

# STAYTON-SALEM-ELECTRIC GIVEN CORDIAL RECEPTION AT STAYTON SATURDAY

Saturday night will be remembered as a bright date in the history of Stayton. The little city on the Santiam was gaily decorated for a very successful horse show, and in the evening there was a rousing meeting at the City Hall to boost the proposed Salem and Stayton electric line.

A delegation of Salem business men went up and were given a cordial reception, and the enterprise was started in a way that will result in the long-desired line being constructed between the beautiful Capital City and the little gem of manufacturing towns on the Santiam. A plan for building the road with some capital, and to be owned by the stockholders, devoid of all stock-watering schemes, was formulated and gone over at a conference between the Salem representatives and the officials of the Stayton Commercial club at the office of Dr. Kitchen, and then submitted and discussed at the big public meeting called by the Stayton Commercial club, which has over 100 members who were nearly all present.

**Salem Men Spoke.**  
An invitation of President Freres, a delegation from the Salem Commercial organizations was introduced, and made strong practical business talks for the proposed railroad, backing their assertions with facts and figures, and an earnestness that convinced their hearers that they meant business and were not carrying any scheme of a grafting character.

Frank Hughes spoke of the business value of such a line of road, and the standpoint of better markets as a stimulus to filling the country with people, and the possibilities of the line as a fuel road. He stated that Salem is using about thirty thousand cords of wood annually and that the difference on the wood shipped out would pay for the road in five years, even at fifty cents per cord.

His remarks were heartily applauded, as were those of Gus Huckleston and York Richardson, who stated that the line meant new industries for Stayton, and new life to the long-neglected region, that had been going backwards in the last twenty years, while the cities on each end of the line were making great progress.

**Public Speeches Were Made.**  
After the plan had been fully presented by Gus Huckleston, Frank Jones, W. Y. Richardson, and E. J. Jones, the leading business men of Stayton arose one after another and expressed their approval and entire satisfaction with its feasibility. The speaker closed by saying he was prepared to subscribe for stock in the road to the full extent of his means.

E. D. Alexander: "I was one of the committee that went down to Stayton to see the head men of the Southern Pacific company, the Oregon Electric, and we got many kind words but no satisfaction. We came away feeling that we have got to do something if it is ever going to be done, and we are ready to act on the plan."

Frank Freres gave the plan his hearty approval. "The time has come to act, and I, for one, am willing to take my share. We have had much hot air talk and too many unworkable schemes submitted to me. I feel that this plan is within reach and the first bonafide one offered."

Chas. Buschcamp: "The plan proposed by the Salem business men is the only feasible and tangible proposition that has ever come before me. It is fair to Salem and fair to Stayton, and good for both ends and the whole. It will give us access to the markets now at Salem, the Southern Pacific and the Oregon Electric, to the river steamers. Now we wait with the rest of the freight to Stayton, and then in a mixed freight and lumber train to Woodburn. We want a direct line to the hub of the state, and the proposition offered is the best we can get and we should embrace it and act upon it at once."

J. M. Kitchen: "I am satisfied that we will never get a railroad unless we get it in this way and go down our pockets for it on the plan proposed. We have waited too long. Let us build it ourselves. The question asked about Stayton, 'Can a railroad be built?' can now be answered only one way: we are a mile and a half from one road—the C. & E. and three miles from another, the east side of the Southern Pacific. I have perfect confidence in the plan submitted and we can get help along the whole length if we ask for it."

Geo. Brown: "I am more than convinced that this is the only feasible way to get a railroad. There is no trouble to raise the capital and sufficient to make it go."  
A. D. Gardner: "I want to congratulate the Salem business men who are here with us tonight on the fact that they and their town have woken up to the fact that we have a great and undeveloped country up here. I am surprised that they have not woken up before. I have no doubt of the success of this enterprise. The fuel supply of the capital city is fast melting away, and we have at a low estimate 500,000 cords of fuel wood on any electric line that can be built up this way. Stayton is alive and is growing rapidly and our people are, after hearing the spirit of you Salem men, in a mood to join hands with you. Citizens all along the line who own lands and timber will help build it, and more than make it back again on the improved value of their lands. It will result in cutting up our big unimproved farms, fill the country with people. Stayton is the biggest manufacturing town in the world for the number of people. I am confident the road will easily be made self-sustaining and after it is built will sell well for cash."

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J. T. Kearns spoke from the standpoint of a practical railroad builder of twelve years' experience. "The grading can be done from Stayton to Stayton at \$1000 a mile for the dirt work. It takes 2650 ties to the mile and they can be bought for a great less now than a year ago. A company could get cheaper labor and bridge material now than for some time, or than it can get in the future. Salem and Stayton can build this road, and Salem alone can build it, but that is not necessary. Help can be got on a square deal all along the line. Make it a standard gauge electric line that you can haul a regulation freight car over. I have seen a great many railroads built and for a new line I would rather own this line than any I ever saw. It is easier to build than any line I know of in Oregon, and has a paying business ready for it the minute you have ten miles of track down."  
Geo. Spaniol: "It is the only feasible plan for this neck of the woods to get a railroad. I am heartily in favor of it and will put in all I can. Many of our people having been investing in mining stock, but here is something we will always get the direct benefit of, and it is right here at our own doors."

Chas. Streff: "I will help in this plan and this enterprise as much as I can. I am heartily in favor of the proposition. No outside interest will help us to get this road, but if we all do all we can, and all work together we can build the road and it will force other roads to come here. It will always be an outlet for our manufactures that will give us competition in freight, and connect us with the markets of the world."

Willis Caldwell: "The proposition looks right to me. Why sit here and wait for some outside power to come and help us when Salem offers to come to our rescue. Let us accept it and help push it along in good faith. Count me in."  
W. F. Ciegger: "I will do all I can to help make it go."  
Ellis F. Lambert: "I am satisfied it is the best way to proceed."  
J. W. Jackson: "I am willing to help build the road, and it is the first time in my life that I have ever been willing to take stock in a concern. But the way it has been put up is the best proposition of the kind that I have ever listened to."

The plan submitted by the Salem business men was then endorsed by an unanimous rising vote.  
O. V. Meyers, who is a property owner, moved that the plan submitted by the representatives of the Salem commercial bodies be approved and endorsed by the unanimous vote of the Commercial club and business men of Stayton, and that they pledge their hearty cooperation to secure the necessary stock subscription to build an electric road to Salem. Carried.

Geo. Brown and Willis Caldwell were chosen by the Stayton Commercial club to represent the business men of that city on the board of trustees for the stockholders, and with two members of the Salem Commercial bodies and one county official to be chosen to act with them, will submit a plan to finance the enterprise. Many of the Stayton men were ready to subscribe stock Saturday night but it was decided to have the organization perfect and get a more definite basis for action.

There was great enthusiasm for two hours, and all who expressed themselves at the meeting and afterward were perfectly harmonious and enthusiastic in their determination to take hold and build the line to Salem without waiting any further for other corporations or promoters. It is expected that action will be taken at Salem within a few days to complete the organization and submit the plan of procedure that has been adopted by the Stayton Commercial club to the Salem commercial bodies for their approval.

State of Ohio, City of Toledo, Lucas County, ss.  
Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of the Hall's Catarrh Cure.  
FRANK J. CHENEY,  
Sworn to before me and subscribed in my presence, this 6th day of December, A. D., 1886.  
(Seal.) A. W. GLEASON,  
Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.  
F. J. CHENEY & CO., Toledo, O.  
Sold by all druggists, 75c.  
Take Hall's Family Pills for constipation.

**New Corporations.**  
Pacific Mortgage and Construction Company—principal office, Portland, Oregon; capital stock, \$25,000; incorporators, T. J. Davidson, C. B. Wagner and G. B. Cline  
Comfort Style Shoe Company—principal office, Portland, Oregon; capital stock, \$2000; incorporators, J. D. Robinson, C. A. Nance and Emma L. Nance.  
Independence Cannery Company—principal office, Independence, Oregon; capital stock, \$10,000; incorporators, W. A. Messner, B. F. Jones, Verd Hill, H. Hirschberg and G. A. Wells.

**A Neighbor of Yours**  
as well as yourself is liable at any time to have rheumatism. We're all liable to have cuts or burns, bruises or scalds, crick in the back, neck or side—some kind of an ache or pain. Then heed this advice and tell your neighbors—Ballard's Snow Liniment relieves all aches and pains, and heals all wounds. Sold by all dealers.

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**A Neighbor of Yours**  
as well as yourself is liable at any time to have rheumatism. We're all liable to have cuts or burns, bruises or scalds, crick in the back, neck or side—some kind of an ache or pain. Then heed this advice and tell your neighbors—Ballard's Snow Liniment relieves all aches and pains, and heals all wounds. Sold by all dealers.

**Bond Approved.**  
The bond for \$1200 filed by the administrators of the estate of Gerald K. and Elizabeth Keeves was this morning approved by County Judge Scott.

**Lovers**  
of good health should prevent sickness instead of letting themselves get sick and then try to cure it. So long as you keep your liver, bowels and stomach in a healthy and active condition you won't get sick. Ballard's Herbine relieves constipation, inactive liver and all stomach and bowel troubles. Sold by all dealers.

**SPECIAL RATES TO WOODBURN HORSE FAIR.**  
To be held at Woodburn, March 25. For the above occasion, a rate of one and one-third on the certificate plan is authorized to Woodburn and return, via S. P. Co.  
WM. McMURRAY,  
General Passenger Agent.

**Kodol For Indigestion**  
Our Guarantee Coupon  
If, after using a \$1.00 bottle of Kodol, you can honestly say it has benefited you, we will refund your money. Try Kodol today on this guarantee. Fill out and sign the following, present it to the dealer at the time of purchase. If it fails to satisfy you return the bottle to the dealer from whom you bought it, and we will refund your money.

**Digests What You Eat**  
And Makes the Stomach Sweet  
R. C. DeWITT & CO., Chicago, Ill.

# OREGON'S OPPORTUNITY

COLONIST RATES from all parts of the United States and Canada to all parts of Oregon and the Northwest will be put into effect by

## THE OREGON RAILROAD & NAVIGATION CO. —and— SOUTHERN PACIFIC COMPANY

(Lines in Oregon)  
DAILY DURING MARCH AND APRIL, 1908.  
From the Principal Cities of the Middle West the Rates will Be as Follows:

FROM	TO SALEM	FROM	TO SALEM
CHICAGO	\$38	COUNCIL BLUFFS	\$30
ST. LOUIS	\$35	OMAHA	\$30
KANSAS CITY	\$30	ST. PAUL	\$30

Corresponding Rates from all other Eastern points. Stopovers at pleasure at all points in Oregon.  
The Colonist Rate is the greatest of all homebuilders. Oregon has unlimited resources and needs more people who desire homes and larger opportunities.

Oregon people can accomplish splendid results by heralding this opportunity to all the world. Send Oregon literature giving good reliable information about the state, far and wide. Call on the above railroads for it if necessary.

## FARES CAN BE PREPAID

Here at home if desired. Any agent is authorized to accept the required deposit and telegraph ticket to any point. Call on local agent or address.  
WM. McMURRAY,  
General Passenger Agent, Portland, Oregon.

Don't read this unless you are in need of some of these articles, and wish to save money by buying them at a bargain. Until March 30, in order to make room for new goods, these items will be offered at greatly reduced prices. These are all of standard make and good quality.

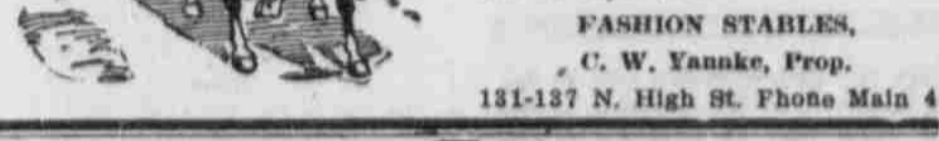
	Regular Price	Sale Price
One new 3-inch wagon, complete	\$110.00	\$ 95.00
One new buggy, best make	130.00	100.00
One new buggy, best make	95.00	80.00
One new runabout	55.00	42.50
One new disc harrow	22.00	17.50
One new Tiger drill	90.00	72.50
One new Buckeye blinder	160.00	135.00
One new Buckeye mower	60.00	48.50
One new Buckeye rake	32.00	29.00
One new Davis cream separator	100.00	65.00
One new 14-inch Rock Island Clipper steel plow	19.50	15.00
One new 12-inch Rock Island Clipper steel plow	17.50	13.50
One new 10-inch Rock Island Clipper steel plow	13.50	11.50
One new handmade light express	75.00	60.00
One new handmade light express	75.00	60.00

Also second-hand cultivator, mower and rake at a bargain.  
Single-trees, double-trees, neck-yokes, dashboards, cushions, at a 30 per cent reduction.  
An assortment of about \$300 worth of paints, lead, oil, varnishes and stains will be put on sale.  
I will also sell on commission any implement or vehicle which you may wish to dispose of, at any time.

## GEORGE B. JACOBS

Corner Pine and Front St. SALEM, OREGON

**YOU'LL ENJOY A DRIVE**  
In one of our rigs just as much as if you owned it. More, in fact, for you will have all the pleasure and only a mere fraction of the expense of a private stable. You are not limited in your choice of a turnout, either. Our livery service can supply anything you require, from a runabout to a coach and team. How can we serve you?  
FASHION STABLES,  
C. W. YANKE, Prop.  
131-137 N. High St. Phone Main 44



**Allen's BOSTON BROWN BREAD FLOUR**  
Is Self-rising. It makes Genuine Brown Bread, Toothsome Quick Biscuit, and a GLORIOUS BOILED PUDD  
Sold by All Grocers

**HAVE AN EARNEST CARE**  
For the comfort of the folks at home. Bundle up the family washing and phon No. 25 early Monday for us to send a wagon for the clothes. We will save you money, worry and discomfort, and save the clothes, as well. They will come back to you fresh, crisp and clean.  
WE DO IT RIGHT  
**The Salem Steam Laundry**  
THE LAUNDRY THAT KNOWS HOW

**LIME AND SULPHUR SPRAY**  
DEPENDABLE BRAND  
Manufactured by Gideon Stolz Company, Cor. Mill and Summer Sts  
SALEM, OREGON PHONE MAIN 20.  
We guarantee this spray to be a strictly pure lime and sulphur solution, test 29 to 31 Baume.  
For sale by FLETCHER ABERY, D. A. WHITE & SONS, TILLERSON & CO., R. D. GILBERT & CO. AND AT FACTORY.  
Price \$3.50 per barrel; \$1.50 credit for barrel, if returned.

**O. C. T. Co**  
Steamers Pomona and Oregon leave for Portland Monday, Wednesday and Friday at 10 a. m. and Tuesday, Thursday and Saturday at 6 a. m. For Corvallis, Tuesday, Thursday and Saturday about 6 p. m. M. P. Baldwin, agent. Offices and dock at foot of Trade street.  
M. P. BALDWIN, Agent.  
**THE AVENUE**  
Creams, loes, cigars and confections. Corner of Seventeenth and Asylum avenues. N. O. Baker, proprietor.

## Southern Pacific R. R. Time Card

Time Card No. 52 Effective Sunday December 29th, 12.01 A. M.  
Toward Portland Passenger.  
No. 16.—5:53 A. M. Oregon Express  
No. 18.—8:40 A. M. Cottage Grove Passenger.  
No. 12.—2:45 P. M. Roseburg Passenger.  
No. 14.—9:13 P. M. Portland Express.  
Toward Portland Freight.  
No. 222—5:00 P. M. Portland Fast Freight.  
No. 226—10:40 a. m., way freight arrives.  
No. 226—11:28 a. m., way freight departs.  
Toward San Francisco Passenger.  
No. 11.—11:03 A. M. Roseburg Passenger.  
No. 17.—6:45 P. M. Cottage Grove Passenger.  
No. 15.—9:56 P. M. California Express.  
No. 13.—2:01 A. M. San Francisco Express.  
Toward San Francisco Freight.  
No. 221.—2:43 A. M. Portland Fast Freight.  
No. 225—11:28 A. M. Way-Freight

## TIME TABLE CORVALLIS & EASTERN R. R.

Trains from and to Yquima.  
No. 1—  
Arrives at Corvallis ..... 11:00 a. m.  
Arrive at Albany ..... 5:55 p. m.  
Leaves Yquima ..... 6:45 a. m.  
Arrives at Albany ..... 11:58 a. m.  
No. 2—  
Leaves Albany ..... 12:35 p. m.  
Arrives at Yquima ..... 6:15 p. m.  
Trains to and from Detroit.  
Leaves Corvallis ..... 1:40 p. m.  
No. 3—  
Leaves Albany ..... 7:30 a. m.  
A. M.—6:00, 7:05, 8:05, 10:05.  
No. 4—  
Leaves Detroit ..... 1:00 p. m.  
follows, commencing Jan. 16, 1908:  
Trains for Corvallis.  
No. 8—  
Leaves Albany ..... 7:55 a. m.  
Arrives at Corvallis ..... 8:35 a. m.  
No. 10—  
Leaves Albany ..... 8:55 p. m.  
Arrives at Corvallis ..... 4:35 p. m.  
No. 6—  
Leaves Albany ..... 7:45 p. m.  
Arrives at Corvallis ..... 8:25 p. m.  
Trains for Albany.  
No. 5—  
Leaves Corvallis ..... 6:30 a. m.  
Arrives at Albany ..... 7:10 a. m.  
No. 9—  
Leaves Corvallis ..... 2:15 p. m.  
Arrives at Albany ..... 2:55 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  
WM. McMURRAY,  
Gen. Pass. Agt., Portland, Oregon.  
Jno. M. Scott, Asst. G. P. A.

## Oregon Electric Railway Company

**TIME CARD**  
Leaving Salem.  
Portland and intermediate stations, local ..... 6:15 a. m.  
Portland and intermediate stations, local ..... 8:05 a. m.  
West Woodburn, Wilsonville, Tualatin, Portland, limited 9:30 a. m.  
Portland and intermediate stations, local ..... 11:03 a. m.  
Portland and intermediate stations, local ..... 2:30 p. m.  
West Woodburn, Wilsonville, Tualatin, Portland, limited 4:02 p. m.  
Portland and intermediate stations, local ..... 5:35 p. m.  
Arriving Salem.  
Portland and intermediate stations, local ..... 8:35 a. m.  
Portland and intermediate stations, local ..... 10:45 a. m.  
Portland, Tualatin, Wilsonville, West Woodburn, limited ..... 11:15 a. m.  
Portland and intermediate stations, local ..... 1:25 p. m.  
Portland and intermediate stations, local ..... 4:50 p. m.  
Portland, Tualatin, Wilsonville, West Woodburn, limited ..... 5:47 p. m.  
Portland and intermediate stations, local ..... 7:50 p. m.