

HOFER BROS., Publishers and Proprietors. E. HOFER, Editor. A. F. HOFER, Manager. THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADABLE LABOR.

SAY NOT.

Say not the struggle naught availeth. The labor and the wounds are vain, The enemy faints not nor falleth, And as things have been they remain.

If hopes were dupes, fears may be liars; It may be in yon smoke concealed Your comrades chase e'en now the fliers, And, but for you, possess the field.

For while the tired waves, vainly breaking, Seem here no painful inch to gain, Far back, through creeks and inlets making, Come silent flooding in, the main.

And not by eastern windows only, When daylight comes, comes in the light; In front the sun climbs slow, how slowly; But westward, look, the land is bright.

—ARTHUR HUGH CLOUGH.

THE "WIDOW AND THE ORPHAN."

It is notorious that the trunk railroads of the United States, with a few or no exceptions, are greatly over-capitalized; that is, the amount of their capital stock and bonds is very much in excess of the actual cost of their property.

In other words, the original managers and owners, or their successors, enriched themselves by watering the stock or issuing bonds, relying upon excessive earnings to enable dividends and interest to be paid.

This "inflation," as it is often called, is essentially swindling, but has long been so common as to seem legitimate, at least to Wall street.

But now that there is agitation for a "square deal," and the reduction of fares and freights to the basis of a fair return on the actual investment or the cost of duplicating the roads, a passionate cry goes up from the transportation companies and their organs, AGAINST THE ALLEGED HARDSHIPS THIS WOULD INVOLVE TO "INNOCENT PURCHASERS" OF RAILROAD SECURITIES.

It is a very disagreeable feature of President Roosevelt's policy, they wall, that widows and orphans must be subjected to "excruciating losses" if it is to be put in force.

This tenderness for the widow and orphan did not exist when the chance came to get their money by selling them stocks or bonds, based on the real value but on nothing more than the prospect of robbing the public by charging too much for hauling.

The crocodile tears now shed for the "innocent purchasers" scarcely hide the broad grin on the faces of the stock-jobbers who advance this argument against regulation.

Such hypocritical talk is entitled to no consideration in dealing with the problem of government control.

To give weight to that sort of false plea would be to abandon all efforts at regulation and leave the roads free to charge all the traffic will bear, as they have been used to doing.

And their managers would continue, as in the past, to dupe more "innocent purchasers," as fast as net earnings increased enough to prompt more watering.

The truth is the "widows and orphans" are in no danger.

The great increase in the business of the railroads, the rapid advance in value of their rights of way, real estate, franchises and other property, tend steadily to swell the actual value of railroad securities and so to make solid what was before fictitious.

But in adopting the principle of requiring freights and fares not to exceed what will furnish a fair return on actual capitalization, the government does not propose to go back to the original cost.

THE PRESENT VALUE OF A RAILROAD IS NOT WHAT IT FIRST COST BUT WHAT IT WOULD NOW BRING, WITH DUE REGARD TO ITS EARNING CAPACITY ON A JUST BASIS.

And long before the policy of regulation can be applied systematically and fully to railroad charges, the business of the roads will have so greatly increased that their ability to pay dividends to the "widows and orphans" will not suffer.

As a matter of fact, if the truth could be learned, it would probably be found that the "Widows and orphans" who own most of the stocks and bonds of the railroads bear such names as Harriman, Rockefeller, Morgan, Rogers, Vanderbilt, Gould and Hill.

BRITISH STEEL COMBINE.

A London dispatch furnishes the information that "a great combination of steel and iron manufacturers, similar to those existing in the United States and Germany, is in course of formation in Great Britain, with the avowed object of combating American and German competition, which is increasing."

It is stated in addition that nine big companies have induced thirty-six independent concerns to enter the combination, and that the combine will control 90 per cent of the output of steel and iron manufacturers in the United Kingdom.

Up to this point the statements in the dispatch are perfectly credible, for they harmonize with previous accounts of the efforts being made to effect the consolidation described, but the added information that "WHAT IS PRIMARILY AIMED AT IS A COMBINATION STRONG ENOUGH NOT ONLY TO CONTROL THE TRADE OF GREAT BRITAIN, BUT TO DOMINATE THE STEEL TRADE OF THE WORLD," makes the dispatch a trifle confusing and suggests that it may have been framed by some person whose knowledge of the iron and steel industry of the world is antiquated, perhaps derived from papers and books published when Great Britain occupied premier position in this industry.

That, however, is no longer the case. The United Kingdom is now a bad third in the race for supremacy in the iron and steel trade, and the possibility of its assuming a dominating position IS ABOUT AS REMOTE AS THE PROBABILITY OF OUR ESTABLISHING COMMUNICATION WITH THE INHABITANTS OF MARS.

What is more likely to occur as a result of the formation of the British combination is the oft-discussed creation of a much greater combine, that of the iron and steel makers of the three leading manufacturing nations for the purpose of avoiding destructive competition.

As a condition precedent to such an agreement the United Kingdom will have to take steps to prevent the dumping of the iron and steel products of rival nations on her markets.

If the government will not assist to that end, the British iron and steel masters may accomplish their desires by presenting a formidable front which will compel their competitors to consent to an arrangement which will give them control of their own territory.

The plan is perfectly feasible and is in complete harmony with the modern idea that destructive competition is an evil which must be abated.

Guy W. Talbot, the new general manager of the Salem electric line, makes a good many promises as to what the new road will do, and what a splendid service he will furnish.

While there is an ardent hope that a few of these promises will be fulfilled—all, the large majority of Oregonians, as far as a railroad promise is concerned, will have to be shown.

100 Doses \$1

True only of Hood's Sarsaparilla, the one great blood purifier and general tonic. This remarkable medicine has effected many radical and permanent cures that are the wonder of the world. It eradicates all humors from pimples to scrofula.

100 Doses \$1

In usual liquid form or in chocolate tablets known as Sarsatabs. 100 doses \$1.

It's Real Effect.

Jacob A. Riis was talking about witty newspaper headlines.

"As witty a heading as I know of," said he, "was written by a youth of 18 in a San Francisco newspaper office. There was a bill up to prohibit the sale of alcoholic drinks within four miles of the University of California, and this bill the youth headed:

"An Act to Promote Pedestrianism Among Our Students."—Washington Star.

Best Medicine in the World for Colic and Diarrhoea.

"I find Chamberlain's Colic, Cholera and Diarrhoea Remedy to be the best remedy in the world," says Mr. C. L. Carter of Skirum, Ala. I am subject to colic and diarrhoea. Last spring it seemed as though I would die, and I think I would if I hadn't taken Chamberlain's Colic, Cholera and Diarrhoea Remedy. I haven't been troubled with it since until this week, when I had a very severe attack and took half a bottle of twenty-five cent size Chamberlain's Colic, Cholera and Diarrhoea Remedy, and this morning I feel like a new man." For sale by Dr. Stone's Drug Store.

Far Worse Loss.

Mrs. Youngbride (sobbing)—That horrid Mrs. Falseop has broken up my home.

Horrified Friend—You don't mean to say she has enticed away your husband from you?

Mrs. Y.—N-o-o! It's worse than that! It's the cook!—Baltimore American.

Deafness Cannot be Cured

by local applications, "as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O. Sold by druggists, 75c.

Take Hall's Family Pills for constipation.

Hotel Proprietor—Has not the man in No. 15 received his bill yet? Head Waiter—Certainly! Fifteen minutes ago.

Baseball Players and Foot Racers!

Louis J. Kruger, ex-champion long distance foot racer of Germany and Holland, writes, Oct. 27, 1901:

"During my training of eight weeks' foot races at Salt Lake City, in April last, I used Ballard's Snow Liniment to my greatest satisfaction.

Therefore, I highly recommend Snow Liniment to all who are troubled with sprains, bruises, or rheumatism." 25c, 50c and \$1.00. Sold by D. J. Fry.

YOU WORK FOR MONEY

In the shop, office or the field, you toil incessantly to make money.

Your best thought and efforts and your strength and time are expended for money.

Why, then, not husband and take care of that which costs so much.

Open a savings account and deposit regularly a part of your earnings, and in a few years you will not have to work so hard—your money will then work for you.

SAVINGS DEPARTMENT Capital National Bank

THE MARKETS.

Make Salem a Good Home Market.

SALEM MARKET.

Local Wholesale Market.

Eggs—19c. Butter—25c; fat, 23. Hens—10c; young chickens 12 1/2 c. Ducks—10c; geese, 8c; turkeys, 13@16c.

Local wheat—75c. Oats—35@36c. Barley—\$21.

Flour—Hard wheat, \$5.00; valley \$3.85.

Mill feed—Bran, \$19.50; shorts, \$21.

Hay—Cheat, \$8.50@9, and clover, \$7.00 @ \$8.00 per ton; timothy, \$11@12 per ton.

Onions—\$4.00 per cwt; potatoes, \$1.00 per cwt.

Hops—Choice, 10@11c; prime to choice, 8@9c; medium to prime, 8 1/2 c.

Chittim bark—5 1/2 @ 6c. Wool—20c. Mohair—29c.

Tropical Fruits.

Bananas—\$6.75. Oranges—\$3@4. Lemons—\$5.75.

Retail Market.

Oats—White, \$30; wheat, 90c per bu.; rolled barley, \$27.

Eggs—25c. Butter—Country, 25c; creamery, 30.

Flour—Valley, \$1.15@1.20 per sack; hard wheat, \$1.35@1.40.

Bran—65c per sack; \$21 per ton. Hay—Timothy, 75c@85c per cwt; cheat, 60c; clover, 55c per cwt; shorts, 95c per cwt.

Livestock.

Hogs—Fat, 6 1/2 c. Cattle—1100@1200 lb steers, 4c.

Lighter steers—3 1/2 @ 3 3/4 c. Cows and heifers—900@1000 lb, 3 1/2 @ 4c.

Stock hogs—6 @ 6 1/2 c. Lambs—4 1/2 @ 5c.

Veal—Dressed, 5 @ 7c.

Portland Wholesale Market.

Wheat—Club, 85c; valley, 84c; blue stem, 88@89c.

Oats—Choice white, \$27.50. Millstuffs—Bran, \$17.

Hay—Timothy, \$16@18; alfalfa, \$13.

Vetch—\$3.50.

Poultry—Hens, 11@12c; spring chickens, 12@12 1/2 c; dressed chickens, 12c; turkeys, live, 12@13c; ducks, young, 10@11c; pigeons, \$1 @ \$1.25.

Pork—Best, 6c @ 6 1/2 c. Lambs—Spring, 10c @ 10 1/2 c.

Mutton—5c @ 7c. Beef—Dressed, 5 @ 6c.

Hops—Choice, per pound, 7 @ 7 1/2 c. Wool—Valley, coarse to medium, 19@21c; Eastern Oregon, 13@19c. 22c.

Long Live the King!

Is the popular cry throughout European countries; while in America, the cry of the present day is "Long Live Dr. King's New Discovery, King of Throat and Lung Remedies!" of which Mrs. Julia Ryder Paine, Truro, Mass., says: "It never fails to give immediate relief and to quickly cure a cough or cold." Mrs. Paine's opinion is shared by a majority of the inhabitants of this country. New Discovery cures weak lungs and sore throats after all other remedies have failed; and for coughs and colds it's the only sure cure. Guaranteed by J. C. Parry, druggist. 50c and \$1.00. Trial bottle free.

For Sale.

At a bargain, the Candelaria Fruit Farm, situated three-fourths of a mile from the southern limits of the city. One-half mile from electric street car line. One of the finest locations in Marion county. A splendid view of the beautiful Willamette river, Polk county, hills, city of Dallas, Monmouth, Independence and city of Salem, state fair grounds, capitol building, asylum, penitentiary, asylum farm, mute school, reform school, Mts. Jefferson, Hood, Adams, Rainier and St. Helens. A good crop now in the orchard, of cherries, Bartlett pears, peaches and Italian prunes. If sold in the next ten days the crop will go with the sale. This year's crop will more than pay the interest on the investment two years in advance.

J. G. WRIGHT, Agent.

Special Eastern Excursion rates.

May 20, 21, June 6, 7, 8, July 3, 4, 5, August 8, 9, 10, September 11, 12, 13. To Chicago and return, \$73.15. St. Louis and return, \$69.15. St. Paul and return, Omaha, Council Bluffs, Sioux City, St. Joe, Kansas City and return \$61.65.

WM. M'MURRAY, Gen. Pas. Agt.

OFFICIAL DIRECTORY

Delegation in Congress.

Senator Chas. W. Fulton, Astoria. Senator Jonathan Bourne, Jr., Portland.

Representative W. C. Hawley, Salem.

Representative W. R. Ellis, Pendleton.

State Officials.

Governor, George E. Chamberlain. Secretary of State, Frank W. Benson.

State Treasurer, George A. Steele. Superintendent of Public Instruction, J. H. Ackerman.

Attorney General, A. M. Crawford. State Printer, W. S. Dunlway.

State Labor Commissioner, O. P. Hoff.

Supreme Court.

Chief Justice, Robert S. Bean. Associate Justice, Frank A. Moore. Associate Justice, Robert Eakin.

Commissioners, W. T. Slater, W. R. King.

Clerk, J. J. Murphy. Reporter, R. G. Morrow.

Bailiff, P. H. Raymond. Circuit Judges, Geo. H. Burnett, Salem; William Galloway, McMinnville.

District Attorney, John H. McNary, Salem.

Other State Officials.

J. W. Bailey, Food and Dairy Commissioner, Portland.

J. W. Baker, Game and Forestry warden, Cottage Grove.

Robt. C. Yenny, State Health Officer, Portland.

J. H. Lewis, State Engineer, Salem.

E. Gillingham, State Librarian, Salem.

H. G. Van Dusen, State Fish Commissioner, Astoria.

Chas. V. Galloway, State Land Agent, Salem.

W. W. Elder, Commander Soldiers' Home, Roseburg.

Marion County Officials.

John H. Scott, County and Probate Judge.

R. D. Allen, Clerk of Courts. W. J. Culver, Sheriff.

W. Y. Richardson, Treasurer. E. T. Moores, Superintendent of Schools.

F. J. Rice, Assessor. B. B. Herrick, Jr., Surveyor.

J. C. Needham, W. H. Goulet, Commissioners.

A. M. Clough, Coroner. D. G. Drager, Recorder.

Salem City Officials.

Geo. F. Rodgers, Mayor. W. A. Moores, Recorder and Police Judge.

D. W. Gibson, Marshal and Chief of Police.

Frank Meredith, City Treasurer. A. O. Condit, City Attorney.

Jas. W. Martin, Street Commissioner. Mark Savage, Chief Fire Department.

W. C. Smith, Health Officer. City Standing Committee.

Ways and Means—Jacob, Waldo Churchill.

Ordinances—Greenbaum, Low, Goode.

Accounts and Current Expenses—Churchill, Radcliff, Bayne.

Streets—Downing, Stockton, Stolz. Public Buildings—Stockton, Stolz, Gesner.

Sewerage, Stolz, Jacob, Low. Plumbing—Fraser, Downing, Gesner.

Fire and Water—Low, Radcliff, Goode.

Bridges—Gesner, Churchill, Fraser.

Health and Police—Haas, Jacob, Waldo.

Lights—Goode, Haas, Greenbaum. Printing—Radcliff, Haas, Fraser.

Public Parks—Bayne, Greenbaum, Stockton.

Board of Education. W. H. Byrd, Chairman.

A. A. Lee, H. C. Epley, E. M. Croisan, Directors.

H. A. Johnson, Jr., Clerk. J. M. Powers, City Supt. Schools.

Notice of Appointment of Administrator.

Notice is hereby given that on the 17th day of May, 1907, the County Court of Marion County, Oregon, duly appointed C. Marsh of Salem, Oregon, administrator of the estate of L. H. Rowland, deceased, and having qualified as required by law, all persons having claims against said estate are hereby notified to present them with proper vouchers, as by law required, to the undersigned at the office of F. A. Turner, rooms 15 and 16, New Freeman Block, Salem, Oregon, within six months from the date of the first publication of this notice, to-wit: May 18, 1907.

C. MARSH, Administrator. F. A. Turner, Attorney for Estate.

5-18-51-sat

Notice of Intention to Improve Portion of State Street in the City of Salem, Oregon.

To Whom It May Concern: Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it expedient to improve, and proposes to improve, State street, in said city, from west line of Church street to west line of Twelfth street, in said city, with full intersections, at intersections, and full width curbs, save and except a strip seven feet wide in the center of said street in the following manner, to-wit:

1. By changing the grade of portion of said street so that the same will be slightly lower than present established.

2. By excavating the roadbed said portion of said street full width between curbs, save and except a strip seven feet in width in the center of said street, to the depth of inches below the grade provided in the specifications for the same, said work now on file with the engineer of said city, and hereinafter to, and by thoroughly excavating with a steam roadbed weighing not less than 12 tons, crushed rock which shall be roughly rolled with a steam roadbed weighing not less than 12 tons, after such rolling of four inches to present a uniform even surface with proper crown.

3. By spreading on the crushed rock foundation a heavy coat of Warren's No. 24 Portland Cement, one gallon of lithic cement used to each yard of the foundation surface.

4. By laying on said surface so prepared a wearing surface composed of sound, hard, crushed mixed with bitumen and laid on foundation to the depth of two inches after being thoroughly compacted with a steam road roller, spreading on said surface a coat of Warren's Quick-Drying tuminous Flush Coat Compound and fine particles of hot stone.

5. By constructing artificial curbing along each side of said street where no natural stone curbing now exists, erecting street crossings and alleys, and constructing artificial stone curbs, including corner blocks, at all places where no curved curbs now exist by raising the artificial stone curbs on the north side of the road by said portion of said street being the east boundary line of said street and the west boundary line of Waverly street, so that the top of same shall be 2 1/2 inches below established grade of the street, when completed.

All of said improvements to be made in accordance with the plans or the City of Salem, Oregon, the plans, specifications and estimates for the doing of said improvements heretofore adopted by the Council of said city and now on file in the office of the recorder of said city, to which said plans, specifications and estimates the attention of all persons interested in said improvements is hereby called.

The cost of all said improvements to be assessed to the owners of every adjacent to said portion of street hereby proposed to be improved.

Remonstrances against the improvement may be filed in writing with the City Recorder of said city within ten days from the final publication of this notice.

By order of the Common Council of the City of Salem, Oregon.

W. A. MOORE, Mayor.

Date of final publication of notice July 8, 1907.

SOUTHERN PACIFIC COAST TIME CARD No. 48

June 16

Toward Portland—Passenger. No. 16—5:23 a. m., Oregon Press.

No. 18—8:30 a. m., Cottage Press.

No. 12—4:25 p. m., Shasta Press.

No. 14—9:28 p. m., Portland Press.

Toward Portland—Freight. No. 222—10:55 a. m., 11:38 a. m., Portland Fast Freight.

No. 226—10:40 a. m., 11:38 a. m., Way Freight.

Toward San Francisco—Passenger. No. 11—11:03 a. m., Shasta Press.

No. 17—6:42 p. m., Cottage Passenger.

No. 15—9:56 p. m., California Press.

No. 13—1:31 a. m., San Francisco Express.

Toward San Francisco—Freight. No. 221—2:33 a. m., San Francisco Fast Freight.

No. 225—11:55 a. m., 11:35.