prairie" soil, as the Salem loam is locally called, brings from \$25 to \$50 an acre if improved, while the hill soils are held at practically the same price, if the land is not very rough, although owing to steep slopes, rock outcrops, etc., the average price for the latter is less than for the Salem loam. Bushy and uncleared land brings from \$10 to \$14 an acre.

The valley is well known for the excellent quality of its farm products, especially wheat, apples and prunes. The hops are of fairly good quality, and those grown on the higher lying lands, away from the direct influence of the river, are of exceptional quality.

The adaptation of soils to crops is quite well recognized, as much or perhaps more than is the case in most agricultural communities, though it seems probable that hops could be more generally grown on the red hills than at present.

Transportation facilities are good—

that is, there are many railroad stations convenient for the farmers. The wagon roads are, however, by no means good, and especially is this true of the roads in the hill country. Practically no gravel is used, and the soil in the "prairie" country soon cuts up badly, while in the hills poor grades and rock outcrops cause trouble.

Like Finding Money.

Finding health is like finding money—so think those who are sick. When you have a cough, cold, sore throat, or chest irritation, better act promptly like W. C. Barber, of Sandy Level, Va. He says: "I had a terrible chest trouble, caused by smoke and coal dust on my lungs; but, after finding no relief in other remedies, I was cured by Dr. King's New Discovery for Consumption, Coughs and Colds." Greatest sale of any cough or lung medicine in the world. At J. C. Perry's drug store; 50c and \$1.00; guaranteed. Trial bottle free.

Public library benefit, Thursday, Grand Opera House. Seats 50c, 35c and 25c.

MODERN WOODMEN

Be out Thursday evening. Something doing. E. L. IRVIN, Consul.

Jefferson Man Insane.

L. A. Kelly, a resident of Jefferson, was brought to Salem last evening by Constable Donaldson, and later taken to the insane asylum. The man was examined as to his sanity by Dr. W. B. Morse. This is not the first time that Kelly has been mentally unbalanced, as he is subject to these spells periodically. He is a native of Missouri, 29 years old, and has a wife and three children.

CHILDREN CRY FOR FLETCHER'S CASTERIA.

E. KOPPE,

Clothing and Furnishing goods. Y. M. C. A. Building, Salem.



THIS ONLY WAS THE WITCHCRAFT SHE USED
You'll find the secret of her successful baking to lie in the fact that she uses Wild Rose flour. Makes tempting, toothsome, wholesome bread, cake, pastry. Goes farther and is cheaper—because much better—than other brands. Always uniform in quality, reliable, economical. Best on the market for the money. A family flour that once tried becomes the household favorite.

Salem Flouring Mills



The Only Butter in the Market that is Put Up Each Roll Neatly Cased in a Pasteboard Carton

So that no foreign odors or germs of any kind may reach the butter to contaminate it, either in handling or between the store and the table. Only sweet cream, thoroughly pasteurized, is used in this butter, making it absolutely impossible for any unhealthy germs to reside in the butter at any time. If you want pure butter try a roll of WHITE CLOVER.

IF YOU DON'T LIKE IT SEND IT BACK AND GET YOUR MONEY. ALWAYS FRESH. SOLD ONLY BY

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C. J. ATWOOD SUCCESSOR TO ATWOOD & FISHER