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Comes from poor clothes in cool weather, but cold weather comfort comes from having



GOOD CLOTHING

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BY HOFER BROS., Publishers and Proprietors.



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TEACHERS' SALARIES.

"Will you tell me, sir," said Gen. Stephen D. Lee, directing his remarks to the governor in a recent address before the State College, at Columbus, Miss., "why your legislature at its last meeting provided about twice the amount for the salaries of the men occupying the chairs of the university as for those of the women discharging THE SAME DUTIES?" Governor Vardaman disclaimed any ownership of the legislature in question and said he neither favored or sanctioned the existing discrimination against women wage earners.

Protest of a similar kind are filling columns of the public prints in other states. We read that the public school teachers of the Empire State are about to move on Albany for a law providing adequate salaries. Then we hear of discontent among Missouri teachers because of unjust discrimination; and so it goes.

The whole discussion resolves itself back into the question which teachers have been debating for so many years, and which was so aptly answered by Susan B. Anthony on that memorable day in 1853, when for the first time a woman's voice was heard in a teachers' convention. The question was why the profession of teacher is not as much respected as that of lawyer, doctor or minister, and when Miss Anthony was finally permitted to speak, after a half hour's discussion on the propriety of allowing a woman to be heard, she said, "It seems to be you fall to comprehend the cause of the disrespect of which you complain. Do you not see that so long as society says woman has not brains enough to be a doctor, lawyer or

minister, BUT HAS PLENTY TO BE A TEACHER, every man of you who condescends to teach tacitly admits before all Israel and the sun that he has no more brains than a woman?" Yet to this day the matter is solemnly considered, argued pro and con, talked about, written about, and the teachers themselves, to say nothing of all the rest of us, apparently fall utterly to see, in the political disfranchisement of the majority of teachers, the cause for underpaid labor and unjust discrimination. In the four states where women vote, teachers' salaries not only average higher than in the states where they do not, but the law provides equal pay for equal service irrespective of sex.

OLD AGE

Depends Not Upon Years, but Upon Vital Force.

At the recent convention of Physicians there was a good deal of discussion in regard to old age and the usefulness of persons over sixty years old. Some at fifty years call themselves old, and really appear so, while others at seventy years seem active, vigorous and young.

It was the opinion that it was not years, but the loss of vital force that makes a person old. Weakened digestion, thin blood and poor circulation soon start functional powers and vitality on the wane, and then the symptoms of old age quickly appear, as the system then has not the power to replace waste fast enough.

A members of the G. W. Putnam Co., says: "That old feeling may be warded off and overcome, and we wish every person in Salem who feels old, whether they are so in years or not, would try our cod liver preparation, Vinol. We know that it has vital properties which repairs worn tissues, checks the natural decline and replaces weakness with strength. It is an ideal body builder for old folks."

This is because Vinol is a genuine cod liver medicine, containing all the medicinal curatives and strength-making elements of cod liver oil taken direct from fresh cod livers, with tonic iron added. We will return your money if it does not do exactly what we claim for it. G. W. Putnam Co., druggists.

Note.—While we are sole agents for Vinol in Salem, it is for sale at the leading drug store in nearly every town and city in the country. Look for the Vinol agency in your town.

FASTIDIOUS WOMEN

consider Paxtine Toilet Antiseptic a necessity in the hygienic care of the person and for local treatment of feminine ills. As a wash its cleansing, germicidal, deodorizing and healing qualities are extraordinary. For sale at Druggists. Sample free. Address The R. Paxton Co., Boston, Mass.

G. W. PUTNAM CO., Druggists.

New Residence.

Andrew Hansen is building a modern seven-room cottage near his sash and door factory on Mill street, and will soon make the same his home.

Don't you think you had better try To wear a smile and sing a song? It's a good old world after all. Provided you take Rocky Mountain Tea. In the spring and fall. Dr. Stone's Drug Store.

SOME CARS TO NUMBER

Philadelphia, Oct. 25.—As one big facility in moving and taking care of its nearly a quarter of a million freight and passenger cars, the Pennsylvania Railroad is having them all renumbered. It is a gigantic task, one that will take fully a year to complete, but when the work is done there will be none of the confusion which has brought grief to the Pennsylvania's car record office and car accountants of other roads.

Troubles arose from the fact that every one of the individual companies which go to make up the Pennsylvania system had its own car numbers. In addition to that, the similarity of the legends, "Pennsylvania" and "Pennsylvania Company," often caused one name to be reported when the other should have been. In the system there might be eight or ten cars with the same number, and of the small initials of individual ownership were left out of a report there was no way of telling what car was really meant.

How Confusion Arose.

For example, take the number 2015. It was a gondola car on the Northern General, the Buffalo and Allegheny Valley, the West Jersey and Seashore; it was a boxcar on the Philadelphia, Baltimore & Washington, the P., C., C. & L., and the Erie and Pittsburg; and it was a coke car on the Pennsylvania Railroad proper. If some agent sent in a report on "Pennsylvania, 2015," neglecting to mention the smaller initials, he might be reporting on any one of the seven.

When a Pennsylvania Railroad car was reported as a Pennsylvania Company car, or when any car was not reported with all the lesser details, it caused a vast deal of trouble and expense. As a matter of fact, the small initials of individual ownership were overlooked and not reported in a majority of cases.

To do away with the confusion it was decided to renumber the entire car equipment, both east and west, assigning to each lesser company included in the system a certain series of consecutive numbers, this series being further divided so as to indicate kind, class and capacity. The result is that the number alone will tell all there about a car to know, as it can be identified by reference to the official list.

It is a very intricate and complex job to get the new numerals on the cars. The size of it can be realized only when one considers that the cars of a big railroad system are scattered over half the whole country, many of them staying away from "home" months, even years. Before such a one can be renumbered, of course, it has to return to the Pennsylvania system.

Scheme Working Rapidly.

The work is now progressing very rapidly. The general plan for renumbering was mapped out in the Pennsylvania offices at Altoona. A table was made, showing the original number of every car and the number it was to receive, besides the kind, class and capacity. Then copies of this table were sent to agents all over the system, every one being directed to look out for unchanged cars coming into his territory and change them at once. The result of this scheme has been that the new numbers have been put on with great despatch.

To the passenger cars belonging to the lines east of Pittsburg are given the numbers 1 to 7000 and to those belonging to the lines west of Pittsburg the numbers 7001 to 10,000. The freight cars are numbered from 10,001 to 500,000 on the eastern lines and from 500,001 to 999,999 on the western lines.

To make the task as easy as possible it was arranged that the largest ownership, namely, the Pennsylvania Railroad proper, should carry the lower numbers. This meant that in the new scheme many cars would fall into the proper class, without having to be renumbered.

The cars are to be repainted, too, but that is, of necessity, much slower work than the renumbering. There are comparatively few places where it can be done, while new numbers can be put on at pretty nearly any station where there is a small paint shop. When the repainting is done every car on the eastern lines will have the word "Pennsylvania" on the side, above the number, and the letters "P. R. R." on the end. On the western lines "Pennsylvania Lines" will be the legend for the side of a car and "P. L." for the end.

UNITED RAILWAYS NOT DEAD

(Continued from first page.)

this city will give us a fair chance, we will build the road between Portland and Salem."

This was the statement made this morning by J. C. Loss, of the Loss Construction Company, who owns 92 per cent of the stock of the United Railways Company. Mr. Loss was questioned regarding the rumors to the effect that he contemplated petitioning the city council to revoke the franchise for an electric railway on Front street and other thoroughfares of the city, and to turn the situation over to the Willamette Valley Traction Company.

Persistent rumors have been heard for several days that the United Railways Company would never build the road, because financial backing could not be secured. It was also said that the bondsmen who furnished the \$100,000 personal bond that the road would be built from Portland to Salem and in operation within two years after the franchise was granted, were becoming uneasy for fear they would be compelled to forfeit the bond.

"There is no truth whatever to these rumors," said Mr. Loss. Large financial interests, which believe that our road will injure them somewhat, have been opposing us. They will hinder us in every way possible in securing the proper financial backing.

"I have personally invested \$105,000, and it is unreasonable to believe that I will give up this franchise. I believe the project will be financed, and the road soon under construction.

"Several capitalists interested are now in Portland looking over the field. Another party will soon come to Portland. I cannot tell you who these men are as yet.

"This road will not rival any other line. It will be commercial instead of an urban line, and will pass through territory which no other road serves. If the people will let us, we will give them a first-class road, and carry out the provisions of the franchise."

Seven local business men went on the bonds of the United Railways Company, and they are in turn guaranteed from loss by a surety bond The bondsmen, H. C. Wortman, H. W. Goddard, Joseph M. Healy, Chas. A. Malarkey, H. Wittenberg, W. C. Morris and H. A. Moore. They agree to indemnify the city in the sum of \$100,000 if the entire road is not built and in operation between this city and Salem within two years. The franchise further provides that the road within the city shall be built and in operation within one year. The franchise became effective the first week in May. No work, with the exception of the laying of several blocks of track in South Portland, has been done. This leaves only seven months time in which to build the entire line from the southern limits of the city to Flanders street, thence on Flanders to

Cures Woman's Weaknesses.

We refer to that boon to weak, nervous, suffering women known as Dr. Pierce's Favorite Prescription.

Dr. John Elye one of the Editorial Staff of THE ECLECTIC MEDICAL REVIEW says of Unicorn root (*Helonias Dilata*) which is one of the chief ingredients of the "Favorite Prescription":

"A remedy which invariably acts as a uterine tonic, and cures for its activity of the entire reproductive system." He continues "In Helonias we have a medication which more fully answers the above purposes than any other drug which I am acquainted. In the treatment of diseases peculiar to women it is seldom that a case is seen which does not present some indication for this remedial agent." Dr. Elye further says: "The following are among the leading indications for Helonias (Unicorn root). Pain or aching in the back with leucorrhoea; aching in the loins; chronic inflammation of the reproductive organs of women; mental depression and irritability, associated with chronic diseases of the reproductive organs of women; constant sensation of heat in the region of the kidneys; menorrhagia (flooding), due to a weakened condition of the reproductive system; amenorrhoea, arrested or absent monthly periods; abnormal condition of the digestive organs and chronic (thin blood) habit; dragging sensations in the extreme lower part of the abdomen."


If more or less of the above symptoms are present in any woman, can be better than take Dr. Pierce's Favorite Prescription, one of the leading ingredients of which is Unicorn root, or Helonias, and the medicinal properties of which it most faithfully represents.

Of Golden Seal root, another prominent ingredient of "Favorite Prescription," Prof. Finley Ellingwood, M. D., of Bennett Medical College, Chicago, says: "It is an important remedy in disorders of the womb, in all catarrhal conditions, and general debility, it is useful."

Prof. John M. Scudder, M. D., late of Cincinnati, says of Golden Seal root: "In relation to its general effects on the system, there is no medicine in use about which there is such general unanimity of opinion. It is unobscuredly regarded as the tonic useful in all debilitated states."

Prof. R. Bartholow, M. D., of Jefferson Medical College, says of Golden Seal: "Valuable in uterine hemorrhage, menorrhagia (floods) and consecutive dysmenorrhoea (painful menstruation)."

Dr. Pierce's Favorite Prescription faithfully represents all the above named ingredients and cures the diseases for which they are recommended.



Most people know that if they have been sick they need *Scott's Emulsion* to bring back health and strength.

But the strongest point about *Scott's Emulsion* is that you don't have to be sick to get results from it.

It keeps up the athlete's strength, puts fat on thin people, makes a fretful baby happy, brings color to a pale girl's cheeks, and prevents coughs, colds and consumption.

Food in concentrated form for sick and well, young and old, rich and poor.

And it contains no drugs and no alcohol.

ALL DRUGGISTS; 50c. AND \$1.00.

AIR TIGHT HEATING STOVES

WE HAVE A LARGE SUPPLY OF AIR-TIGHT HEATING STOVES IN ALL SIZES, AND WE ARE SELLING THEM AT GREATLY REDUCED PRICES.

J. N. SHANTZ & CO.

MARKET QUOTATIONS

"Make Salem a Good Home Market."

SALEM MARKET.

Steiner's Market.
 Dealers in fish, game and poultry. Highest cash price paid for eggs. Prompt delivery. State street. 10-3-11

Poultry, Eggs, Etc.

Eggs—Per dozen, 31c.
 Butter—Retail—Country, 25c; creamery, 35c.
 Hens—10c.
 Frys—10c.
 Geese—6@7c
 Ducks—8½@9c.

Fruits, Vegetables, Etc.

New potatoes—60c cwt.
 Onions—80c cwt.

Tropical Fruits.

Bananas—5½c per pound.
 Oranges—\$8.00@8.00
 Onions—75c cwt.

Live Stock Market.

Steers—3@3¼c.
 Cows—2@2¼c.
 Sheep—3½@4c.
 Dressed Veal—6@6½c.
 Fat Hogs—6c.
 Stock Hogs—5c.

Grain and Feed.

Baled Clover—\$6.00.
 Cheat—\$6.00.
 Timothy—\$8.50@9.50.
 Oats—30@32c.
 Bran—\$18.
 Shorts—\$19.
 Barley—\$18.00.
 Wheat, 65c.
 Flour—\$3.60.

PORTLAND MARKET.

Wheat—Club, 64c; valley, 63c; bluestem, 68c.
 Oats—Choice white, \$24@25; 17@17½c; turkeys, dressed, 22½c; geese, live, 8@9c; ducks, 15c; pigeons, \$1@1.50.
 Pork—Dressed, 6@6½c.
 Beef—Dressed, 4@5c.
 Mutton—Dressed, 7@8c.
 Hops—1906 choice, 15@18; prime, 13@14c; medium, 12½c; olds, nominal.
 Wool—Valley, coarse to medium, 20@21c; Eastern Oregon, 13@14c; Mohair—26@28c.
 Butter—Fancy Creamery, 30; store butter, 17c.

Wild Rose Flour

\$1.00 Per Sack

Only Flour sold in Salem that is made from

Old Wheat

If you use Wild Rose, you will not have sticky bread.

FOR SALE AT ALL GROCERS

SAVING VS. SPENDING

The spending habit leads to momentary pleasures, lasting regrets and after to an old age of poverty. The saving habit means thrift and prosperity for the present, and a competence for old age.

Open a savings account now and begin to save for the future. Deposits of one dollar or more draw three per cent interest.

Savings Department
 Capital National Bank