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THE SALEM AND MEHAMA ELECTRIC LINE.

The editor of the Capital Journal has spent several days during the past week traveling over the lines of the new electric railroad from Salem to Mehama. He put in his time seeing the country, looking up its industries and resources and visiting the towns. He has seen only part of the territory and will spend another week getting up a complete writeup of the new enterprise. This electric line, which will be built in the coming year is the grandest thing for Salem and this part of the Willamette valley ever undertaken. There are 25,000 people who will be brought into hourly communication by a modern electric transportation system—a water level line, all down grade for the heavy haul. As the map will show, the line has very few curves. It will bring such towns as Turner, Aumsville, Sublimity, Stayton, Kingston, Mehama and Lyons into close and direct relation with the Capital City and Portland. By using the telephone, a farmer or dairyman can get prices and ship the product to market within a few hours. A merchant whose stock is getting short on any line can order from Portland and receive the goods the same day. A professional man in any of these towns can attend to business in the city without staying over night and paying hotel bills. The whole country will be filled up with people more rapidly, and more people make more business.

The direct benefit to a city like Salem will be enormous. One of the most lucrative sources of income for the Salem and Mehama electric line will be the fuel and timber freight.

The clerk who saves a small amount each week is cultivating the character and accumulating the capital that will soon secure him a business of his own.

The clerk who saves nothing will always be a clerk.

Opportunities always come to those who are prepared to grasp them.

Open a savings account now and get ready.

Savings Department
Capital National Bank

Contracts for cordwood running into thousands of cords await its early construction. The Spaulding Lumber company will take one hundred thousand feet of sawlogs daily. Concerns like the Capital Creamery and Mutual Canning company will receive tons and tons of products that now have no convenient market. Every line of business will be stimulated.

The proposed electric line extends through a country over which there is an immense amount of travel. The stages between Turner and Mehama are crowded at all times of the year. There is not a highway in the state more traveled than the one leading up into the Santiam country. The present railroad connection between Salem and Lyons is via Albany, about sixty miles around about, between two places less than thirty miles apart, and then you have to stay over night at Albany going or coming. There is not a richer country than this on the face of the globe. It should long ago have been connected with the centers of civilization.

When it is all cut up into small fruit tracts and truck gardens, shipping out such products as berries, celery, cream, small fruits and garden truck, it will sustain thousands of people where it now has hundreds.

A word for the men who are back of this enterprise. A. Welch, who is at the head of the Willamette valley company, represents a corporation that has invested hundreds of thousands of dollars in western Oregon properties, in the improvement and construction of water works, gas works, electric light and power plants. His company has just installed a water plant and filter system for the city of Eugene. They will do the same for Roseburg. They are connecting Springfield and Eugene with an electric line. They command the capital to build the line from Salem to Mehama.

Naturally the capital for such undertakings must come from the east. To secure the investment of this capital there must be hearty co-operation among the people of the several communities along the line. While money can be obtained for the construction and equipment of such a line, no large sums can be paid for right of way as it was not done on the new electric line from Salem to Portland, which will accommodate ten times the population. It is population that makes electric lines highly profitable. The people on the Mehama line seem to realize this and most of the right of way is being donated. This will insure the success of the enterprise and causes us to feel very hopeful that the road will be constructed within six months. Excessive demands for right of way can only cause delay, and will be unprofitable to everybody. This is a railroad that should be built at once. The country has needed it for twenty years. The people along the line should assist and co-operate and under no circumstances should anyone oppose or obstruct its speedy accomplishment.

EXTENSION OF CONVICT BUILT HIGHWAYS.

Governor Chamberlain rendered the cause of good roads a great service when he constructed a first class highway from the city limits to the state reform school with convict labor.

For about six miles he has built a model piece of FIRST CLASS

PUBLIC ROAD with a very small appropriation by the state.

A highway that would have cost at least fifteen thousand dollars to construct, was built at an expense to the state of but a few hundred dollars per mile, and at almost no expense whatever to Marion county.

THE CAPITAL JOURNAL is authorized to say that Governor Chamberlain will employ convict labor to EXTEND THIS MAGNIFICENT HIGHWAY from the reform school to the city of Turner, a distance of three miles, which is now reached by a very poor excuse of a country road.

The county road to Turner from the state reform school is about as bad as it can be with naturally first class material. Where it is thrown up at all, the roadbed is composed of COARSE LOOSE ROCK over which the horses stumble and the vehicles collapse.

The Marion county court has tried to persuade the property owners to assist the county in constructing a decent road along there but has met with but little encouragement. It is doubtful if an improved modern highway will ever be constructed there unless it is done with convict labor.

Governor Chamberlain offers to complete this highway to Turner if the Marion county court will assume all responsibility therefor AFTER IT IS CONSTRUCTED. His proposition is that the road should be built in a first class manner and with easy grades, deep ditches on each side, good culverts and protection against washing, and the entire right of way cleared of brush and trees, as has been done from the reform school to this city.

On the part of the county he asks that the convict built highway be kept clear of loose rocks, be kept in repair, and as soon as possible BE GIVEN A COAT OF CRUSHED ROCK.

Governor Chamberlain asks that Marion county take charge of the highway from Salem to the reform school in the same manner, as a condition precedent to his extending the same to Turner. He is anxious to have this done as a demonstration of what he believes is A SOUND AND EQUITABLE SYSTEM of constructing highways with convict labor.

He believes in employing the convicts in constructing public highways, and believes that such highways can be built CLEAR ACROSS THE STATE; that it is a proper employment of the convicts, and the solution of the problem of what to do with convict labor, so that it shall least conflict with free labor, but he believes after a highway is once constructed the counties should bear the expense of maintenance.

The Capital Journal editor has interviewed Judge Scott and he HEARTILY AGREES WITH THE GOVERNOR. Judge Scott says it has been the intention of the county to put crushed rock on the road from Salem to the reform school, but he doubts whether he can get around to it this fall. He says, however, the road will be cleaned of loose stones and thoroughly repaired. As soon as the fall rains come he will have the road dragged and completely smoothed for the winter.

When completed this convict built highway, kept in perfect repair by the county, will be a model of good road construction.

The legislature will be called upon to make a small appropriation to carry on the extension of convict built highways. AT LEAST ONE HUNDRED MILES of such state highway should be constructed in the next two years. At an expense of about two hundred dollars per mile for grades and team work that cannot be done by the convicts, the general assembly should appropriate twenty thousand dollars.

The convict built highways are NO LONGER AN EXPERIMENT. Both the governor and President Scott, of the State Good Roads League, endorse the proposition. They are men of such broad views that they will not be accused of favoring any locality. The work of building a state highway from Portland to Ashland could well be entrusted in their hands.

The extension of convict built roads is a VITAL ISSUE IN STATE AFFAIRS, in which not only the people of the Capital City, but of all Oregon are deeply interested.

Completing the highway from Salem to Turner AND KEEPING IT IN REPAIR AFTER it is constructed, is a small matter. But a start must be made somewhere and on the right lines, and then let the good work go on.

WESTERN OREGON AN IDEAL DAIRYING REGION.

THE CAPITAL JOURNAL is de-

lighted to announce that steps will be taken to more thoroughly advertise Western Oregon as naturally the finest dairying region in the world.

This is going to be established beyond a controversy. It is already proved by HUNDREDS OF SUCCESSFUL DAIRYMEN. Dozens of communities and some whole counties have gone into dairying and are turning out large quantities of the finest cheese and butter.

Not only are the soil, water, crops and forage products of western Oregon especially adapted to dairying, but the climate with its absence of freezing temperature and cool nights in summer, makes it possible to carry on dairying WITH A LARGER MARGIN OF PROFIT than is possible in any other country.

Land is cheap and fuel is abundant. Ensilage fodder which is the great backbone of the dairy industry, can be made and stored in this climate cheaper than anywhere else, for the simple reason that it is not subject to great changes in temperature.

These important and salient facts can all be proven BEYOND CONTROVERSY. Through the enterprise and keen insight into the opportunity for the development of this industry on the part of William McMurray, of the Harriman system, the advantages of western Oregon is going to be thoroughly exploited.

Mr. McMurray has had two of the greatest dairy experts in the United States, from the state agricultural colleges of Iowa and Wisconsin, to investigate western Oregon, and both unhesitatingly pronounced it AN IDEAL DAIRY REGION. The statements of these expert authorities, together with the actual facts and statistics and statements of successful dairymen are to be published in a pamphlet specially devoted to dairying, and these will be distributed by the hundreds of thousands among the THICKLY SETTLED DAIRY REGIONS of the middle west and eastern states.

The dairy counties of those states are the most prosperous and thickly settled and contain the most highly educated farming population, and will supply the most desirable class of immigration that can be secured.

A glance at the forage products of western Oregon will CONVINCE ANYONE that there are possibilities of the greatest wealth production from dairying. It is naturally a clover and alfalfa country. Every variety of tame and wild grasses do well here. Green feed for dairy cattle can be easily provided the year

around. Ensilage corn, pumpkins and squash, can be grown in enormous quantities. Root crops can be produced and left in the soil all winter to be fed as fast as wanted. Hay crops can be made and put up at nominal cost. Expensive shelter for dairy stock is not required and all building material for barns, sheds, silos and fences, is a great deal cheaper than in the east. Wells can be dug easily and windmills are operated every where.

Hence dairying in western Oregon can be CARRIED ON WITH LESS CAPITAL and with greater profits than ELSEWHERE. Thirty to thirty-five cents a pound is the retail price of first class butter almost the year around. The nearest competing territory in butter production is two thousand miles away and the market for western Oregon dairy products is expanding rapidly, and the most rapid expansion of the industry possible will never overtake the demand.

Setting forth all these facts AND PROVING THEM IN DETAIL with authoritative statements is the mission which Mr. McMurray has undertaken. This kind of industrial promotion work thoroughly executed and carried on in a comprehensive manner, doing justice to the actual facts, showing resources of western Oregon in this respect, and furnishing this information to those people in the east, who are directly interested and who are best equipped to develop an industry to which this section is naturally adapted, will produce results of the utmost importance.

It will fill our country with desirable POPULATION. It will bring people who are already educated to handle a special industry. Dairying will restore our worn out lands and result in rapidly clearing up new farms. The transportation value of dairy products is immense, because butter and cheese are condensed products paying the highest rates of freight. The enterprise of the Harriman officials in Oregon in taking up the systematic PROMOTION OF THE DAIRYING INDUSTRY must be highly commended. It will benefit every county in Oregon west of the Cascade mountain. From Curry to Clatsop and on both slopes of the Coast range and the entire western slope of the Cascades, the entire Willamette valley, and all the beautiful valleys of western Oregon can be converted into the most productive dairy region in the world, and will sustain millions of population,

Economy

Is a strong point, with Hood's Sarsaparilla. A bottle lasts longer and does more good than any other. It is the only medicine of which can truly be said 100 DOSES ONE DOLLAR

In an ideal climate, that is not surpassed in the whole world.

X-RAYS

Velguth, who has been accused of spending Portland people's money, which he divided with the original gatherers thereof, manages to keep in the lime light, though no longer in "touch" with the gas company.

Stayton is a well-balanced town. It has four churches, all of different denominations, and four saloons—all of the same creed.

There seems to be a very strong odor of gas about the Velguth business. First he is accused of getting away with coin, and later of running away with a refugee.

Mary had a little calf
Its skin was white as snow,
And when she pulled her stocking on
Straight in the calf would go.
—Swiped.

Estate Appraised.

The board of appraisers in the matter of the estate of the late Chas. Homyer has fixed the value of the real property at \$300 and that of the personal property at \$573.50. The appraisers were G. Schultz, William Lansing and Charles Scott.

Neglected Colds.

Every part of the mucous membrane, the nose, throat, ears, head and lungs, etc., are subject to disease and blight from neglected colds. Ballard's Horehound Syrup is a pleasant and effective remedy.

W. Akendrick, Valley Mills, Tex., writes: I have used Ballard's Horehound Syrup for coughs and throat troubles; it is a pleasant and most effective remedy. Sold by D. J. Fry.

Slaughter Shoe Sale STILL THEY GO

Our sales are increasing every day. Why? Because we are almost giving away the very best shoes the market affords. Here are a few of the prices:

MEN'S SHOES

Men's \$5.00 Florshiem Shoes, now	-	\$3.10
Men's Regular \$5.00 Shoes, now	-	\$3.50
Men's \$3.50 Shoes, now	-	\$2.75
Men's \$4.00 Tans, now	-	\$2.75
Men's \$3.50 and \$4.00 Shoes	-	\$2.45
Men's \$3.50 Chocolate Tans, now	-	\$2.60

LADIES' SHOES

Regular \$3.50 and \$4.00 shoes, now	-	\$2.45
Broken lots, regular \$3.00 shoes, now	-	\$2.15
Other broken lots at	-	\$1.95

Boys' school shoes as low as \$1.35. We also have a large stock of Children's shoes at corresponding prices.

Morris & Sivwright

Next to Damon's Grocery Store SALESMEN FOR SALEM DEALERS