

The Jar of Coughing

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BY HOPKIN BROS.

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STATE LAND AFFAIRS.

Continuous revelations of land frauds in the state school land department of Oregon are a bad advertisement for this state.

It almost seems as if the system that has put large holdings in the hands of speculators **WAS DESIGNED FOR THAT PURPOSE.**

It is to be hoped that the bottom of the bottomless pit will some day be reached, and all future transactions be honest and above graft.

The system is one of long growth. Its foundations were laid in the early days when the state had small population, and lands went begging.

But all that is changed, and the opposite condition prevails. The old system is as obsolete as the whip-saw and the ox-team.

The next legislature should be composed of **MEAN WHO HAVE NOT BEEN BENEFICIARIES OF THE LAND-GRAFT** in any manner, and there should be a clean-up for the good name and honor of Oregon.

Let there be no whitewashing legislative investigations that don't investigate, no mere permission for the professional land-operator to make use of the records and the land office itself to ply his trade.

THE NEW BRITISH POLICY.

The new Campbell-Bannerman cabinet in England seems disposed to drop the Irish problem, and take up new lines of exploitation in South Africa.

Since Edward became King there has been little heard of the Transvaal country, and the Irish people have been encouraged to hope.

It does not seem that the new ministry is **IN PERFECT HARMONY WITH THE KING'S PROGRESSIVE VIEWS**, as was its predecessor in that respect.

Why the cabinet should cease to interest itself in Irish reforms and dig up new and unlooked for problems in Africa is a mystery.

King Edward gave the people of Ireland reason to believe that his reign would see the country set on the high road of prosperity and progressive policies.

The land bill that passed within six months after Edward's accession was a step in the right direction, and **SHOULD HAVE BEEN FOLLOWED UP.**

But Great Britain has never been known to consistently apply herself to the amelioration of the conditions of any of her subjects.

The Irish, like the Americans and Canadians, must fight for their own progress, and they seemed disposed to do it in many different ways.

Peace has brought prosperity to South Africa, and it is about time for alleged British statesmanship to start in to raise a row there.

The Christmas Time.

What can be said of it that has not been said, and yet the theme is ever new.

Jesus, the man, the lowly Nazarene, the humble carpenter of Galilee, was great—the greatest man who ever trod the earth in human form.

But the Christ-spirit, the forever coming to the heart and souls of men of the impulse to do better and to be better is the greater still.

It is this thought that is back of

Hammer blows, steadily applied, break the hardest rock. Coughing, day after day, jars and tears the throat and lungs until the healthy tissues give way. Ayer's Cherry Pectoral stops the hard coughing, heals the torn membranes.

We have no secrets! We publish the formulae of all our medicines.

J. C. Ayer & Co., Lowell, Mass.

Christmas time—bringing peace on earth and good will to man—**THE IMPULSE TOWARD THE DIVINE THAT IS IN ALL.**

No man or woman ever came in touch with the message that came ringing over the shepherd's plains by midnight who was not made better in spirit.

The inevitable outward expression is the fruit of the spirit that blessed the whole world—stirs men and women to good deeds and charity.

Who can be hard on his fellowman or unjust to his fellow-woman after knowing that story—of the association of Jesus with humanity, as told in the scriptures?

The compassion that turned not away from the sorrows of the outcast, that shrank not from lifting the down-trodden and the unfortunate, even to the healing of those maimed from their birth, was **DIVINE LOVE MADE MANIFEST AND INCARNATE.**

The Christmas spirit grows stronger with each recurring season, and will in the end transform the world, until sin and sorrow and sighing shall flee, as the mists of the morning before the cheering warmth of God's ever-rising sun of righteousness, forever coming with healing in its wings.

SALEM HAS A NEW HIGH SCHOOL. The finest step of progress and the best Christmas gift the Capital City has made is the new high school.

The building is completed, and is about to be dedicated to the public school system, of which it is the crowning headpiece.

While the board of education and the architect and the contractors are to be congratulated, it was **THE PEOPLE WHO ORDERED IT BUILT.**

Five years ago, when the campaign for a high school was taken up the cause had few friends among the so-called public men of the city.

But the cause was always strong in the hearts of the common people of this school district, for they love the common school.

The people know that no matter how good may be the intentions of any religious or philanthropic organization it can never bless all the people.

The millionaires and the ecclesiastical colleges can not do for the people what **THE PEOPLE'S COLLEGE, THE HIGH SCHOOL,** can do and has done.

It is the college for the masses. It is where the rich man's child must meet the poorest on terms of equality. In high schools brains, industry and pluck count, not social position.

Smiles

Probably the reason why so many of the producers prefer Walter Toome as a candidate for congress is because he is a bull on the market and never sells them short.

A successful cannery plant employing hundreds of people, fruit patches extending in all directions along the electric roads. Don't that make you smile, Mr. Business Man? Then give it a life by taking some stock, and let us all smile together.

Some people's idea of God is a very limited conception. It is illustrated by this story:

"Bobby—Is God everywhere?"

"Mother (patiently)—Yes, Bobby."

"Bobby—Is he in the teapot?"

"Mother (embarrassed)—Why, why, yes."

"Bobby—Is he in the sugar bowl?"

"Mother (frantically)—Yes! I told you God was everywhere."

"Bobby (triumphantly, placing his hand over the top of the sugar bowl)—Hurrah! I've got him!"

Notice of Sale of School Buildings.

Notice is hereby given that the undersigned will, up to 7:30 p. m. on Saturday, January 6, 1906, receive sealed bids for the purchase of the two old school buildings known as the Big Central School and Little Central School Buildings now located on the north half of block 3 in the city of Salem, Oregon. Certified check of 25 per cent of the amount of the bid must accompany bid. Successful bidder must enter into a contract to remove buildings within 30 days of acceptance of bid. The right to reject any or all bids is reserved.

Dated at Salem, Oregon, this 19th day of December, 1905.

J. C. GOODALE, JR.,
Clerk of the school district No. 24, in Marion county, Oregon. 12-21-11t

Pure Sweet Cream.

Fifteen cents a pint. Commercial Cream Co.

DEVELOPMENT OF ALL OREGON

How Railroad Magnates and Common Citizens Meet in Common to Do Good

Able Addresses Concerning Coast and River Improvements as Well as Railroad Extensions for All Oregon

The Farmers' and Shippers' congress held December 15 at Woodburn, the populous and progressive agricultural center of Marion county, was one of the most successful gatherings of agriculturists and business men ever held in Oregon. A similar congress was held at McMinnville November 11. The next convention of the Willamette Valley Development League proper, of which these county congresses are an offshoot, will be held at Albany, Llan county, January 24-25.

The Woodburn congress was called to order by the president of the Willamette Valley League, who in an address set forth the needs of the valley, what had been accomplished and what would be undertaken in the future. A committee was named consisting of E. Hofer, Charles K. Spaulding and L. Gerlinger to promote the construction of a railroad from Salem to Siletz, via the Luckiamute or Falls City, as being the shortest line to the Pacific ocean, only 65 miles, and tapping a body of timber estimated at fifteen billion feet.

Addresses were delivered by Governor Chamberlain, by representatives of the city of Portland, and its commercial bodies, by State Lecturer Clara B. Waldo of the State Grange, by Mayor Waters of Salem on the Willamette Valley Electric railway under construction, by Hon. Geo. C. Brownell on the legislative needs of the state, by Judge William Gallo-way on the old pioneer spirit, by Hon. B. F. Jones on Yaquina Bay and Harbor, and Captain A. B. Graham of the Oregon City Transportation company, which is given in full:

"The question of an 'Open River and Free Locks' should be the topic of much interest to every producer and consumer in the Willamette valley. Every citizen should make it a personal matter to do at all times whatever lies in his power towards the development and upbuilding of his state's resources and industries. In doing this, he should encourage those undertakings which have merit, and remove as quickly as possible what-over burdens the past has placed upon the present.

"More than any one thing the Willamette valley should have free locks and an open river. The reasons are now and have been for more than thirty years manifest, not alone to the man with a large business but to the man with a small one as well.

"Every producer and consumer is paying a tax to a corporation upon everything he buys and sells, whether it is transported by rail or river. On a conservative estimate the Willamette valley, as far south as Eugene, pays annually a tribute in the way of lockage, to the enormous amount of \$100,000, and has been doing so without very much remuneration for the past thirty years. Just think of it! Over three million dollars lost to the wealth of the valley in the last thirty years. At the rate you are going, the loss to you people in the valley in the next thirty years will be thirty millions. Why have you paid this tax—this lockage—and stood the loss? Because you people have borne it passively, instead of protesting vigorously to your representatives in congress, urging them to use their influence and efforts with our federal government to acquire by purchase the locks at Oregon City.

"We believe that every vested right should be entitled to consideration, because it has the sanction of the law. Therefore, the present owners of these locks are not to be censured for charging toll, because that made it possible to navigate the upper Willamette by uniting the upper and lower rivers with locks. For almost a lifetime you have slept on your rights; neglected your own interests, and while you have been doing so, the owners of the locks have been profiting by your negligence.

"This rule is immutably fixed by nature: that when a state or individual neglects his interests, he must pay the penalty for doing so. As you all know, the Willamette drains one of, if not the, most fertile valleys on the globe; and it is a fact that the locks at Oregon City drains the pockets of your easy-mark Oregonians to the pretty tune of \$100,000 annually.

"Gentlemen, you have been and still are buying gold bricks with your eyes wide open, and it would seem you have bought enough of them by this time with which to buy or build locks sufficiently modern to care for the growing trade and traffic for the next half century.

"Let the slogan of the farmers' and shippers' congress and of the Willamette Valley Development League be 'free locks and an open river for Oregon in 1906.'

"An open river means uninterrupted transportation facilities by water. So far we have commenced at the right place, by demanding that the locks be made free. Our next step would be to have the Willamette made navigable to Corvallis during every month in the year. All that the river-men want is a good four-foot channel at low water—just one-tenth of the depth asked for our Columbia river bar.

"I am proud to say that the United States engineers have taken much interest in and made a special study of conditions on the Willamette. They are now working in the right direction by dredging the bars, instead of constructing wing dams around them. This dredging has proved successful in every instance—has passed the experimental stage and proven beyond question that, with sufficient appropriations, a low water channel can be maintained the year round to Corvallis and at a minimum expense.

"As in the lockage question, here again is where we must use our efforts with those who represent Oregon in congress and demand that our representatives use their efforts with our federal authorities in our behalf.

"I care not for the man's politics, if he has his state's interests at heart, he will demand these, our pressing needs; will stand up and fight for them, and that is the kind of representatives we want and should have.

"It is unnecessary to say before this intelligent audience that even if both sides of the river should be girded with a network of steam and electric lines, the river is still nature's highway and will always dictate freight rates. Nature has been extremely kind to our state and especially so to the Willamette valley, but we have failed to realize our advantages and take a firm hold upon our opportunities.

"What you want now is to wake up and get these things; lay your plans and devise your means, and then get to work. Don't pull and haw, but go after what you want in a bunch.

"From the present influx of settlers and thousands of inquiries made for lands throughout our beautiful valley, is surely needs no prophet to foretell the immense amount of products that will find their way to the world's markets by both rail and water.

"Gentlemen, these are facts you must face; they must be looked after at once; this lack of action in the past has cost the people of the Willamette valley three million dollars. Why continue this enormous drain upon our internal wealth? Shall you keep living the song of 'Please Go Way and Let Me Sleep?' I say no; follow the example of our soldiers in Cuba when they stormed San Juan, annihilated the Spaniards and planted Old Glory upon a field of victory to the tune of 'There'll Be a Hot Time in the Old Town in 1906.'

Railroad Promotion Work.

The Willamette Valley Development League, which was organized at

Salem in March, 1905, has given a great deal of time and attention to the promotion of steam and electric railroad promotion and has met with much encouragement along these lines from the Harriman system. Calling attention to the fine field for development, and meeting all advances, in the direction of recognizing the needs of Oregon, in the right spirit, this league has refrained from taking any radical steps in the direction of legislation, and at the Woodburn meeting was happy to receive two of the officials of the Southern Pacific and O. R. & N. Ry., and give them places on the program in the evening and at the banquet that followed. These gentlemen were Messrs. Shoup and McMurray, of the freight and passenger department, and both proved themselves men of progressive spirit and they were given a very cordial reception. Following is the address delivered by Paul Shoup of the freight department, with headquarters at Portland. His paper shows that the system he represents, one of the largest in the world, has taken many steps of the greatest importance in the opening up of new territory and reconstruction of their old properties.

What the Railroads Are Doing for Oregon.

This is a large subject to discuss in one evening—it covers about 95,000 square miles of a magnificent country just awakening to its possibilities.

We are all most interested in that which is within our own horizon. What I have to say tonight deals therefore chiefly with the Willamette valley and western Oregon.

My remarks, too, must be confined to the system of railroads—the Southern Pacific and the O. R. & N.—with which I am associated, because I do not know of any other large system engaged in development work within this state. There may be others, but so far we haven't been able to smoke any out of the brush.

No doubt you are all familiar with the principal extensions of our lines referred to here today and as announced by our general manager. I refer to the 81 miles from Drain to Coos Bay, and the one hundred and fifty odd miles from Springfield Junction, just beyond Eugene via Springfield and Nation over into the Klamath country—over into the heart of Oregon.

For the construction of these two lines \$7,360,000 has been appropriated, and work will begin just as soon as the final surveys are completed and rights-of-ways secured. Their combined mileage is some 240 miles, adding a third to the present railway mileage of western Oregon.

Over in eastern Oregon and around Portland we have other extensions in progress. The line from Lewiston to Hilaria—which is seventy-one miles long, and which is to cost \$2,000,000—is actively under way upwards of a thousand men busy upon it. It is beyond the Oregon border, yet geographically and in its trade relations it is a part of the great Columbia river basin—a part, indeed of old Oregon. The line from Elgin to Joseph in Eastern Oregon is wholly an Oregon line; the 64 miles to cost \$1,300,000, are all surveyed and first sections under construction. So the line from Arlington to Condon, 45 miles long, completed this year, is a development line in Oregon.

The St. Johns extension from Portland, the Lafayette-McMinnville cut-off, the Springfield-Henderson cut-off—these representing expenditures of only \$300,000, are nevertheless of much importance—of far more importance than they will ever appear to be on a map.

Permit me to say here to the gentlemen from Corvallis, McMinnville, Forest Grove, Hillsboro and the other thriving towns along the west side line, who may be present, that on the 20th we open the McMinnville-Lafayette cut-off for service. McMinnville becomes a railroad center with added passenger train service. At the same time we will increase the freight train service and run a daily freight each way between Corvallis and Portland via McMinnville, Forest Grove and Hillsboro, instead of tri-weekly as heretofore.

Now the total expenditures on new lines and money appropriated to be spent on new lines by the Harriman system in the northwest, so far as announced, will for the years 1905, and 1906 reach a total of not quite \$12,000,000. Does that not represent faith in the undeveloped sections of Oregon? I know of nothing that speaks of commercial belief in any section so much as the investment of capital therein. And with reference to remarks made here today, permit me to say that one appropriation for a line to Coos Bay was approved by our management before Mr. Hill "discovered" Portland—and our surveyors were busy in the heart of Oregon before the north bank railroad loomed into view.

So much for the new sections of the state. But what of the old?—what of the great Willamette valley?—are we to lose sight of this richest of valleys because we are peering over the mountains into the uplands of central Oregon or across through the portals of another gateway into the sea, with its 195,000,000 feet of lumber and coal enough to raise the temperature of the earth?

In the metamorphosis of the railway map of western Oregon which the Southern Pacific has undertaken, the old lines are not forgotten. They have seen almost the last of the diamond stack locomotives, the O. R. & N. box cars are disappearing behind fat and ponderous associates of three times their capacity, the bridge you can carve your name on will live soon only in history—and heavy rails are replacing those of two-thirds their weight. The whole main line of the Southern Pacific, 342 miles, is being reconstructed. During the year ending June 30, from Ashland to Saglew, 182 miles of heavy steel rails replaced the lighter rails, at an expense of \$855,537. During the same period new steel bridges were put in at an expense of \$325,000, and where our management thought there should be no bridges we spent \$297,000 to replace them with fills. Then to make walking better and for other reasons more important, 45 miles of track were ballasted at an expense of \$85,000, and new yards and buildings cost an additional \$70,000. The total expenses for improvements on the main line were \$1,615,706 during the year.

I will not trouble you with the details of similar work on the O. R. & N.—sufficient to say that new shops, tracks, depots, rolling stock, etc., cost over a million dollars, the improvements on the Southern Pacific and the O. R. & N. during the year ending June 30, aggregating \$2,767,000.

We look to the future with more anticipation than we read the past, and the Willamette valley will see a transformation in the next twelve months. From Divide, five miles beyond Cottage Grove, to Portland, the line is to be reconstructed. On new track, with heavy steel already ordered, is to be spent \$1,129,000. An additional sum of \$592,000 is to be spent on steel bridges and \$137,000 on fills to replace wooden trestles.

We are going to ballast with gravel 80 miles more of track at an expense of \$150,000. In addition to increased work at Harrisburg, we shall open a gravel pit at Eugene, make it the terminal for a half dozen train crews, whose wages will circulate there, and keep these crews busy hauling gravel.

The money to be spent in the Willamette valley from Cottage Grove to Portland in reconstructing the Southern Pacific lines, will aggregate about \$2,000,000 in the next twelve months.

Every bridge on our lines in Oregon is to be a steel bridge. Our management has made appropriations for thirty bridges, and steel is on the way for the construction of eleven of these. Work will be kept up actively all winter and 500 men will be given constant employment on bridge work alone during the next year.

The day of the wood or coal burning engine is practically gone so far as the Willamette valley is concerned. Contracts have been let already for oil tanks at Grants Pass, Roseburg, Junction City, Albany, Springfield, Woodburn and Whitson, ranging in capacity from 5000 to 55,000 barrels each and with a total capacity of about 150,000 barrels. That means 6,300,000 gallons or 3,150 tons of oil by the end of next year will be stored in Oregon to move Southern Pacific trains. And I'd like the people of Woodburn to note when they need oil to pour on troubled waters it will be on hand. All of our engines will be converted into oil burners at once. Only passengers familiar with the superior service of an oil burning engine can appreciate what it means. No soot; no cinders. It preserves a

(Continued on fifth page.)

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