

PUBLIC OPINION AND RATE FIXING

The railroad side of the case, the Boston Herald undertakes to make capital for the railroads by setting up that the people at large do not want the roads regulated as to rates. If there is any one calculated to not know what the people want it is Boston and New York and other Eastern city editors. They are intouch with the railroads, and not with the people.

The newspapers in the Western and Middle Western states are discussing the subject of rate fixing with much earnestness. They indicate that there has come a change in sentiment owing to the debate which has been in progress, the testimony which has been taken by the Senate committee on interstate commerce, and the consequent thinking in which serious men who desire to reach a sound conclusion have indulged. A good many persons who carelessly mistook the general outcries against the railroads and their practices for the truth find on examination that many of the accusations against the roads are untrue. While there has been a manifestation of greed and of some tendency to disregard the law on the parts of the roads, it is becoming clear to the minds who have been set at work seriously on the problem that the relation between the roads and the community, between the agencies of distribution and of production, are mutually dependent. One cannot flourish without the help of the other. Extortion on the part of the roads means injury to those who provide them with products to carry, and, at the same time, undue restraints upon the roads, unwise interference with their business would cripple the roads and would prevent the extension of our railway system. Foolish greed has no doubt more than once controlled railway policy, but inevitably the overtaking of the roads' customers will lead to impairment of the roads' business, and this the leading railroad men of our time, a new generation, of which Mr. J. J. Hill is the leader, are recognizing. The relations of the two elements, producer and carrier, have for some time been in process of adjustment; if the politicians succeed in securing control of the roads and in fixing rates, the process will inevitably be stopped, and the carriers may injure, in some instances destroy, the means for conducting that vital function of their business, the transportation of their products to market.

The idea that the control of the roads by the politicians may injure the community and the shippers, as we have said, is agitating the West. The

other day, for example, the Argus Leader of Sioux Falls, S. D., said:

"The rate discussion has progressed far enough to prove that the commission which seeks to fix up a rate schedule which will please everybody is going to have a merry time of it. If the work is undertaken at all, rates will have to be fixed on a mileage basis, and such rates, while technically fair, would mean great disaster to South Dakota shippers. There is nothing that South Dakota wants so little as rates determined on a mileage basis."

Here will be heard an echo of the controversy between Boston and New York on one side and the interstate commerce commission on the other. The view of the South Dakota newspaper simply tends to show the inextricable confusion in which the commission would find itself in endeavoring to "please everybody."

The Aberdeen (S. D.) News in a recent number expresses its opinion as follows:

"It is sufficient argument in the minds of many newspaper advocates of the proposed rate regulation that the railroads are opposed to the movement. The people of South Dakota are too level-headed to be swayed by such arguments and will look upon the question from the standpoint of merit alone. Investigation will show that the people of this state have nothing to gain by rate regulation and very possibly have much to lose."

This questioning of the proposed policy in the West is not confined to South Dakota. In Wisconsin the rate commissioners themselves have recognized the propriety of elastic rates by permitting a cut rate to be given to land seekers in order to aid in settling unoccupied parts of the state. There is even opposition on the part of some of the shippers. We learn from the Kansas City Journal that Mr. W. P. Trickett, superintendent of the Kansas City transportation bureau, differs with the politicians who would grant to government the power to fix rates. The Journal says:

"It is a significant fact, that, although Mr. Trickett's interests and sympathies are, of course, with his clients, the shippers, his judgment, based upon many years of study and experience, is that the fixing of rates should remain in the hands of the railway managers, subject to the supervision of the interstate commerce commission."

Finally, we learn from the Chilli-

"DO IT TO-DAY!"



"And to think that ten months ago I looked like this! I owe it to German Syrup."

The time-worn injunction, "Never put off 'til to-morrow what you can do to-day," is now generally presented in this form: "Do it to-day!" That is the terse advice we want to give you about that hacking cough or demoralizing cold with which you have been struggling for several days, perhaps weeks. Take some reliable remedy for it TO-DAY—and let that remedy be Dr. Boecher's German Syrup, which has been in use for thirty-five years. A few doses of it will undoubtedly relieve your cough or cold and its continued use for a few days will cure you completely. No matter how deep-seated your cough, even if dread consumption has attacked your lungs, German Syrup will surely effect a cure—as it has done before in thousands of apparently hopeless cases of lung trouble. New trial bottles, 25c; regular size, 75c. At all druggists.

PALACE PHARMACY.

freight agents have memorialized the President against the proposed change. The Democrat says:

"Stripped of formal verbiage the memorial set forth the impracticability of the change that has been proposed, of taking the rate-making power from the technical hands now managing the situation, and placing it with a commission totally ignorant of practical railroading—a commission knowing nothing of the peculiar conditions which regulate fair rates for transportation of freight. . . . These men are in close touch with the people, and know every foot of ground through which their various lines pass; they know the various industries developed, or the possibilities of them, along those lines; they are men selected from the multiplicity of railway employees for their peculiar aptitude in meeting the mercurial changes in commercial conditions, and this expression of opinion regarding what may be expected by a change of policy seems worthy of consideration."

The railroad employees are also astir, and are moving in the same direction. The other day in Illinois there was a meeting of 600 of them who protested against federal control.

In view of these interesting happenings and opinions, it is not likely that a rate-fixing law will be rushed through congress. Constituents are taking too much interest in the subject to permit undue haste in legislation.

CHILDREN CRY FOR
FLETCHER'S CASTORIA.

Two Great Shows This Week

The one worth the most to the
Community will remain all week
at 177 Liberty Street

YOU CAN ENJOY A RESERVED SEAT AT THE GREAT ONE DAY
ATTRACTION AND THEN HAVE ENOUGH LEFT TO SUPPLY
YOUR FURNITURE WANTS IF YOU WILL GET AROUND TO
OUR GREAT INVENTORY CLEARANCE SALE BEFORE THE END
OF AUGUST.

Don't forget that our Tents
Must Go

House Furnishing Co
177 Liberty Street.

Buy Great Northern Now at 50 Cents Per Share

A MINING INVESTMENT OF MERIT. QUESTIONED BY NO ONE WHO HAS INVESTIGATED IT. THIS
THIS STOCK WILL BE SELLING, AND HAVE A READY MARKET AT \$1.00 PER SHARE IN
LESS THAN NINETY DAYS. WHY?

- 1st. BECAUSE: It will be paying 18 per cent per annum on par, or 36 per cent on the investment at the present price, 50 cents per share, with a 75-ton mill. With the 500 ton mill that will be erected in 1906-7 it will pay from 50 to 100 per cent per annum on par.
 - 2d. BECAUSE: It will be a permanent dividend-payer for years to come, besides increasing ten-fold in value.
 - 3d. BECAUSE: The management is conservative; everything coming from the mine will be paid out in dividends; the management having entered into an agreement with three of the leading business men of Salem, legally binding themselves, their heirs and successors, to give Salem stockholders a voice in the management, by electing one of them as director, and further agreeing that no salary be paid any officer or director at any time, excepting the Secretary and Treasurer, the maximum salary paid them never to exceed \$150 per month. A copy of this agreement is on file at our office.
 - 4th. BECAUSE: The property is a fully developed MINE, already past the period of speculation, having in sight, and blocked out, ready for the mill, from three to five million dollars' worth of ore.
 - 5th. BECAUSE: Its commercial value has been tested by a mill run of fourteen months, which has shown an average, without any sorting, of \$10 in free gold per ton on the plates.
 - 6th. BECAUSE: The company owns the property in fee simple, there being no bonded indebtedness or outstanding accounts or obligations of any character.
 - 7th. BECAUSE: It possesses many other merits that time and space will not allow us to mention. But a trip to the property, at our expense, will verify every statement we have made.
- This stock will positively be advanced to 75 cents per share on the 10th of September and \$1.00 per share on the 10th of October.
- All applications received on or before the 28th day of this month will be entitled to the August dividend, which will be paid on the 1st day of September.
- The amount we will sell at 50 cents per share is limited. For full particulars call at our office, or write us.

J. C. LEE & CO.
337 STATE STREET
SALEM, OREGON

WEBSTERS BEAT THE BANKERS

The woolen mill ball tossers were again victorious last night, and took the Bankers into camp to the tune of 11 to 4. With the exception of the first inning, when the blanket weavers run in 10 scores, it was an exceptionally good game. But the money changers certainly went a ballooning in the first inning, and, although they settled themselves down in good shape after that, it was too late. The deed was done.

The Woolen Mills have now defeated each of the teams in the Salem league, and expect to play a team picked from all four of them, after the close of the present series. This promises to be a game worth seeing.

One feature of the game last night was the absence of Tom Kay, who was in Portland. If he had been present the adoring by his men in red would probably not have all been confined to the first inning. Carl Gabrielson sprung a new point on many of the players, as well as the spectators, when he held his base until a foul fly was caught, and then ran to the next one.

The next game to be played will be between the Merchants and the Capitols, and will be pulled off next Thursday evening. It was scheduled for this evening, but was postponed on account of the circus.

Amid the New High School.
Standing before the new High School building, an old resident remarked that such were not the kind of buildings that he went to school in. He observed that the buildings then were

built of rough hewn logs and void of comfort or attractiveness, a sapling split did service for seats, which were made to suit the length of the average boy's legs. Thus it will be seen, that the youngsters whose legs were too short did not have a very comfortable time of it. Then, about 1850, there was not the luxury of recesses. The children, young and old, took to their books as soon as the teacher appeared and studied assiduously, though perhaps not eagerly. Still, said the old pioneer, it seems as if the children got along just as well then as they do now in more luxurious and capacious quarters. The old gentleman in question said that when he first passed through Salem there was only one house in sight.

Still In Doubt.
"Ma, they ain't no doubt about it—our William is either goin' ter be a genius or a fool."
"Land sakes, pa! What makes yew think so?"
"I jest ketched him tryin' ter drown the cat in the well ter see if the story was true about it havin' nine lives."—Chicago Record Herald.

A Remembrance.
"But," persisted the bridegroom during their little quarrel, "you promised to love, honor and obey me."
"Maybe I did," replied the bride, "but I had my fingers crossed."—Philadelphia Ledger.



Interior of the storehouse at the Portsmouth Navy Yard, where the peace plenipotentiaries of Russia and Japan began their conference August 5th, also vignette of Judge Calvin Page, of Portsmouth, who will entertain the visiting dignitaries.