

DAILY CAPITAL JOURNAL

BY HOFER BROS.

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Real Development Work.

If the Development conventions held in Oregon have done nothing else they have compelled the corporations TO AT LEAST REPRESENT THAT THEY ARE GOING TO DO SOMETHING.

In his speech at Portland Mr. Harriman gave out figures as follows to show that the corporations he is at the head of are doing something for Oregon:

We have projected or already built lines tributary to Portland amounting to over 400 miles. These lines are the following:

	Miles.
Riparia to Lewiston.....	79
Lewiston to Grangeville.....	80
Elgin to Joseph.....	63.5
Arlington to Condon (just completed).....	45
Springfield to Eugene.....	4
Drain to Marshfield.....	82
Columbia Southern, Shaniko to Bend.....	100

453.5

In the speech of one of the Oregon railroad managers he told how he had assured the officials of the Development League that wherever it could be shown that TEN MILES OF ROAD IN OREGON WOULD PAY IT WOULD BE BUILT.

The Development conventions and the reports published about the needs of railroad development in Oregon must have been pretty effective to secure the above amount of promised railroad construction in so short a time.

Of course the above statement was made at a Portland millionaire's banquet and was intended for Portland consumption. The first two items of 159 miles belong to Idaho and not to Oregon.

The magnates consider that whatever they do in Portland is done for all Oregon. It should also be noticed that the principal spokesmen of Mr. Harriman at that banquet did not talk railroad extension.

They virtually throw all the cold water on railroad extension they possibly could. One of them wanted all the state to become a push club to get four millions expended for irrigation first, and railroads afterwards.

Another talked reclamation of arid lands and a deep sea harbor at the mouth of the Columbia river, and never said railroad extension once in the course of his talk. He was talking to Portland banqueters, not to the people of Oregon.

Harriman had already said at the same banquet that Mr. Cotton "Had always had everything he wanted from us, and has always been upheld by us," etc.

Harriman lives in New York and finds it easy to come to Oregon when necessary and tell the people how many branch lines will be constructed. But Mr. Cotton, who is permanent manager here, talks otherwise.

Which tells the truth? Which one speaks by the card? It remains that for twenty years Oregon has had practically no railroad construction, and the question is, HOW MUCH OF THE PORTLAND BANQUET TALK IS HOT AIR?

If the Harriman system will not do the business of this state there will be a railroad system into Oregon that will do the business.

Money is becoming so plentiful that Oregon will not forever have to depend on one system for development.

There is wealth enough among the masses of the people to construct and

Ayer's

Hair Vigor. Better wear your own hair; not the kind you buy! But you are losing yours? Then be quick! Fasten tightly on your own head what is left, and get a new lot, too.

operate steam and electric lines by co-operative methods.

STATE OWNERSHIP IS NOT AN IMPOSSIBILITY.

What the government would pay for mail contracts from Roseburg to Coos Bay would almost maintain and operate sixty miles of railroad.

Is the bluff about building from Drain to Marshfield anything but for the purpose of FORCING THE HOLDERS OF ABOUT THIRTY MILES OF RAILROAD ON COOS BAY TO LET GO?

The people should not be influenced by the talk of Portland employees of Mr. Harriman. They should realize that only by using the power placed in their own hands by the state can they get results.

The next Development convention, to be held at Eugene, should not swerve from its program of holding Mr. Harriman and his Oregon managers to a line of duty different from what has prevailed for the past twenty years. The liberality has all been on one side in the relations of the people toward the corporations.

Mr. Harriman threw out the suggestion at the Portland banquet that brains and billions were necessary to manage these great properties. He had sunk \$180,000,000 on the betterment of the system.

That is a great deal like the Republican party claiming great credit for big crops as a result of the protective tariff policy. The Union Pacific and Central Pacific had to be rebuilt or go out of business.

THE PEOPLE SHOULD NOT BE DECEIVED or lulled into a complaisant satisfaction by big mouthfuls of words rolled off the ends of oily tongues to Portland banqueters with their stomachs filled with turkey floating in wine and brandy.

The Harriman lines have taken seventeen millions net earnings out of Oregon in ten years on the word of the best business men of Portland. Not one million of that has been spent on new lines in Oregon.

The true development of Oregon means a just relation between the people and the corporations—AN EQUAL SHARING OF THE BURDENS OF TAXATION and transportation and construction.

That is the purpose of the Development organizations, and they are in earnest and sincere in the belief that the way to develop is to develop, and not to talk about it several ways.

Judge Bean for Federal Bench.

The effort to railroad several men on to the federal bench who could not escape public criticism has failed in Oregon.

First a small coterie tried to put the ermine on the shoulders of Hon. Henry E. McGinn, but there were serious objections.

The objectors were political and otherwise, and Senator Fulton concluded that he would not be warranted in sending in his name.

Then Eastern influences were brought to bear to railroad the appointment of W. W. Cotton, attorney for the Harriman system.

The Daily Capital Journal was about the only newspaper in Oregon that handled the subject from the standpoint of public interest.

It was supposed that Mr. Cotton's appointment would stand, but he finally concluded to not accept, let us hope not on account of criticism.

But there was this feature of the case that was not enjoyable by the other aspirants: Cotton was named in a way that he escaped all comment.

Now at last the matter has shaped around where the whole bar and the people generally are in favor of the appointment of Justice R. S. Bean.

It is said their wishes will be regarded in high quarters. The President is said to be willing to consider a man liked by all the people.

The appointment of Bean would pour oil on the troubled waters of Oregon politics, and the President would never have cause to regret it. The people of Oregon have several times passed on R. S. Bean favorably.

Six Weeks' Crumming Course.

There seems to be a new system of turning out school teachers while you wait in Oregon.

Many of the city superintendents are running summer normal schools, and turning out hundreds of quick-made-to-order pedagogues.

Boys and girls from the grammar grades are, in some instances, graduated and given certificates to teach that it takes years to acquire in the regular normal course.

These six weeks crumming courses turn out an additional number of

teachers on top of all the second and third grade certificates that are issued by the county superintendents.

The system is crowding many of the older and more competent teachers out of the profession, as in most cases those who take the rapid-fire road to the teaching profession are promised positions.

This is building up a school machine of new material that threatens to disorganize the existing educational forces in ways that no one can imagine what will be the result.

It would be interesting to know where all these alleged summer schools get their authority to grind out teachers and issue them teaching certificates and promise them employment in the public schools.

Cigarette Was to Blame.

On the train from Newport the other day a young man who was rolling a cigarette on the platform of the rear car was rolled off the train.

He was so occupied with the delightful task of putting another nail in the undertaker's box that he came very near furnishing a subject.

The coroner of Lincoln county would have had a job, and the question would have arisen whether the corporation or the yellow-straw paper was to blame.

The train was going at the ordinary speed and there is no evidence that the young man was going any faster than the average.

It is said to be a fact that cigarette smokers are more apt to fall from moving trains than any other class of passengers.

In a suit for damages for being thrown from the train would the young man sue the company or the cigarette habit. Which caused his fall?

The Journal believes the cigarette was to blame. Had he not been rolling the coffin-nail he would not so easily have rolled into the ditch.

Work Badly Needed.

Larger employment of common labor is badly needed at Salem.

The construction of a mile and a half of street car track south of the city will be a god-send to laborers and teamsters.

Many men are out of employment in the city. Many houses are becoming vacant by families going elsewhere to work.

There are not many carpenters employed, and the season's building is nearly completed.

Besides the railroad extension south there is now prospect of building South Commercial street.

This city has not expended much on public improvements for a number of years past.

The new high school buildings gave considerable employment, as did the improvements on the fair grounds.

The construction of good roads has been a source of employment, as even convict labor makes work for other laborers.

A city without a strenuous policy of public improvements wherever possible is like a man trying to live without lungs.

All money spent honestly on public improvements benefits all concerned. That statement cannot be successfully denied.

The construction of more streets, the laying of more water mains, and extension of electric lines is badly needed in Salem, if the families of laboring men are to have enough to live on next winter.

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 Chloe 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,
City Recorder of Salem, Oregon.

R. A. Maltzan, who conducts a fruit and vegetable farm north of the city, has purchased a gasoline engine and a centrifugal pump with which to irrigate his place. Mr. Maltzan, in conversation with a Guard reporter today stated that had his raspberries been irrigated this year he would have made at least \$500 more than he did off of them. He says that hereafter every summer he will irrigate, and expects to double his profits off of fruit and vegetables.

Mr. Maltzan is a progressive young farmer, and recognizes that the time is coming when irrigation in the Willamette valley will be recognized as necessary to insure big crops. The Guard looks for a large number of farmers to install private irrigation plants on their places before another dry season comes.—Eugene Guard.

Grave Trouble Foreseen.

It needs but little foresight to tell, that when your stomach and liver are badly affected, grave trouble is ahead, unless you take the proper medicine for your disease, as Mrs. John A. Young, of Clay, N. Y., did. She says: "I had neuralgia of the liver and stomach, my heart was weakened, and I could not eat. I was very bad for a long time, but in Electric Bitters I found just what I needed, for they quickly relieved and cured me." Best medicine for weak women. Sold under guarantee by J. C. Perry, Druggist, Salem, Or., at 50c a bottle.

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RED SEAL

Tri'l 2:06
Rec. 2:10

SIZE OF JO SEAL, 2:11 1/4.

Sired by Red Heart 2:19 1/4, the sire of Chain Shot 2:06 1/4.
Red Seal 2:10, Etc.

Dam ALICE M. (trial) 2:25....by Mark Field (son of Geo. Wilkes).
Dam of Red Seal 2:10 A- sire of Daisy Fields 2:08 1/4, Mabelino field, 2:11 1/4, etc.

Second dam DAY BELL.... by Advance, sire of Malraaka 2:05 1/4.

Dam of Veritas 2:16 1/4, Vindex 2:29 1/4.

Third dam daughter of Tippecanoe, a thoroughbred.

RED HEART is by Red Wilkes, out of Sweetheart, by Sultan; second dam Minnehaha, the dam of Beautiful Bells, etc. RED SEAL stands 15.1, compactly built, with great quality and a sure sire of great speed. He will make the season of 1905 at the

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