

DAILY CAPITAL JOURNAL

BY HOFER BROS.

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ABANDON AUTO ROUTE.

Grades Too Heavy and Roads Too Rough Between Here and Independence.

The management of the auto car, which has been running between Salem and Independence for the past few weeks, has finally decided to give it up on account of the fact that the heavy car is unable to stand the wear and tear of the heavy grades and rough roads on the route. It has been a success financially, and a great convenience to the two towns as well as the intervening country. It has been well patronized, and the growing business would soon have necessitated greater facilities, but it was discovered that the work was shaking the heavy car to destruction.

Manager Baldwin was in Portland

yesterday, and spent some time in trying to find a launch that would carry the traffic on the street. Most of the launches are built in such a way that it will be difficult to get one that can handle the business, owing to the great depth of water drawn. At the lowest stage of the water craft drawing about two to two and a half feet of water would make the trip very speedy, and Mr. Baldwin still hopes to be able to secure a launch of some kind to handle this business. It is very plain that the business people of Independence and Salem will be glad to have such a service established, and it is only a matter of time when something of the kind will be set in operation.

Railroad to Tillamook.

The construction of the high bridge and four trestles on the line of the Portland, Nehalem & Tillamook railroad, the contracts for which have been let to Wakefield & Johnson, of Portland, will commence at once and finished as speedily as possible, so that when the grading is well under way track laying can proceed without loss of time. The entire right-of-way from this city to Banks has been secured and turned over to the railroad company, so there now remains nothing in the way of preventing rapid work on the line. With the completion of the Portland, Nehalem & Tillamook line from Hillsboro to Tillamook and Nehalem, and the completion of the road of the Oregon Traction Company through this city to Portland, the latter city will have two rail connections with one of the richest and most productive valleys in Oregon, and through the franchise of the Oregon Traction Company does not permit that company to haul freight on Stark street in Portland, it can do so with the Northern Pacific Terminal Company, and a spur will be built from the line on Pettygrove street to the yards, and it is asserted that an agreement between the two companies would forever shut out E. H. Harriman from interfering with the traffic of either—Hillsboro Independent.

Buying Government Servants.

A comic weekly points a cartoon picturing Uncle Sam engaged in his great task of digging the Panama canal through the heights of Calobra. On the summit of the hill sits an opulent figure labeled "railroad interests." The capitalist's money has just stowed away in his vest pocket John

F. Wallace, late chief engineer of the canal, and now he looks down upon the nation's representative and asks: "Sam, if it'll take ten years to dig through Calobra, how many years will it take to dig through me?"

The purpose is plain, says the Spokesman-Review. First's caricature has merely illustrated a phase of what has been going on in the United States for several years. Ever since the government began its suits to enforce the anti-trust laws the great corporations have been picking off another of the men who had been active in the prosecution or were deemed likely reasons of information acquired while in government service, to be useful in blocking them. For instance, John W. Griggs, attorney-general, retired from the cabinet and shortly afterwards appeared in the federal court as counsel for James I. Hill in the action of the United States to break the Northern Securities Company. On the government side in that case was James M. Beck, assistant attorney-general. Mr. Beck did effective work in cross-examining Mr. Hill. Quickly thereafter he received the offer of a large salary from one of the big insurance companies to join its counsel and he is now lecturing the country on the inherent goodness of the rich and the love for the law which inspires them and all their combinations.

Another assistant attorney-general, W. A. Day, in charge of the prosecutions of the beef trust, has just left that work unfinished to accept the controllership of the Equitable, which will at least pay him four times the government's \$7,000 salary. Robert B. Armstrong, assistant secretary of the treasury, was recently enriched by a lucrative office in another insurance company after a contest with the tobacco trust. The resignation of Paul Morton from the naval secretaryship is probably to be accounted for on other grounds, as he was not engaged in trust prosecutions.

These defections from the government service of men who have been engaged either in enforcing anti-trust laws or in Panama canal work—which is violently opposed by the greatest of the trusts, the transcontinental railroads—suggests that there is more or less of a concerted movement among the great corporations to embarrass the government's efforts. Nor do large combinations of capital have any difficulty in buying off many of the

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government's most efficient servants. Secretary Taft's grilling of Mr. Wallace for quitting his post for "more home," seems to have had little effect. But there are other men probably just as able and with higher ideas regarding the opportunities of public service, and Uncle Sam will doubtless make shift to keep the government going.

CHILDREN CRY FOR FLETCHER'S CASTORIA.

In the President's Pocket. Not long before the President's western trip, and during the visit he paid Philadelphia to speak at that city's United League, he was the guest of honor at a very elaborate luncheon served by the Fire City troop, the "crack" organization of the Quaker town. While the feast was in progress Winston, the troop's black doorman, went down to the cloak room and said to the colored youth temporarily in charge of hats and umbrellas: "Say, kid, jus' take a peep in de pockets of Mister President's coat. See if he ain't got a flask handy." "Kid" turned a shade less dark, but curiously had him in his grip, and he looked into the Rooseveltian pockets. "Goab," he whispered in stony tones, "der ain't no flask hyar—but der's a gun."—New York Times.

FRAUD EXPOSED.

A few counterfeiters have lately been making and trying to sell imitations of Dr. King's New Discovery for Consumption, Coughs and Colds, and other medicines, thereby defrauding the public. This is to warn you to beware of such people, who seek to profit, through stealing the reputation of remedies which have been successfully curing disease for over 25 years. A sure protection to you is our name on the wrapper. Look for it, on all Dr. King's, or Bucklen's remedies, as all others are mere imitations. H. E. BUCKLEN & CO. Chicago, Ill., and Windsor, Canada. For sale by J. C. Perry, Salem.

Notice of Assessment.

Notice is hereby given that the Common Council of the City of Salem, Oregon, will, at 8 o'clock p. m., on the 15th day of August, 1905, at the Common Council chamber in the City Hall, at Salem, Oregon, proceed to assess upon each lot or part thereof or tract liable therefor its proportionate share of the cost of improving the following described part of Commercial street, as provided for in the plans and specifications of said improvement now on file in the office of the City Recorder in said matter, and will proceed at said time and place to hear any and all objections to said assessment and apportionment, to-wit: Beginning at a point in said street where the south boundary line of the donation land claim of W. H. Wilson and Chas. A. Wilson, his wife, intersects said Commercial street, thence along said street to the south boundary line of said city, excepting therefrom eight feet wide along the center of the aforesaid part of said street. By order of the Common Council. W. A. MOORES, 53-104 City Recorder of Salem, Oregon.

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