

...CAPITAL JOURNAL'S EDITORIAL PAGE

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THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

SOUL LIFE THROUGH SORROW.

(Lillian M. Miller in Eugene Register.)

There is no pain, no passionate deep sorrow,
That does not blossom into deep joy,
As gold to serve our need, must feel the fire;
And mixed and harden with some base alloy.

So we, until we walk the thorniest pathways,
And feel the fire of passion scorch the heart,
Have not learned to live in fullest service:—
Of the world's life have not become a part.

Oh welcome then, the anguish of the spirit,
Rebel not when the path is steep and long,
For the darkest night a star is gleaming,
And the dread silence shall break into song.

REVISION OF THE CITY CHARTER.

The effort to secure a revision of the city charter should be encouraged by the substantial business men of the city.

They should attend the sessions of the city council **WHEN THE WORK OF REVISION IS UNDERTAKEN.**

The mayor and the city council deserve the support of the best men in the community in getting the organic law of the city in the right shape.

The work should not be left in the hands of the professional politician. **IT SHOULD BE A BUSINESS MEN'S CHARTER** and should be adopted by the votes of the citizens at a general election, with the right to reject or accept any feature.

The city charter is almost unknown to the people. It should be given the widest publicity.

A copy of the charter and all proposed amendments **SHOULD BE SUPPLIED TO EACH VOTER BEFORE THE ELECTION.**

After it is adopted it should be printed with the ordinances of the city and **SUPPLIED TO THE PEOPLE AT COST.**

Let all well-meaning citizens who want good government sustain the effort of Mayor Rodgers to secure a reasonable revision of the charter.

THE JAMESTOWN EXPOSITION.

While there is some reciprocity in an appropriation for the Seattle-Alaska exposition, there is not much obligation resting on Oregon to give large appropriation for the Jamestown exposition.

If it is a fact, as is claimed by some of these exposition commissioners, **THAT THEY SERVE FOR THE GLORY OF SERVING THEIR STATE AND WITHOUT PAY,** no money should be required for an exhibit at Jamestown.

That part of the United States did almost nothing for the Lewis and Clark exposition, and **IT IS DOUBTFUL** whether any of these appropriations **HAVE EVER REPAID THIS STATE** for the investment.

Recently ten citizens went to the National Rivers and Harbors congress and paid their own expenses and the result of that work **IS BRINGING BACK TO OREGON LARGER APPROPRIATIONS FOR RIVERS AND HARBOURS.**

Money spent to bring desirable immigration direct to Oregon would be a better investment than in exhibitions. Let the commissioners serve for glory, send them a lot of exhibits from cities and counties, and cut out the \$75,000 appropriation.

These exposition investments have got to stop somewhere and this is a good place to begin. **PUT THAT MONEY INTO GOOD ROADS IN OREGON.**

DOES OREGON WANT A RAILROAD COMMISSION?

The Capital Journal has received a great many replies to its inquiry of shippers and producers as to whether they want a railroad commission.

Some favor a commission and as many oppose the proposition. Some want it appointed by the governor, some by the legislature, and some want **NO COMMISSION THAT IS NOT CHOSEN DIRECTLY BY THE PEOPLE.**

There is a general consensus of opinion of shippers that a stiff demurrage law would answer all practical needs for the situation.

The state of Washington has a railroad commission that is appointive and there is a fight on in the legislature **TO MAKE IT ELECTIVE.**

In California the commission is in about as little favor with the people as the Oregon Commission was before it was abolished.

While the people in Washington complain that their commission costs too much money, about \$50,000 per annum, in California the complaint **OF THE COMMISSION IS THAT IT HAS NO MONEY TO SPEND.**

Attention has been heretofore called to the position taken by Governor Pardee, of California, in his message to the legislature of that state relative to the railway commission, which has been tried there a number of years.

He calls attention to the fact that **THERE HAVE BEEN NO COMPLAINTS TO THE COMMISSION WORTHY OF MENTION BY SHIPPERS,** that no rates have been established by the commission except those agreed upon amicably by the commission and the railway companies and that when complaints have been made by shippers they have failed to come forward with the evidence substantiating their complaints when opportunity is given.

He calls especial attention to the fact that the gathering of statistics which is claimed by the advocates of this **EXPENSIVE PIECE OF POLITICAL MACHINERY TO BE ONE OF ITS STRONGEST FEATURES,** HAS BEEN A FAILURE and that the state is now in possession of as much reliable statistics relative to railways as it was before the commission was provided for.

His message on this point is as follows:

"It is a matter of common knowledge that for a good many years the amount of business transacted by the board has been small and that **FEW PERSONS** who consider that they have suffered grievances at the hands of the railroads **MANIFEST A DISPOSITION TO SUBMIT THEM TO THAT TRIBUNAL.**

I have caused an examination of the minutes of the board to be made, and from this it appears that during the last two years about a dozen more or less trifling complaints were all which were brought to the attention of the commissioners; the authors of these complaints generally dropped them when called upon to make a formal showing, and in all that time **THERE HAS NOT BEEN A SINGLE CONTESTED CASE** calling for the taking of testimony and the hearing of arguments.

In short the board has practically, done no business, because it has no business to do.

Its main function is supposed to be the fixing of transportation rates, but **IT HAS FIXED NO RATES, UNLESS IT BE UPON AN AGREED BASIS FOR A LONG TIME PAST.** Even the compilation and publication of the railroad statistics of the state, which was formerly done with some thoroughness, has been abandoned in recent years, and when, not long since, one of the leading railroad companies asked for a compilation of railroad laws and decisions in California, the commission answered that it could not be furnished because of lack of funds."

SMILES.

Like everybody under him, Roosevelt's cabinet have to earn their living. He keeps them on the road a great deal and keeps digging up jogs for them.

Der Deutsche Kaiser hat den Reichstag adjourned, in der Hoffnung er bekommt andere members in der election. Da wird er sick foolen. Er bekommt es in das Neck. Mit ihm ist es beinahe Futsch.

The road to prison remains a difficult one to the rich thief.

The too free talker in the legislature is like a leaky ship—he needs caulking.

In all things live the life you would like to see your children live.

Happy is the owner of the good cow whose last calf came in the fall, at present prices of cream.

The foolish or vicious talker does no harm unless his listeners are of similar quality.

A lot of things pertaining to the farm should be thought of in the public schools.

A contented mind is a continual feast is good philosophy where progress is not desired.

Do not think that victory over predatory wealth has been won; the war has just commenced.

Rich men are not all bad men nor poor ones all good.

Salem has the legislature and Portland expects a visitation of small-pox.

The independent newspapers of Oregon are about all the people have left to help them get reforms. N. M. Newport, of the Lebanon Criterion, is a Republican, but he speaks right out on matters as he sees them. That kind of newspaper work is valuable to Linn county.

OPEN FORUM

Property Owner Opposes the Bituminous Macadam

Asphalt Pavement.

Ed. Journal:—
Alderman Low certainly sounded the right key note last Friday night at the city council, when he advocated asphalt pavement, which is the only pavement that is being universally used in every town and city in America today. Cities that have spent thousands and thousands of dollars on their street paving, without success, finally drift over to the asphalt pavement and there it stays.

You never hear of an asphalt pavement being turned into any other kind of pavement, but you do hear of every kind of pavement that was ever put down being turned into asphalt pavement.

This Warren, Barber, Bithullite, Bituminous, Macadam, and the Lord knows what all, should be thrown to one side, never to be molested again, and put down asphalt pavement at the start, instead of being compelled to put it down afterwards, which is being universally done everywhere.

Alderman Stolz has been to Portland and interviewed the mayor, who advocating the bithullite pavement, and while the mayor was doing that I wonder if Alderman Stolz did not notice, that on streets in Portland

Catarrh

Whether it is of the nose, throat, stomach, bowels, or more delicate organs, catarrh is always debilitating and should never fail of attention.

It is a discharge from the mucous membrane when kept in a state of inflammation by an impure, commonly scrofulous, condition of the blood.

Hood's Sarsaparilla

Cures all forms of catarrh, radically and permanently—it removes the cause and overcomes all the effects. Get Hood's.

YOUR IDLE MONEY THAT IS NOT EARNING ANYTHING WILL EARN THREE PER CENT INTEREST IF DEPOSITED IN OUR SAVINGS DEPARTMENT.

IT CAN BE WITHDRAWN WHEN NEEDED.

DEPOSITS OF ONE DOLLAR OR MORE CAN BE MADE AT ANY TIME.

Savings Department
Capital National Bank

ing it a particle. Property is worth ordinarily twenty-five per cent more on asphalt streets than any other kind of pavement and it's cheaper than any other kind, but it being noiseless, and the wear and tear on horses and wagons it would be cheaper in the long run if it cost twice as much as any other kind of pavement.

Salem can't afford to be influenced by flowery orations and attorneys for the patent propositions for pavements. Let them take up something that there is no question about, and is in the lead of all pavements, and is universally adopted by all cities strictly on its merits, as being the best and cheapest pavement in existence today.

These are cold facts, and no one can dispute them. Asphalt pavement is the only pavement to start in with, and its a money maker for the town that starts that way.

PROPERTY OWNER.

State News Items.

Isaac N. Sargent, an eastern Oregon pioneer, died at The Dalles.

Henry McKinley won the state university oratorical contest.

M. V. Weatherford, of Wasco, won the agricultural college oratory contest.

H. W. Dickey, an Oregon pioneer, died at Portland.

Fifty members of the state legislature visited the state university Friday.

It is said that some of the mining men in the north end of Baker county in what is known as the Panhandle will try to have a new county formed from that section.

How to Cure Chills.

"To enjoy freedom from chills," writes John Kemp, East Otisfield, Me., "I apply Bucklen's Arnica Salve. Have also used it for salt rheum with excellent results." Guaranteed to cure fever sores, indolent ulcers, piles, burns, wounds, frost bites and skin diseases; 25c at J. C. Perry's drug store.

DO YOU GET UP

WITH A LAME BACK

Kidney Trouble Makes You Miserable

Almost everybody who reads the papers is sure to know of the wonderful cures made by Dr. Kilmer's Swamp-Root, liver and bladder remedy. It is the greatest medical triumph of the nineteenth century, discovered after years of scientific research by Dr. Kilmer, an eminent kidney and bladder specialist, and is wonderfully successful in promptly curing lame back, uric acid, catarrh of the bladder, Bright's Disease, which is the worst form of kidney trouble.

Dr. Kilmer's Swamp-Root is recommended for everything but if you have kidney, liver or bladder trouble it will find just the remedy you need. It has been tested in so many ways, in hospital work and in private practice, and proved so successful in every case that a special arrangement has been made which all readers of this paper, who have not already tried it, may have a bottle sent free by mail, also a booklet telling more about Swamp-Root, and how to find out if you have kidney or bladder trouble. When writing mention reading this generous offer in this paper and send your address to Dr. Kilmer & Co., Binghamton, N. Y. The regular fifty-cent and one-dollar size bottles are sold by all good druggists. Don't make any mistake, but remember the name Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

Home of Dr. Kilmer's Swamp-Root, Binghamton, N. Y.

A Salem Song.

"My Napa Valley Queen" is the title of a catchy song the music words of which have been written by Ivan G. Martin of The Capital Journal local reportorial force. The lad will be sung at the Kilmer theater. Mr. Martin has demonstrated more than ordinary talent in the direction of this ballad and it is doubtless be enthusiastically received.

TO CURE A COLD IN ONE DAY Take LAXATIVE BROMO Tablets. Druggists refund money if it fails to cure. E. W. GROSS signature on each box. 25c.

BOYS' SUITS



We have a cargo of boys good wool suits with two pair of pants and a cap, cut from the low price of **\$4.00 TO \$3.50**

This is the snuggest bargain ever offered in Salem, and with each suit we also give a pair of **Roller Skates Free**

Come and get your pick and don't wait until the skates are all gone. We must close these suits out as soon as possible.

MEN'S SUITS

Prices on every suit in the store cut in price. We have superior wool suits from **\$3.50 TO \$10.00**

These are good styles, late fabrics and such snaps money as were never before offered in Salem.

G. W. JOHNSON & CO.