

DAILY CAPITAL JOURNAL

BY HOFER BROS.

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MARION COUNTY REPUBLICANS.

Marion county has many candidates. Marion county is next to Multnomah in size of its Republican majorities. Marion county surpasses Multnomah in Republicanism—having not one Democratic official.

When it comes to county, state and national politics, Marion has no factions.

It naturally follows that Marion county has a number of aspirants for places on the Republican state ticket. Three clean and able men seek the nomination for secretary of state.

Of course, nomination must come from the Republican voters of the state as a whole.

Only the district primary election can decide which of these three Republican leaders, Gatch, Wrightman or Pearce is the strongest.

There may be aspirants for the nomination for other places on the state ticket.

As the banner Republican county, Marion would seem to be entitled to a place or two on the Republican state ticket.

THE COOS COUNTY EXHIBIT.

The most beautiful building and display of products at the Portland fair is from Coos county.

The Coos country embraces all the territory south of the Siuslaw river, west of the Cascades and north of the California line.

It is an empire of boundless wealth and enterprise.

The building and display of products and manufactures represents an outlay of \$10,000 at least.

But the brain to conceive such a display, the spirit required to make the demonstration and the confidence to make such an investment, shows the Coos population to be a progressive people.

The display of timbers will pay for this exhibit alone hundreds of times over, as the orders for their highly finished sash and doors are rolling in from all over the East, as far as Boston.

The Coos country has a cinch on getting one, and possibly two railroads at an early day.

A constant stream of visitors are pouring through the Coos building all the time, and they stop to admire and examine and make notes and ask questions.

The people in charge of the exhibit are very attentive and painstaking with all visitors, and Coos reaps the harvest.

THE PORTLAND FAIR.

What are the three largest features of the Lewis and Clark fair?

Some one says Lewis and Clark and Sacajawes.

Not so. They are President Goode, President Jeff Myers and the railroad company. They are IT, on the inside and in boxcar letters.

Goode and Myers are not losing any money, and the Harriman lines are making a great deal.

Of course, the street car company and the General Electric are "making a few."

So are the hotels, saloons and houses where income duth burn to Joss generally.

It must be said that, from a business standpoint, the fair has been well handled.

The managers worked the state, the national congress, the other states and the counties.

They have worked all the cities and the churches and fraternal orders and

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congresses and people with wheels generally.

The fair has "occupied the field." It has put the city of Portland ahead of all rivals in the Northwest.

It has rubbed off some of the moss-backism. It has obliterated some of the provincialism.

It has given Portland another newspaper with "funny pictures," lots of big headlines and color printing.

Best of all, the fair has put Oregon on the map and fastened the gaze of the world upon it as a definite community, with a distinct individuality as a commonwealth.

QUIET SUNDAY IN PENDLETON.

Just Outside of Pendleton the Quietude Was Less Oppressive.

Yesterday passed very quietly in Pendleton, at least as far as the city itself was concerned. In compliance with the orders of the district attorney, none of the saloons opened for business, and as a result there was a noticeable absence of groups of loafers in front of the various Main street resorts. The cigar stores, ice cream parlors and other small stores were all open for business as usual, but the larger mercantile houses did not keep open even during the forenoon, as is their usual custom on Sundays. Just why this was done is not known, as it is said there was no understanding to that effect among the merchants.

Most of the excitement during the day, especially in the afternoon and evening, was in Kine's grove, where the Eagles held their picnic. During the day hundreds of people thronged the grove, many going to see what was going on. The various booths on the ground and especially the one where beer was sold, did a rushing business, and consequently considerable money was netted by the lodge. The quantity of beer used during the day was variously estimated at from 23 to 40 barrels, and the effect upon those in attendance was in accordance. During the afternoon and evening the pavilion was used for dancing purposes and was generally filled.

A CARQUINEZ PILE BRIDGE.

Harriman Solidifies the Opposition to It.

When Mr. Harriman said, "We shall build that Carquinez bridge sometime, if the people of California ever come to their senses," he said the one thing which all Californians who desire to keep the Sacramento river open to navigation could have wished him to say. It was an expression of contempt for the people of California which will not be forgotten in a decade, and the most unwise remark recently made by a capitalist.

The people of California are quite in their "senses" now. They will heartily favor a suspension bridge over the straits, a tunnel under them, or even a pier bridge sufficiently elevated to permit all river craft to pass under it, and open to the use of all railroads on reasonable terms. They might contribute to the construction of such a bridge to the extent of providing for the passage of ordinary traffic. If the traffic does not now justify the building of such a bridge or tunnel, they will wait patiently until it does. But they will never, so long as they can prevent it, allow the construction of any bridge which will delay, impede or render dangerous the free passage at all times of any class of vessels suitable for the navigation of the Sacramento and San Joaquin rivers.—San Francisco Chronicle.

Marshals Busy in Crook County.

Advice from Prineville state that considerable excitement was caused there August 14th by the arrival of a number of deputy marshals, whose errand was kept a mystery. It is believed by the Prineville people that the officers came to serve papers on a number of people in connection with sheep-killing cases, or the illegal fencing of public lands.

The entry of special agents into Prineville caused anxiety among the residents there, as several men in the employ of the government have gone into the Ochoco and Crooked river countries, probably to gather additional evidence in the case of the government vs. Williamson, et al. One deputy marshal, S. Z. Henderson, has been at Prineville for the past six weeks, supposedly collecting evidence for the coming third trial of Williamson.

He Was Mistaken.

"He says he loves her for what she is."
"He's mistaken."
"How do you make that out?"
"Why, he loves her for what he thinks she is."—Houston Post.

MANCHESTER CAR SERVICE

The results of municipal ownership of street cars in Manchester, England, for the year ending March 31, 1905, were made known at a recent meeting of the tramway committee of the corporation and are made the subject of a report of Consul Walter C. Hamm of Hull.

The report states that in 1904 the routes open for traffic aggregated 137 miles of single track. During the year just ended extensions have been made and opened for traffic, so that the average length of single track open for traffic on March 31, 1905, was 146 miles. The revenue account shows that the total income for the year was \$3,159,778 and that the charges were \$506,388, leaving a net profit for the year of \$604,750; against \$608,527 for the preceding year.

During the year the number of passengers carried was 126,900,875, an increase of over 6,000,000 on the previous year. The car mileage shows an increase of considerably over 500,000 miles, the figures being 14,123,124 last year, against 12,617,448 in 1903-04.

The percentage of passengers' fares shows that 71.94 per cent paid 2 cents for the journey, 11.1 per cent 3 cents, 7.10 per cent 4 cents, and 5.40 per cent 1 cent. Of the total number of passengers carried, 91,281,504 paid 2 cent fares.

The electrical energy used during the year amounted to 18,854,240 units, against 16,815,764 in the previous year. The average traffic revenue per car mile was 21.36 cents, against 21.04 cents, and the average traffic revenue per mile of single track \$21,495, against \$22,340 in 1903-04. The average working expenses per car mile, including power cost, was 13.98 cents, against 13.56 cents.

There has been a reduction in working hours from 70 to 54 hours per week. The maximum wages paid motormen is 14 cents per hour. A grant of one week's holiday per year with pay is given. Uniform clothing is supplied and free riding on the cars to and from duty. In Hull, which is the only instance in England of motormen receiving more than 14 cents, the pay is 15.4 cents, but there is no holiday allowance.

A Broken Leg.

Frank Ward, a son of William Ward of Daniels creek, is at the Horsfall hospital with a broken leg. In company with Charley Erickson, he

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was driving from the county landing on Catching inlet over Daniels creek, returning home from town. Going down the hill the horses took fright and ran away. A small tree had fallen across the road, and the horses jumped over this, but the wagon struck it and was badly smashed. Ward was thrown out and his right leg was broken just above the ankle, while Erickson was thrown down the hill and badly bruised up. Ward crawled about half a mile toward home, when he was met by his brother, who had been alarmed by the arrival of the horses at the home place.—Coast Mail.

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, m, Or., at 50c a bottle.

Public Sale.

I am going to leave my farm, and I will offer for sale to the highest bidder, at my farm one mile northeast from Pratum, on Howell Prairie, four miles southwest from Silverton, horses, cattle, sheep, hogs, farm implements and household goods, regardless of price. Date, Saturday, August 26th, at 10 o'clock a. m., sharp. J. W. GASH. S-16-dlw-wlt"

EXCURSION RATES

During the Lewis and Clark exposition the O. C. T. Co. will make the following rate: Salem to Portland, one way, 75 cents; round trip, \$1.00. Tickets good for ten days. Boats leaving daily at 7 a. m., except Sunday. M. P. BALDWIN, Agt. Dock Foot of Trade Street.

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Tr'd 2:06 Rec. 2:10

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

Sired by Red Heart 2:19 1/4, the sire of Chain Shot 2:08 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 Al- sire of Daisy Fields 2:08 1/4, Munlawood 2:19 1/4, brino field, 2:11 1/4, etc.

Second dam DAY BELL....by Advance, sire of Malranks 2:23, etc.

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

Third dam daughter of Tippe Enb, 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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