

HOFER BROS., Publishers and Proprietors. THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

STAINS.

The three ghosts on the lonesome road Spake each to one another. "Whence came that stain about your mouth No lifted hand may cover?"

The three ghosts on the sunless road Spake each to one another. "Whence came that red burn on your foot No dust or ash may cover?"

The three ghosts on the windless road Spake each to one another. "Whence came that blood upon your hand No other hand may cover?"

"Yet on the earth clean men we walked, Glutton and Thief and Lover; White flesh and fair it hid our stains That no man might discover."

WHERE PROFITS GO.

Nebraska and the express companies are about to go at it in the courts because of a law enacted last winter providing that express company charges should not exceed 75 per cent of the rates in force at the time the law was enacted.

The Omaha Bee, in referring to this act, discusses the profits of express company business which go to the railroads controlling them, and remarks:

"THE UNION PACIFIC IS SUPPOSED TO GET 55 PER CENT OF THE RECEIPTS FOR EXPRESS BUSINESS OVER ITS LINES."

"It also holds in its treasury 40 per cent of the stock of the Pacific Express company, which has the exclusive contract to do business on the Union Pacific system."

"In other words, it gets 55 per cent of the gross receipts and then an additional 40 per cent of the profits on express business."

"Is it surprising that protests emanate from that quarter against a compulsory 25 per cent reduction on local express rates by operation of the law enacted by the last Nebraska legislature?"

Under the Nebraska law express companies are required to file schedules with the state railway commission.

The time for filing expired early this month. THE COMPANIES FAILED TO COMPLY AND WILL FIGHT THE LAW.

USEFUL TRAMPS.

Clever Kansas farmers found a way to induce the tramps to assist in the wheat harvest.

They advertised for women to work in the fields, but this did not bring much relief.

Suddenly the police departments of the cities got after the idle men and compelled them to move on.

The consequence was freight trains well loaded with tramps. The railroads were interested, also, in seeing the crop harvested, so it happened that these tramp-loaded freight trains stopped stone-still away out in the middle of the big wheat fields, while the brakemen, assisted by local constables, bent the tramps off.

When the trains pulled out, the tramps were confronted with offers of work.

THEIR APETITES ACTUALLY GOT THE BETTER OF THEIR ANTI-PATHY TO LABOR, AND MANY TOOK THE PROFFERED JOBS.

From counties of eastern Washington, where harvesting is soon to begin, comes reports of a shortage of labor.

Possibly the Kansas idea may be adopted.

Assuredly the railroads would be glad to co-operate with the farmers and the local peace officers in brushing tramps off the cars in the middle of the wheat fields.

JAPANESE PROBLEMS.

The British steamer Kumeric is on the way to Vancouver, B. C., from Honolulu with 1117 Japanese coolies aboard, and it is reported that the business of bringing Japanese across the water will be continued and that other vessels will be chartered for that purpose.

It is no wonder British Columbia is aroused over the immigration of foreign races.

PUBLIC SENTIMENT OF BRITISH COLUMBIA IS A GREAT DEAL THE SAME AS IT IS ON THIS SIDE OF THE LINE.

The feeling toward Japan is friendly, yet there is no denying that the incoming in such numbers of an Asiatic people arouses apprehension.

The people of British Columbia are not yet ready for intermarriage with the Japanese, and without intermarriage race problems will arise.

W. M. Hughes, an Australian publicist, contributes an article to the London Morning Post in which he points to a military danger of unrestricted Japanese immigration. He says:

"Australia lies under the farthest limits of the sinister shadow cast by the awakened east."

"No doubt it is easy to exaggerate the danger from attack; on the other hand, it is not less easy to belittle it."

"There is, of course, always the British navy between us and the potential invader, and Japan is Britain's ally, and perhaps will remain so."

"These things are sufficient for the man in Great Britain who can afford to regard the matter from an impersonal standpoint."

"To the man in Australia they do not appear sufficient, or nearly sufficient."

"The danger is very real and perhaps imminent."

"In any case, we do not purpose to aggravate the danger nor hasten it by allowing a steady stream of potential enemies and spies to take up their abode among us, ready to act in concert with their fellow-countrymen should they come as armed and undisguised foes."

So it would appear that THE UNITED STATES IS NOT THE ONLY NATION THAT HAS A JAPANESE PROBLEM.

The treaty between the United States and Japan has just four years yet to run.

It went into effect July 17, 1899, and was to remain in force for a period of twelve years.

The treaty provides: "Either high contracting parties shall have the right, at any time thereafter, to give notice to the other of its intention to terminate the same, and at the expiration of twelve months after such notice is given this treaty shall wholly cease and terminate."

The old treaty provided that it should not affect the laws, ordinances and regulations with regard to trade, the immigration of laborers, police and public security which are in force or which may hereafter be enacted in either of the two countries."

Elihu Root, secretary of state, is credited with the intention of retaining that clause in the new treaty Japan and the United States are considering, while it is the understanding that Japan hopes to make the new treaty without such a clause.

PERILS IN OCEAN LEAKS

Dr. Thomas Jefferson Jackson See Says They Cause Earthquakes

Dr. Thomas Jefferson Jackson See, the famous astronomer of the United States naval observatory at Mare Island, Cal., while visiting his old home gave out a remarkable interview, says a Montgomery City special dispatch to the Chicago Tribune.

He says he has discovered the one common cause of the six great classes of nature phenomena—the secular leakage of the ocean bottom which gives rise to the development of steam beneath the earth's crust owing to the earth's internal heat. He also points out that the chief danger of these agitations is along the seacoast, and, while serving a useful purpose, it is well to be prepared for their visitation to prevent great destruction of life and property, as has often happened, owing to lack of understanding of natural laws.

"It seems to be clearly proved," said Dr. See, "that the earth is not contracting, as heretofore held by men of science, but that the effects of secular cooling of the globe are insensible. If I am not entirely mistaken, I have shown that the earth, so far from contracting, may be slightly expanding. In any case, earthquakes and volcanoes as well as mountain formations in general, depend upon the secular leakage of the ocean bottoms."

"The great earthquake and volcanic belts are along the shores of continents or in the sea, and a study of the ocean depths shows that the earthquakes are worst where the sea is deepest and the shore is steepest. The land is often uplifted by earthquakes and the adjacent sea bottom sinks, which means that lava is being expelled from beneath the sea and pushed under the adjacent land."

"All the great mountain chains have been formed by this process, and hence the exact parallelism to the seashore, known to every school-boy, but not heretofore understood by geologists. So long as we did not know the cause of mountain formation or erroneously attributed it to the secular cooling of the earth we could not make and advance in the analysis of earthquake causes, but now that earthquakes are proved to be due to the leakage of the ocean bed, necessarily resulting from the great depth and pressure of water upon it, we are in a position to make progress."

"We know that cities on the coasts of deep seas are always unsafe, and therefore their houses should be constructed to withstand earthquakes, and means should be provided for the extinction of conflagrations. If the people of San Francisco had possessed our present knowledge nearly all the loss sustained in the earthquake could have been prevented. California today would have been better off by some \$300,000,000 and Stanford university would not have suffered the ruin which has been so deeply regretted."

"Knowledge of the laws of nature does not enable us to repair damage already done, but it enables us to guard against a repetition of the disaster and is therefore most useful to the people and to the state. If a repetition of such disasters can be prevented in future there will be much to console those who suffered so heavily in the great earthquake of April 18, 1906."

Dr. See said that the leakage of the ocean, which gives rise to the development of steam within the

earth, is slow, as the water has to work down through ten miles of solid rock like granite.

"No other great earthquake is, therefore, to be expected at San Francisco during this generation. In fact, it will be fifty, perhaps a hundred, years before the subterranean stress becomes powerful enough to shake the earth again in a violent manner. San Francisco is therefore safe and rapidly rebuilding. Other towns on the Pacific coast, however, ought to take warning from experience and be prepared for any emergency which may arise. The whole western part of our country beyond the Rocky mountains has been uplifted from the sea by earthquakes within recent geological time, and of course the ocean continues this work of making more land. Except for earthquakes all the land would long since have been washed down, and the sea would have covered the entire globe. Earthquakes, therefore, serve a most useful purpose in the world, because it is only by these forces that any land has been raised above the sea to make possible the development of the higher forms of animals and plants upon the earth. Earthquakes, therefore, are not to be dreaded, but we must be prepared for them so the damage done will be minimum."

"No serious disturbance of the earth need ever be feared in inland high, dry regions, such as Kansas and Colorado, but on the coast where the sea is deep the people must learn to be prepared for such emergencies. Our eastern coast is bordered by a shallow sea, and earthquakes are not frequent in that region. The Pacific is the deepest of the oceans and surrounded by the greatest earthquake belts, but the worst disturbances occur in South America, Japan and the Aleutian islands and not in our own country."

The Judge in Jail.

"I," said an esteemed magistrate, "spent a week in jail before I entered on my judgeship. I ate the prison food. I slept in a cell. I conformed with all the prison rules. I wore the prison clothes. I did the prison work. Thus I learned the value of the sentences I was to mete out later on. I got to know what a week, a month, a year, in jail meant. As a result I am more merciful than most judges. I think it would be a good thing if every judge before taking office would spend a little while in jail as I did. He would then know the value of prison sentences, a thing he doesn't know now. Now he is like a cashier who attempts to pay out money in a coinage of which he is ignorant. In Baden this thing I speak of must be done. Every judge in Baden before he takes his seat on the bench is required by law to pass weeks like a common prisoner in jail."—Cincinnati Enquirer.

Eating Grasshoppers.

"No wonder I am brown," said a globe trotter. "I am just back from the Sahara. I spent two months wandering in the desert grasshopper country that white expanse of sun warmed sand. The Sahara is like the beach at Atlantic City, a flat immensity of the whitest, cleanest sand, and the strangest thing I did in my wanderings was to eat desert grasshoppers. The Arabs regard these grasshoppers as a luxury and I was tempted to try them, just as in Paris I have been tempted to try snails. The grasshoppers were good. You plucked off the wings, the leg and the head, and then you ate the dried body. This morsel tasted precisely like an English walnut. I ate grasshoppers several times, and when I return to the Sahara I am going to eat them again."

The Luscious Grape.

The grape, whose purple flood man for century after century has converted into wine, is a Persian by birth. Its cradle was on the sunny hills to the south of the Caspian sea, and there the ancients ate it and enjoyed its acid taste. The men of Caubul ground it to a dry powder and ate it with relish, half as a medicine, half because they liked it. And then those days went by, and we hear of the renowned grapes of Palestine, which grew in immense clusters and weighed fifteen pounds to the bunch. Noah planted the vine immediately after the deluge. The book of Genesis mentions bread and wine, and the Israelites complained that Moses and Aaron had brought them out of Egypt into a dry and barren land where there were neither figs nor vines.

"Sculpture is the simplest thing in the world," says a rustic; "all you have to do is to take a big chunk of marble and a chisel, make up your mind what you are about to create and then chip off all the marble you don't want."

NO NECESSITY FOR BEING SICK

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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.

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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—Greenebaum, Low, Goode.

Accounts and Current Expenses—Churchill, Radcliff, Bayne.

Streets—Downing, Stockton. Public Buildings—Stockton. Geener. Sewerage, Stoiz, Jacob, Le. Plumbing—Frazer, Downer. Fire and Water—Low, Goode. Bridges—Geener, Churchill. Health and Police—Hawley, Waldo. Lights—Goode, Haas, Printing—Radcliff, Haas. Public Parks—Bayne, Stockton. Board of Education. W. H. Byrd, Chairman. A. A. Lee, H. C. Epler, Croisan, Directors. H. A. Johnson, Jr., Clerk. J. M. Powers, City Sup.

THE MARKET

Take Salem a Good Market. SALEM MARKET.

Local Wholesale Market.

Eggs—20c. Butter—27 1/2c; fat, 25 1/2c. Hens—11c; young chickens, 10c. Local wheat—75c. Oats—37c. Barley—\$21. Flour—Hard wheat, \$4.00. \$3.85 @ \$4.00. Mill feed—Bran, \$19.50 @ \$21. Hay—Cheat, \$8.50 @ \$9.00. ver, \$8.00 per ton; timothy, \$12.00 per ton. Onions—\$4.00 per cwt; \$1.00 per cwt. Hops—Choice, 10 @ 11c; choice, 8 @ 9c; medium, 8 1/2c. Chittim bark—4 1/2 @ 5c. Wool—20c. Mohair—29c.

Tropical Fruits.

Bananas—\$6.75. Oranges—\$3 @ \$4. Lemons—\$6.00 @ \$6.50.

Retail Market.

Oats—White, \$30; what bu.; rolled barley, \$27. Eggs—25c. Butter—Country, 20 @ 21c; ery, 30. Flour—Valley, \$1.15 @ \$1.20; sack; hard wheat, \$1.25 @ \$1.30. Bran—65c per sack; \$1.10. Hay—Timothy, 75c @ 80c; cheat, 60c; clover, 55c per shorts, 95c per cwt. Livestock.

Hogs—Fat, 6c. Cattle—1100 @ 1200 3/4c. Lighter steers—3 @ 3 1/2c. Stock hogs—5 1/2 @ 6c. Cows and heifers—30 @ 35c. Lams—4 1/2c. Veal—Dressed, 5 @ 7c.

Portland Wholesale Market.

Wheat—Club, 86c; blue stem, 88 @ 89c. Oats—Choice white, \$1.10. Millstuff—Bran, \$17. Hay—Timothy, \$17 @ \$18. Vetch—\$8.50. Poultry—Hens, 14 @ 15c; chickens, 16 @ 17c; dressed, 1 @ 1 1/2c higher than live, 12 @ 13c; ducks, 11c; pigeons, \$1 @ \$1.25. Pork—Best, 6c @ 6 1/2c. Lams—Spring, 9c @ 9 1/2c. Mutton—5c @ 7c. Beef—Dressed, 5 @ 6c. Hops—Choice, per pound. Wool—Valley, coarse 20 @ 22c; Eastern Oregon, 18 @ 20c.

SOUTHERN PACIFIC

Time Card No. 48. June 16. Toward Portland—Passenger. No. 16—5:23 a. m., 10:15 p. m. No. 18—8:30 a. m., 10:15 p. m. Toward San Francisco—Passenger. No. 11—11:03 a. m., 10:15 p. m. No. 17—6:42 p. m., 10:15 p. m. Toward Portland—Passenger. No. 222—10:56 a. m., 11:38 a. m., Portland Pass. No. 226—10:40 a. m., 11:38 a. m., Way Freight. Toward San Francisco—Passenger. No. 11—11:03 a. m., 10:15 p. m. No. 17—6:42 p. m., 10:15 p. m. Toward Portland—Passenger. No. 13—1:31 a. m., 11:38 a. m., co Express. Toward San Francisco—Passenger. No. 221—1:31 a. m., 11:38 a. m., also Fast Freight. No. 226—11:55 a. m., 11:35 p. m.

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