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GET DOWN TO BUSINESS AND DEVELOP ALL OREGON.

Let it be conceded that Oregon is handicapped in having practically but one man on the delegation in Washington to secure appropriations. Senator Fulton is compelled to play a lone hand.

Senator Fulton to secure his reelection two years hence is compelled to have the support of the Multnomah delegation, and he supposes he must have the Republican paper there.

Senator Fulton was elected before with nearly the entire Multnomah delegation against him, the Oregonian against him, and HE WILL BE EXCUSED FOR HIS EFFORTS TO CONVERT THOSE OPPONENTS INTO SUPPORTERS.

But he is certainly in error in leaving the state with the impression that he will confine his efforts to securing an immense appropriation for the mouth of the Columbia and the city of Portland.

His interviews on leaving for Washington were confined, according to the Portland newspapers, to saying that he would ask \$2,000,000 for a Portland postoffice, and \$2,500,000 for the Columbia jetties.

This is not said to object to such appropriations but it is said to call attention to the fact that the fable still persists that all here is to Oregon is the city of Portland and the Columbia river.

There was an overlooking of the fact on the part of the Oregon Senator that was probably unintentional, and more probably done by the reporters, that OREGON HAS GREAT NEEDS BESIDES THOSE REFERRED TO.

Oregon has great harbors that need looking after besides the Co-

YOU OWE IT TO YOURSELF AND FAMILY TO SAVE A PART OF YOUR EARNINGS AND PROVIDE FOR THE EDUCATION OF YOUR CHILDREN AND THE COMFORT OF YOURSELF AND WIFE WHEN THE TIME COMES TO TAKE LIFE A LITTLE EASIER.

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lumbia. Oregon has great rivers that need improvement besides the Columbia. Oregon has cities besides Portland that need federal buildings.

There should be a new policy entered upon by this state looking to the development of the whole state. Merely securing appropriations for the Columbia and its mouth SHOULD BE THE BUSINESS OF THREE STATES.

We wish to ask our readers to read following statement carefully, and file it away for reference, and ask them if they honestly believe that \$2,500,000 more should be spent on the mouth of that river, and not a dollar proposed for any other harbor?

(Astorian, Nov. 4, 1906.) "A prominent citizen of this city has made a pat and timely demonstration of the utility (or rather the non-utility) of the petty work at the mouth of the Columbia river.

"He has taken the maps issued by the government in the matter of soundings on the bar, AT THREE SPECIFIC PERIODS SINCE 1878, and has carefully and accurately shaded the recorded depths of water on and about the bar, using 25 feet as a maximum depth for marking, all the clear spaces indicating a greater depth than that, and these maps he has carefully photographed, the results showing, conclusively, that, AFTER YEARS OF WORK AND THE EXPENDITURE OF MILLIONS OF MONEY, THERE WAS ABSOLUTELY LESS WATER IN THE BAR CHANNEL IN JANUARY LAST, THAN THERE WAS BEFORE THE JETTY WORK BEGAN.

"The map made in 1878 reveals a depth of 25 feet; that of 1892, records 27 feet, and that of 1906, shows a scant 24 1/2 feet. There is something very tangible in this, as the whole scheme of tracing is made upon a government predicate, and there is no room for disputing the facts ascertained.

"It would be idle to suppose that so well thought out a device had left no conviction in the mind of its author and he is candid enough to admit he realizes THE JETTY IS A PROVEN FAILURE, AND DEPRECATES THE FURTHER APPROPRIATION OF GOVERNMENT MONEY IN ITS BEHALF.

"From this deduction, however, the Morning Astorian differs broadly and must insist that it would be manifestly unfair to seek so hopeless a conclusion without the benefit of a final and ample appropriation and a test based upon the actual completion of the system, as devised by the government engineers. If, when that is done the depths do not advance with relative appropriateness, then the harsher determination may be applicable.

"This paper is convinced of the further necessity of a constant use of the government dredger Chinook on the bar during the interim. If, as is now held by many in a position to know whereof they speak, there will be no river and harbor appropriations made during the coming session of congress, then the urgency of dredging is, and will be, infinitely more imperative. IN DEFAULT OF SUCH INTERMEDIATE WORK ON THE BAR, IT WILL BECOME ALMOST INSURMOUNTABLE BEFORE THE TIME THAT MUST BE ALLOWED FOR THE COMPLETION OF THE JETTIES. And, that it will prove its own necessity, and efficacy, is the real hope that animates all men in this country. The bar must be kept reasonably clear, and not allowed to congeal TO A POINT OF USELESSNESS.

The point we wish to make in commenting on the above is not that there should be no appropriation for the mouth of the Columbia,—there should be a large one,—but as Senator for the whole state Mr. Fulton should realize that the government would be justified IN OPENING ANOTHER LARGE DEEP-SEA HARBOR ON THE WEST COAST OF OREGON, where actual results in a deeper channel could be obtained with a minimum expenditure.

The Astorian is edited by Mr. N. J. Judah, a man trained in the U. S. navy, who has sailed from many ports, who takes broad views, and who is not afraid to tell the truth about things that are vital.

A program for this state that would say: Oregon will do her part in securing appropriations for the Columbia river. Oregon will even give state aid if other states are willing to help. But Oregon will protect her commerce and her producers by saying that ANOTHER HARBOR SHALL BE OPENED ON THE WEST COAST, whether it be Coos Bay, Yaquina or Tillamook.

THE STORY OF GORKY.

Maxim Gorky, though an exile from his native land under death sentence, is, nevertheless, the leader today of that great mass of suffering humanity known as the Russian people. Before leaving America this fall (where Gorky came asking for bread and receiving an avalanche of stones) he visited friends in the Adirondacks. It was up in these autumn woods that John Spargo met him and his son and Madam Peshkoff. The leading article in the November Craftsman tell of the meeting of these two "Comrades."

To read this article is to see the man Gorky intimately, honestly and sympathetically. During the past summer the great Russian novelist and revolutionary leader has lived, together with Madam Peshkoff, their adopted son, and a fellow exile, at Summer Brook; Peshkoff, or "Maxim Gorky," as he prefers to be called, working under an intense strain, ANXIOUS ONLY FOR RUSSIAN FREEDOM and devoting every penny of his earnings to that end. Probably the best-paid living writer, drawing immense royalties from his novels and plays, he regards it as perfectly natural for him to turn over practically the whole of his income to the cause for actively serving which both he and his wife are exiles with the dread death sentence recorded against them.

Generally Gorky works from morning till night, taxing his powers of endurance to their uttermost limits, careless of life itself, if by its wanton sacrifice the cause of Russian freedom might be advanced. Sometimes, indeed, the ill of his beloved country would so oppress him that literary work became impossible. In such moods he would pace up and down his room LIKE A BAFLED BEAST IN AN IRON CAGE, morose and silent, his only relaxation being the catching of flies and the liberation. Standing by the window, gravely and gently catching flies of the large "blue-bottle" variety, he would open the window and release them, his face beaming with pleasure, and shouting in triumph at their free and rapid flight to liberty. The freedom of the flies was for him a symbol of the freedom for which the Russian people are struggling against the bureaucracy, and WHICH THEY MUST INEVITABLY WIN. "See! So shall Russia enjoy freedom!" he cried exultingly. If ever a man lived whose life was wholly consecrated to an ideal, Maxim Gorky is such a man—and his ideal is freedom for Russia and for all mankind.

WELCOME TO THE SCHOOL TEACHERS.

Several hundred school teachers of this county will be in Salem attending an institute for several days.

They should be given a cordial welcome to the Capital City and its homes should be thrown open to them.

They have left their tasks to still further improve themselves for their profession and give the people better service.

While the schools will suffer some by their absence, it is not the fault of the teachers, but of the system that requires this sacrifice.

The legislature should make arrangements so that teachers could do this institute work in their homes, or during vacation.

The legislature alone is to blame for taking them out of the schools at a busy time of the year at their own expense.

They should have a pleasant time while attending the institute, and the people of the Capital City should try to make their stay a happy one.

UNION OF CHILD LABOR REFORM FORCES.

The child labor evil is fast reaching a degree of importance when national legislation, or at least national recognition, will become imperative. Laws designed to regulate or restrict the evil have been passed by almost every state legislature, but the indifference or ignorance of officials supposed to enforce the laws renders such legislation practically inoperative. The trouble has come from a lack of public interest. The people as a mass have not understood or appreciated the real danger to the nation and to the individual bound to result from the working of mere children for gain. The subject has more in it than sentiment; it almost reaches the dignity of a grave national peril.

For several years an organization known as the National Child Labor committee has been doing excellent work influencing legislation, and this committee, of which former President Grover Cleveland and Cardinal Gibbons are members, has to its credit the passing of many laws. The national committee has just announced that the Anti-Child Slavery league organized last May by the Woman's Home Companion as a part of its systematic efforts to protect the American home, is now amalgamated with it and this union of forces is bound to result in more efficient work for the cause of childhood.

BOOKS FOR BOYS.

As the holidays approach the demand increases for good books for boys to read.

"Harding of St. Timothy's," Mr. Arthur Stanwood Pier's latest story for boys, is evidently a pretty accurate picture of life at one of the great American boarding schools, and it has aroused no little discussion as to which one the author had in mind. The following criticism gives a fair idea of the enthusiastic way in which the book has been received: "For a CLEAN, WHOLESOME, INTERESTING, NATURAL schoolboy story it would not be easy to surpass this book. It is in every way one of the best in its class. There is no brutal hazing, no school bully, no grind, no questionable slang, no priggish hero—all the conventional setting of a generation ago yields to a genuine description of the school life of American boys who, with the impulsive faults and follies incident to boy nature, are at heart generous, honorable gentlemen. It is a book any parent may put into the hands of a boy, SURE OF ITS INFLUENCE and equally sure of its interest." Published by Houghton, Mifflin & Co.

HIGHEST TYPE OF CITIZENSHIP

(Daily Eugene Guard.) That is a public-spirited act on part of Hon. T. G. Hendricks in dedicating to the city, free of cost, 47 acres of ground to be used for public park purposes. This liberality on his part has solved quickly and to the satisfaction of all the park problem that has been so much discussed during the past two or three years, and it is but fitting that the recreation grounds should bear the name of "Hendricks Park," to remain for all time a monument to an honored citizen of Eugene.

Mr. Hendricks has long been identified with the business interests of Lane county, as a leader in all substantial enterprises, and his citizenship has been of such a character that his splendid gift to the city at this time does not come as a surprise to those who know him best. His pride and interest in the beautiful city he has helped to build and the quiet, unobtrusive generosity that is one of his marked characteristics, prompted an act that will ever make his name remembered and honored in Eugene, destined always to be a leading city of this great and growing commonwealth.

Public parks are becoming more and more recognized as necessities, as population becomes congested, and he who provides them for the people is as much a philanthropist as the builder of churches and schools and libraries. The man who devotes a portion of his honestly acquired wealth to such purposes as this affords an example of the highest type of citizenship in any community.

MORE FLOWERS FOR THE LIVING—LESS FOR THE DEAD.

Many a man has his coffin covered with flowers whose heart was breaking for a little rosebud, while he was alive.—Seattle, Mail and Herald.

CASTORIA. The kind you have always bought. Bears the Signature of *Chas. H. Fletcher*

The colored men of Portland are planning to organize an Elks lodge. The real Elks are much annoyed over it.

North Bend business men have subscribed \$5000 to be expended in boring for natural gas and oil in the vicinity of North Bend.

The Grande Ronde valley, eastern Oregon, has a large fruit crop this year.

Constipation.

Health is absolutely impossible, if constipation be present. Many serious cases of liver and kidney complaint have sprung from neglected constipation. Such a deplorable condition is unnecessary. There is a cure for it. Herbine will speedily remedy matters. C. A. Lindsay, P. M., Bronson, Fla., writes, Feb. 12, 1902: "Having used Herbine, I find it a fine medicine for constipation." 50c a bottle. For sale by D. J. Fry drug store.

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Hyacinths, Tulips, Calla Lilies, Crocus, Snow Drops, etc., at cut prices.

New Barrels
Suitable for kraut, cider, vinegar, meat, fish, pickles, etc., all sizes.

Purina Egg Food
The greatest feed on the market to produce eggs. Try a sack and see the results, it will pay you.

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CORVALLIS & EASTERN RAILROAD
TIME TABLE NO. 34.
Trains From and to Yaquina.

No. 1—
Leaves Yaquina 6:55 A.M.
Arrives at Corvallis 10:40 A.M.
Arrives at Albany 11:40 A.M.

No. 2—
Leaves Albany 12:30 P.M.
Leaves Corvallis 1:20 P.M.
Arrives at Yaquina 5:45 P.M.
Trains to and From Detroit.

No. 3—
Leaves Albany 7:30 A.M.
Arrives at Detroit 12:30 P.M.

No. 4—
Leaves Detroit 1:00 P.M.
Arrives at Albany 5:55 P.M.
Trains for Corvallis.

No. 8—
Leaves Albany 7:55 A.M.
Arrives at Corvallis 8:35 A.M.

No. 10—
Leaves Albany 3:50 P.M.
Arrives at Corvallis 4:30 P.M.

No. 6—
Leaves Albany 7:35 P.M.
Arrives at Corvallis 8:15 P.M.
Trains for Albany.

No. 5—
Leaves Corvallis 6:30 A.M.
Arrives at Albany 7:10 A.M.

No. 9—
Leaves Corvallis 1:30 P.M.
Arrives at Albany 2:10 P.M.

No. 7—
Leaves Corvallis 6:00 P.M.
Arrives at Albany 6:40 P.M.

No. 11—
Leaves Corvallis 11:00 A.M.
Arrives at Albany 11:42 A.M.

No. 12—
Leaves Albany 12:45 P.M.
Arrives at Corvallis 1:33 P.M.

All of the above connect with Southern Pacific Company trains, both at Albany and Corvallis, as well as train for Detroit giving direct service to Newport and adjacent beaches, as well as Breitenbush Hot Springs.
For further information apply to J. C. MAYO, Gen. Pass. Agt. B. H. BOLES, Agent, Albany.

Southern Pacific Time Card, Effective Saturday, Aug. 18.
Toward Portland—Train Arrives
No. 16—5:30 a. m., Oregon express.
No. 14—8:23 a. m., Cottage Grove express.
No. 12—4:49 p. m., Oregon express.
No. 223—11:18 a. m., through fast freight.
No. 226—11:55 a. m., local freight. Departs 12:45 p. m.
Toward San Francisco.
No. 15—10:56 p. m., California express.
No. 13—6:23 p. m., Cottage Grove express.
No. 11—10:35 a. m., California express.
No. 225—11:25 a. m., local freight. Departs at 11:55 a. m.
No. 221—3:29 a. m., through fast freight.