

MAN RAILROADS

The law says it shall be the man with political pull in Italy, just as he does enlightened parts of the world that the railways are in the hands of the government, those who are closely allied to the state (a large part of the population) seems to feel that free transportation is one of the greatest necessities. A correspondent of the Morning Post says that a ticket collector comes to ex-amine all sorts and kinds of documents and coupons for a foreign traveler has paid the value. If the foreigner does he will discover that the proportion of his fellow travelers who are not paid anything like the value of some privilege they had obtained. Thus, first the senators and the 508 who pay nothing at all, but the rest, or *tenentes*, franks them Italian lines. Not content with this privilege, which now that they belong to the state, expect burden on the taxpayers and are demanding free for their wives and families. As these gentlemen ask an in-crease not overgrateful, country men 50 kilos, 112 pounds, of weight—there is no free luggage—and three free passages for their wives and children. These journalists who are given tickets a year at a re-duction of 40 to 60 per cent, ac-cordance. Then there is the class of railway inspectors, who are the officers and soldiers, who one-quarter of the proper will employes of the gov-ernment their belongings, who are given 40 to 60 per cent. of the fare. Partially free, tickets are given by means of back-pay-ment at the last general election who are thus rewarded at the whole country for their services to the party in office. Shall we station masters at the stations and their wives, have the same privilege, so that the sums they lose in this way in the year are enormous. On the other side the fares in Italy for the traveler—in which class all are included—are higher than in any other country in Europe, for short distances, such as from Praseati. Add to this the Italian tariff for goods much higher than that in Bavaria, and it will be seen that the public which is mulcted for the benefit of the state.

COCOANUTS IN THE ISLANDS

The coconut industry is attracting a large share of the attention of economists in the Philippine islands at the present time, on account of the possibilities of its remarkable development in enterprising American hands. William S. Lyon, who has charge of the division of plant industry of the Philippine bureau of agriculture, is most optimistic in his view of the future of this industry. The following results of his investigations of the subject will be of interest to readers nearer home. He reminds us that the fats of the coconut are possessed of qualities unknown in other vegetable fats, and, therefore, no effective, natural substitutes will soon usurp their place. There is also a steady and ever-growing discovery of new and practical utilities for the coconut; the serious exploitation of which will hardly be considered until the world's output is increased fivefold or more over the present. It is this consideration that should influence the planter to realize that, with a well-nigh illimitable expansion in groves, it will be quite impossible to produce such a congestion of supply as will ever cause a reduction in price of the raw material—the nut—as to make its production unprofitable. "Wax" candles and the fanciest toilet soaps still require a certain amount of coconut oil; while some, like the so-called "marine soaps," positively cannot be made from any fatty base but that of the coconut. While soaps and candles for the million may be made from other fats, that of the coconut alone saponifies so well with caustic alkalies that it is freely soluble in sea water. Hence, so long as the world builds navies, or that men go down to the sea in ships, so long will they pay tribute to the graceful and charming palm, whose supple stems and feathery crowns engrindle with a cecus of beauty the shores of our southern islands. The present high price of copra (coconut meats) of more than \$60 per ton in Europe, although a temporary advantage to the nut-growing interests, acts as a barrier to the expansion of manufactures, that with a closer approximation in values of raw material would supplant the inferior substitutes now in use. A rise in price of \$5 per ton caused the consumption of copra in Marseilles to fall in one year from the largest oil houses (Messrs. Benoit & Lamberger) in that great oil center the writer learns that at a price of \$50 the consumption would jump to 200,000 tons in a single year. There is a concern in the United States that now is using 9000 to 10,000 tons of select copra at a cost of about \$65 to the ton and that, if assured of a \$50 cost price, is prepared to absorb 1000 tons per diem for every working day in the year, and to disburse therefor the very comfortable sum of more than \$15,000,000. But the march of production keeps such poor pace with that of consumption that, fortunately for the planter, but unlikely for the manufacturer, the day of \$50 copra must be relegated to a future generation.

MEASURE OF MERIT.

Should Weigh Well This Evidence. Merit lies in the evidence. Evidence in Salem. Testimony of strangers. Endorsement of Salem people. Kind of proof given here. Spaid, living at the corner of Winter and D streets, words cannot express my strong enough of Doan's. I have known their merits for the last eight used them in Clinton Co., I was living. My kidney source of annoyance for number of years. I had much my loins and the secretions boys were irregular in ac-come to rise often in the times there was a scald and more or less dizziness. Doan's Kidney Pills from drug store and gave some relief, and in my case it was relieved in every way. My secretions were correct at liberty to refer to me can endorse the claims Doan's Kidney Pills and I a great many others who them with the best of re- by all dealers. Price 50 er-Milburn Co., Buffalo, sole agents for the United the name—Doan's—and

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MISS LU YUNG, DAUGHTER OF THE CHINESE MINISTER.

Miss Lu, daughter of Sir Chentung Liang Cheng, has learned to speak English and is now and then seen at the home of her father's closest friends. She is seventeen years old, has not been subjected to the foot binding process and is able to join in the sports of her Washington playmates.

One Elijah On Trial.

Auburn, Me., The trial begun here this week of the Rev. Frank W. Sandford has attracted widespread attention. The public is somewhat expectant—not to say hopeful—that the result may mean the end of the career of the self-styled Elijah and his religious colony at Shiloh. Sandford is being tried on a charge of manslaughter in causing the death of Leander Bartlett of Shiloh. It is alleged that he caused the death of the Bartlett boy in not furnishing him medicine and food. The state claims that Sandford was the supreme head of the Shiloh institution, and, therefore, was directly responsible for whatever was done. The defense claims that every one has the right to worship God as he deems proper, and that the belief that disease can be driven out by prayer is a part of the faith of the disciples of Sandford, and that devils can be driven out by fasting.

This is the third trial of the case. The first was in January, 1904, when the jury disagreed. The second trial resulted in a conviction of Sandford, but the case was appealed on exceptions, and a new trial ordered.

The Sandford colony works along similar lines to Dr. Dowle's Zion City and has met with much the same ridicule and condemnation from the public. The colony is located on the sand hill at Shiloh, which is in the town of Durham, on the Androscoggin river. It is known as the Holy Ghost and Us society, and was organized several years ago by Sandford, who in 1893 left denominational work and started what he called "The World's Evangelical Crusade on Apostolic Principles."

At first he used tents, town halls, school houses and dwellings for meeting places. Later he succeeded in raising money enough to build several large buildings, valued at about \$100,000. It is said that his converts, like those of Dowle, give up their homes, selling farms and furniture, and setting out for Shiloh with all they possessed in cash for the cause. Should Sandford die intestate the entire property would legally revert to his heirs, despite his assertions that it all belongs to God, and that he figures only as God's trustee in handling it.

Subway on Trestles.

A citizen of this town has had his silk hat ruined by oil dropping on it as he walked under the subway! Yes under the subway! All seekers of antiques know that New York has horse cars and a subway railroad that in places is so far up between earth and sky that one cannot climb to the station in time to catch a train if he sees it a half mile off. Still, it's the subway, and the officials act just as if the trains were buried deeply under ground. Links and pins and all sorts of loose things fall at random to the well traveled streets below. If it were an elevated road there might be the protection of an oil pan; but it is a subway, they reason, and nothing can fall off a subway. This citizen is one of the multitude who have been distressed by the destruction of their wearing apparel by oil dripping on it. It is time to realize that a subway out of its element, so to speak, becomes an elevated railroad and that damage suits and testy tempers and good clothes lurk beneath it in multitudes. —New York Commercial.

CHILDREN CRY FOR FLETCHER'S CASTORIA.

Spanish Commercial Ambitions.

At the beginning of this year there was a meeting at Barcelona of a number of eminent Spanish merchants and business men, at which it was decided to form an association, the "Junta Organizadora de la Escuela Naval de Comercio." Following the example of other civilized countries, and being themselves convinced that a knowledge of foreign lands and customs is very requisite in a commercial education, the members of this society made it their principal aim to purchase a ship on which young Spanish commercial students could be taken to foreign countries and, through their own observations, with the assistance of suitable instructors, enabled to acquire the information so important for commercial life.

The association has been successful in obtaining the support of the government, which will later on be represented by a member on the committee, and a very high degree of public interest has also been evoked. Further details have been given in a prospectus issued by the association. The commencement of the first voyage has been fixed for February 1, 1906. Many students have already sent in their names, the total number of which for the present must not exceed 100, and these must all be of Spanish nationality. Free scholarships are provided by the state to the number of forty.

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nine, one for each province, an annual grant of 100,000 pesos being voted to the association.

Three scholarships are reserved for the Disputation Provincial in Barcelona, which also receives a grant.

The working capital has been subscribed by the members of the Junta Organizadora and other friends of the enterprise.

At the present time a special committee is visiting England with a view to purchasing a suitable steamship, equipped also with sails. An attempt to acquire such a ship in Norway has already been made without success.—Madrid Letter.

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Suffering frightfully from the virulent poisons of undigested food, C. G. Grayson, of Luis, Miss., took Dr. King's New Life Pills, "with the result," he writes, "that I was cured." All stomach and bowel disorders give way to their tonic, laxative properties. 25c at J. C. Perry's drug store, guaranteed.

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