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**DAILY CAPITAL JOURNAL**

BY HOFER BROS.  
OFFICIAL CENSUS SALEM  
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**MAYOR ELMORE EXPLORES**

**Told He Better Take a Team to Get Home**

**Still Making a Fight to Get Passenger Train**

Brownsville, Sept. 20.—Mayor Elmore and the reporter who went to explore the East Side railway lost a day by making a mistake in trying to leave Woodburn on the evening train, which only runs as far as Silverton, and then doubles back to Woodburn the next day before going on through.

**Advised to Take Teams.**

"There is no through train out of here for Brownsville," said Station Agent Johnson, "until tomorrow at 10:50. You can go as far as Silverton this evening, stay over night and get out of there tomorrow at about 1 p. m."

"That is if the northbound train is on time," he added, thoughtfully. "The trains meet there, but both do local freight and switching, and sometimes you do not get out of Silverton so early."

"Better take a team and go across, if there is any object," said an employe on the East side line.

"You'll save time by going up on the main line, and driving across to any of those East Side stations," said another railroad man.

"If your time is worth anything," the mayor was advised, "go up the main line, take a team at Halsey, drive over and see your man. Drive back and take the next train for Eugene. Take a team there and drive to Natron. You'll get there before we do."

**Stayed Over Night.**

But the mayor and the reporter were not to be diverted from making the trip over the East Side railway, and exploring it thoroughly. Train No. 11 next day from Portland was late, and we pulled out of Woodburn a little after 11 for Silverton.

**A Mixed Train.**

The daily train between Woodburn and Springfield is made up of a coach, baggage, mail and express car, and all the freight cars that happen to be going either way. There were 42 passengers and a lot of children in the coach, when the freight cars were hitched on.

"Look out there! We're going to couple up," shouted the brakeman, as the engine slowly backed down with a string of freight cars. We passed Townsend and McKee, where a few passengers were put on and off, and pulled into Mt. Angel. Here a half hour was taken to handle freight and wood up. The reporter picked up a few subscribers and took some notes on the town. This bright and prosperous little college city and suburbs, with population naturally doing business at this railroad station, number at least 3000. It has churches, colleges, a seminary, brass band, newspaper, but no through passenger train.

**Another Fine Town.**

The next stop is Silverton, and here are college, high school, churches, banks, sawmill, flouring mill, brass band, newspaper, but no passenger train beyond here. The train stayed here an hour and ten minutes. We all got din-

ner, some went down town, the reporter got several subscribers, Mayor Elmore met Conductor Sperger, who run on this line many years, and as an old railroad man, said: "There would be a great deal more travel over this road, and there would be more business and the country would settle up faster if there were a daily passenger train." Sperger was laid off some time ago for some irregularity of conduct. His strong belief that there ought to be a passenger train on the line had become chronic.

**Meet Another Train.**

At Silverton we met the train from Springfield. It had a coach, combination mail, baggage and express car and four freight cars. The conductor said he had handled about 60 passengers, and had about 30 on board, pretty good for a train that makes about 12 miles an hour. When it was suggested by Mayor Elmore that the people of Eastern Marion and Linn counties ought not be compelled to drive over to the main line to get back and forth to Salem, Albany and Portland, a Harriman official asked him:

"Don't we get the business, anyhow?"

"Yes, you do. But look at it from our standpoint. Isn't our time worth something, to say nothing of driving through mud and rain, or heat and dust, and after paying from \$1.00 to \$3.00 for a team. That money ought to take us to the city over the East Side railway."

One of Mayor Elmore's purposes in making this all-day trip on this mixed train on the East Side was to gather statistics of population, express business and probable earnings of a daily passenger train. Several express agents told him that there would be a great increase of express business if such a train were put on, as a great deal of perishable stuff was now sent as local freight, because freight and express made the same time. The mayor will submit a report to the Eugene Development convention.

**No More Sunday Excursions on the C. & E. Railroad.**

The Sunday excursions on the C. & E. have been discontinued, and no more will be run this season; but the three-day rates, good going on Saturday and returning Monday, will be continued on the S. P. until September 30th and on the C. & E. until October 14th. Season tickets from all S. P. and C. & E. points will be sold until September 30th.

Excellent sport is now to be had in Yaquina bay trolling for salmon, which are running freely. September is the best month to enjoy the ocean, calm, warm and beautiful. All should take advantage of the excursion rates, which will soon be withdrawn. 9-19-11t

The Southern Pacific Company will sell tickets, Salem to Boswell Springs and return up to and including September 30, 1905, limited to 30 days, rate of \$5.55. 6-5-1f



Miss Evie Greene, a popular English actress, who is to visit America next month.

Directors of the Baltimore & Ohio Railroad Company have appropriated \$650,000 for increased facilities in Philadelphia, and improvements estimated at \$7,000,000 have been authorized all along the line by the board, with the order that the work be started at once.

The sheep raisers of Montana have had an especially prosperous season. The price of wool has not been higher in years and the clip has yielded abundantly.

**You Get Up**

In the morning tired, languid, and frequently with a headache that is almost unbearable. You have been nervous, restless and sleepless night after night, and gloomy and irritable during the day. This nervous exhaustion affects the heart, lungs and other organs that depend upon the nerves for motive power. Then the stomach fails to digest the food; the heart action is weak, and circulation poor, and the kidneys and liver inactive.

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