

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

THE BATTLE OF LIFE.

Did you tackle the trouble that came your way,
With a resolute heart and cheerful?
Or hide your face from the light of day
With a craven soul and fearful?
Oh, a trouble's a ton or a trouble's an ounce,
Or a trouble is what you make it,
And it isn't the fact that you're hurt that counts,
But only how did you take it.

You are beaten to earth? Well, well, what's that?
Come up with a smiling face;
It's nothing against you to fall down flat,
But to lie there—that's disgrace!
The harder you're thrown, why, the higher you bounce;
Be proud of your blackened eye;
It isn't the fact that you're licked that counts,
It's how did you fight and why.

And though you be done to the death, what then?
If you battled the best you could,
If you played your part in the world of men,
Why, the critic will call it good.
Death comes with a crawl or comes with a pounce,
And whether he's slow or spry,
It isn't the fact that you're dead that counts,
But only, how did you die. —Edmund Vance Cook.

WHAT AILS PORTLAND?

Portland has given up everything it knew how to give to the railroad companies. It has actually gone out of its way and lost sleep to discover fresh ways to do these corporations good turns. But the only result has been to confirm these corporations in the belief that the city was a good thing and to treat it accordingly. And so, when it comes to steamships or trains or development, or railroad extensions or good railroad service or accommodation for local travel or mails, we have always taken what we could get, which was always distinctly the worst of it. When the mails reach Green River they are rushed on to San Francisco but the Portland mail is held there four hours and twenty minutes, and then sent forward on a train that gets here whenever in the Providence of God it happens to arrive. Going out it is the same way. It doesn't matter when Portland mail gets to the East as it doesn't matter when it gets West. WHY ISN'T SOMETHING OF THE KIND TAKEN UP SERIOUSLY FOR PORTLAND SOMETIME?

The above paragraph is from a Portland paper, that has similar editorials daily. Is it possible that paper does not know Tom Richardson lives in Portland for the purpose of righting such things?

We in the rest of the state expect nothing of Tom but to boom Portland. His state development league at Salem last state fair was not allowed to MENTION ANYTHING ABOUT THE INTERIOR.

It is not possible that Tom is a mere cheap hireling of the corporations that are struggling and oppressing Portland? The rest of the state gets little at his hands in the way of development, but why Portland should suffer is a mystery.

What ails Portland anyway? Getting about all the increase in population that the whole state is making, absorbing people from the interior about as fast as the interior can get population, why should not the city get a square deal from the railroads, UNLESS, RICHARDSON IS ENTIRELY IN THEIR EMPLOY?

The Portland papers are hurting the whole state by their incessant personal warfare on E. H. Harriman. They are crucifying all Oregon to vent their spite on one man whom Portland has declared a public enemy.

WHY NOT DEVELOP THE WHOLE STATE ALONG WITH PORTLAND?

Why not treat Harriman as though he were anything but a thief and robber?

Why not get results for the whole state instead of holding everything up solely from the standpoint of how it affects Portland?

Hasn't the rest of the state some interest in the mail service as well as Portland?

Haven't we a state development league, THAT IS SUPPOSED TO SPEAK FOR THE NEEDS OF THE WHOLE STATE?

Didn't the state development league invite Harriman to come to Oregon and confer about the situation here?

Harriman comes to Salt Lake and calls his Oregon officials to meet him there, clearly showing that ABUSE OF HARRIMAN HAS BEEN CARRIED TOO FAR FOR THE WELFARE OF OREGON.

The Portland view of things is too narrow. It sees Portland only. It must broaden out if Oregon is to make rational progress.

PACIFIC COAST LUMBER.

Commenting on coast lumber and railroad rates, the New York Commercial editor writes:

The fight is on, and the fray is thickening in the contest between the Pacific coast lumbermen and the lumber interests of the South.

Competition was bound to come from these two great lumber interests, and the claim of each that the other is infringing upon its rights, or invading its territory, was to be expected.

Thanks to a low rate the Pacific coast lumbermen have been able to place their product, not only in the middle West, but even in the East.

Large business has grown up, thanks to the existence of a reasonable, if not low, freight rate.

This business, it is claimed by the western lumbermen, is done at a small profit in each case, but with a large aggregate profit for the business.

With a tremendous increase in lumber shipments has come a shortage of cars.

TO CORRECT THIS SHORTAGE THE RAILROADS HAVE ADOPTED A NEW SCHEDULE TO BE PUT INTO EFFECT THIS FALL, RAISING THE RATES TO SUCH AN EXTENT AS WILL REDUCE THE SHIPMENTS AND SO SOLVE THE PROBLEM OF CAR SHORTAGE.

A SIMPLER SOLUTION OF THE PROBLEM, NOT TO SAY A MORE UNBUSINESSLIKE ONE, COULD HARDLY BE IMAGINED.

To say that this reason for raising the rates is scoffed at by the western lumbermen is to put it very mildly.

An appeal to the Interstate Commerce Commission will probably determine what is a fair rate on lumber; if the rates are at present too low, the lumbermen will have to content themselves with a more circumscribed field of sales.

In that case, competition between the business interests of the South and the Pacific coast will adjust boundaries in the usual effective way, and each section will get the trade it is really entitled to.

That western Washington lumbermen should have pledged one hundred thousand dollars to fight the proposed advance in railroad freights on lumber seems just a little inexplicable without more detailed information as to what they propose to do with a fund of that size.

Possibly they propose to encourage further competition in railroad building, but it is well to remember that the Pacific coast will soon be no longer dependent on two systems of railroads for its transportation.

THREE NEW TRANSCONTINENTAL LINES ARE NOW HEADED FOR THE PACIFIC, AND IT IS NOT UNREASONABLE TO SUPPOSE THAT ALL OF THEM WILL BE IN THE FIELD FOR LUMBER TRANSPORTATION BUSINESS.

It hardly seems reasonable that the present roads, under these circumstances, would insist upon an advance of rates if there was a reasonable profit in the transportation itself.

AN EASY WAY TO ADVERTISE THE STATE.

And Tell Our Eastern Friends All About the Superior Opportunities We Possess.

On April 29th last the Oregonian published a special industrial edition devoted exclusively to the exploitation of Oregon. It probably contained more special and miscellaneous information about Oregon than any one publication that has ever been issued. It is peculiarly useful and valuable to the homeseeker, because it gives the latest and most reliable information about so many different subjects that the homeseeker is naturally interested in. Almost every department of industry is specialized, and both descriptive and statistical information of a highly valuable character is given extensively and in entertaining form.

Residents of Oregon who know its advantages as compared with the congested and depleted east, and who still have friends back there whom they would like to see here enjoying the good things of this favored state, can aid in a splendid work without cost and very little effort. If you think your friend would be interested in knowing more about Oregon and might eventually become a valuable citizen, send his name and address to the general passenger agent of the Oregon Railway & Navigation company or the Southern Pacific at Portland, and a copy of this special edition, with a complete summary of the several subjects treated, carefully indexed, will be mailed to him promptly. In this manner you may be the means not only of doing your friend a good turn, but of helping to stimulate the growth and prosperity of Oregon.

Don't forget that commencing September 1st and continuing daily for two months, tickets will be on sale at almost every railroad station in the east to all points in Oregon and the northwest at what has come to be popularly known as "colonist rates." These rates are the cheapest general long distance rates ever established, and enable one to reach Oregon from any part of the United States at but a trifle more than one cent mile. They are the greatest incentive to colonization and progressive home building of any known agency, and if the restless, dissatisfied resident of the East is made to know before-hand the advantages he can enjoy here, the problem is solved, and the star of empire will continue to move steadily westward.

Now is the time to spread the gospel of Oregon, so that it may be heard and heeded by the time the rates go into effect. Send one name or two, or a dozen, and you will be exerting a worthy influence toward the upbuilding of our state. Send them to your nearest Southern Pacific agent or to Wm. McMurray, General Passenger Agent, Portland, Oregon. 6t-eod.

If any one desires to learn how easily this country is governed he has only to take a stroll at this time through the half deserted bureaus of administration at Washington and Harrisburg.—Philadelphia Record.

The Limit of Life.

The most eminent medical scientists are unanimous in the conclusion that the generally accepted limitation of human life is many years below the attainment possible with the advanced knowledge of which the race is now possessed. The critical period, that determines its duration, seems to be between 50 and 60; the proper care of the body during this decade cannot be too strongly urged; carelessness then being fatal to longevity. Nature's best helper after 50 is Electric Bitters, the scientific tonic medicine that revitalizes every organ of the body. Guaranteed by J. C. Perry, druggist. 50c.

Idle money is not profitable. Every dollar ought to be earning something. If you have idle money on hand awaiting investment, you can make it earn three per cent by depositing it in our Savings Department, where it will be available when wanted.

Savings Department
Capital National
Bank

THE MARKETS.

Make Salem a Good Home Market.

SALEM MARKET.

Local Wholesale Market.
Eggs—18c.
Butter—32 1/2c; fat, 31 1/2c.
Hens—10c; young chickens, 11c.
Local wheat—75c.
Oats—33c.
Barley—\$21.
Flour—Hard wheat, \$5.00; valley \$3.85 @ \$4.00.
Mill feed—Bran, \$19.50; shorts, \$21.
Hay—Cheat, \$8.50 @ 9, and clover, \$7.00 per ton; timothy, \$11.00 @ \$12.00 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 1/2c.
Chittim bark—4 1/2 @ 5c.
Wool—20c.
Mohair—29c.

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

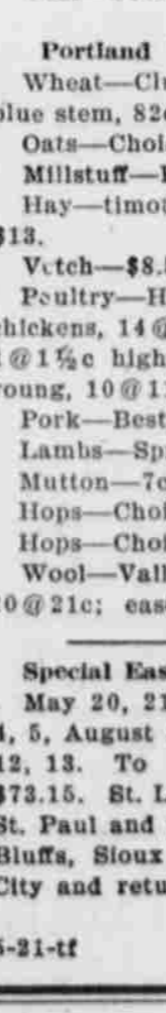
Retail Market.
Oats—White, \$30; wheat, 90c per bu.; rolled barley, \$27.
Eggs—25c.
Butter—Country, 30c; creamery, 35c.
Flour—Valley, \$1.15 @ \$1.20 per sack; hard wheat, \$1.35 @ \$1.40.
Bran—65c per sack; \$21 per ton.
Hay—Timothy, 85c per cwt; cheat, 60c; clover, 50c per cwt.; shorts, 95c per cwt.

Livestock.
Hogs—Fat, 6c.
Cattle—1100 @ 1200 lb steers, 3 1/2c.
Lighter steers—3 @ 3 1/2c.
Stock hogs—5 1/2 @ 6c.
Cows and heifers—900 @ 1000 lb, 2 @ 2 1/2c.
Lams—4 1/2c.
Veal—Dressed, 5 @ 7c.

Portland Wholesale Market.
Wheat—Club, 80c; valley, 80c; blue stem, 82c.
Oats—Choice white, \$25.
Millstuff—Bran, \$17.
Hay—timothy, \$15 @ \$17; alfalfa, \$13.
Vetch—\$8.50.

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. McMURRAY,
Gen. Pas. Agt.
6-21-tf



THE PUREST
And most delicious Soda it is possible to buy be found right here. A cool, refreshing pleasant drink in a great variety of flavors. All pure fruit syrups.

OUR ICE CREAM SODA
Is considered by all to be the best in town. All new and delightful Summer beverages at our soda fountain.

THE SPA
No. 382 State Street.

COMMON SENSE

Leads most intelligent people to use only medicines of known composition. Therefore it is that Dr. Pierce's medicines, the makers of which print every ingredient entering into them upon the bottle wrappers and attest its correctness under oath, are daily giving in favor. The composition of Dr. Pierce's medicines is open to everybody. Dr. Pierce being desirous of having the search light of investigation turned fully upon his formulae, being confident that the better the composition of these medicines is known the more will their great curative merits be recognized. Being wholly made of the active medicinal principles extracted from native forest roots, by exact processes original with Dr. Pierce, and without the use of a drop of alcohol, triple-refined and chemically pure glycerine being used instead in extracting and preserving the curative virtues residing in the roots employed, these medicines are entirely free from the objection of doing harm by creating an appetite for either alcoholic beverages or habit-forming drugs. Examine the formula on their bottle wrappers—the same as sworn to by Dr. Pierce, and you will find that his "Golden Medical Discovery," the great blood-purifier, stomach tonic and bowel regulator—the medicine which, while not recommended to cure consumption in its advanced stages (no medicine will do that) yet does cure all those catarrhal conditions of head and throat, weak stomach, torpid liver and bronchial troubles, weak lungs and hang-on-coughs, which, if neglected or badly treated lead up to and finally terminate in consumption. Take the "Golden Medical Discovery" in time and it is not likely to disappoint you if you give it a thorough and fair trial. Don't expect miracles. It won't do supernatural things. You must exercise your patience and persevere in its use for a reasonable length of time to get its full benefits. The ingredients of which Dr. Pierce's medicines are composed have the unqualified endorsement of scores of medical leaders—better than any amount of lay, or non-professional, testimonials. They are not given away to be experimented with but are sold by all dealers in medicines at reasonable prices.

CORVALLIS & EASTERN R. R.

TIME TABLE NO. 87.
Trains from and to Yaquina.
No. 1—
Leaves Yaquina 7:15 a.m.
Arrives at Corvallis 11:00 a.m.
Arrives at Albany 11:58 a.m.
No. 2—
Leaves Albany 12:35 p.m.
Leaves Corvallis 1:30 p.m.
Arrives at Yaquina 5:40 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 2:25 p.m.
Arrives at Corvallis 3:05 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 12:30 p.m.
Arrives at Albany 1:15 p.m.
No. 7—
Leaves Corvallis 6:00 p.m.
Arrives at Albany 6:40 p.m.
No. 11 (Sunday only)—
Leaves Corvallis 11:15 a.m.
Arrives at Albany 11:58 a.m.
No. 12 (Sunday only)—
Leaves Albany 12:35 p.m.
Arrives at Corvallis 1:18 p.m.
For further information apply to
GEO. F. NEVINS,
Gen. Pass. Agt., Albany, Ore.

SOUTHERN PACIFIC CO.

Time Card No. 48—Effective June 16.
Toward Portland—Passenger.
No. 16—5:23 a. m., Oregon Express.
No. 18—8:40 a. m., Cottage Grove Passenger.
No. 12—4:45 p. m., Shasta Express.
No. 14—9:28 p. m., Portland Express.
Toward Portland—Freight.
No. 222—10:55 a. m., departs 11:38 a. m., Portland Fast Freight.
No. 226—10:40 a. m., departs 11:38 a. m., Way Freight.
Toward San Francisco—Passenger
No. 11—11:03 a. m., Shasta Express.
No. 17—6:42 p.m., Cottage Grove Passenger.
No. 15—9:56 p. m., California Express.
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., arrives 11:25.

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Senator Jonathan Burness, Portland.
Representative W. C. Hawley, Astoria.
Representative W. R. Ellis, Portland.
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Attorney General, A. M. Crockett.
State Printer, W. S. Dunaway.
State Labor Commissioner, G. Hoff.
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Chief Justice, Robert S. Beane.
Associate Justice, Frank A. ...
Associate Justice, Robert ...
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R. King.
Clerk, J. C. Moreland.
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Balliff, P. H. Raymond.
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of Police.
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A. O. Condit, City Attorney ...
Jas. W. Martin, Street ...
Clerk.
John A. Darr, Chief of Fire ...
Department.
W. C. Smith, Health Officer ...
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Ways and Means—Jacob, ...
Churchill.
Ordinances — Greenbaum, ...
Goode.
Accounts and Current Expenses ...
Churchill, Radcliff, Bayne.
Streets—Downing, Stockton, ...
Public Buildings—Stockton, ...
Gesner.
Sewerage, Stolz, Jacob, Low ...
Plumbing—Fraser, Downing ...
ner.
Fire and Water—Low, ...
Goode.
Bridges—Gesner, Churchill, ...
er.
Health and Police—Haas, ...
Waldo.
Lights—Goode, Haas, Green ...
Printing—Radcliff, Haas, ...
Public Parks—Bayne, Green ...
Stockton.
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Moores, W. P. Babcock, Director ...
H. A. Johnson, Jr., Clerk.
J. M. Powers, City Sept. ...

We can hardly believe that ...
ston meant there is an ...
mob in San Francisco. Nothing ...
long remain unwhipped where ...
ston is.—Philadelphia Press.

Don't Be Illus ...
And lose all interest when ...
within reach. Herbine will ...
that liver perform its duties ...
ly. J. B. Vaughn Elba, Ala. ...
"Being a constant sufferer from ...
stipation and a disordered ...
have found Herbine to be the ...
medicine, for these troubles, ...
I believe it to be the best ...
its kind, and I wish all ...
from these troubles to know ...
Herbine has done me." ...
J. Fry.