

**ARGUMENT FOR THE ARMORY BILL**

Referring to the bill passed by the last legislature to appropriate \$25,000 a year for four years to build armories for the National Guard of the state, which will be submitted to the people for approval or rejection at the coming election, it seems pertinent to inquire if the people understand the terms of the bill and the necessity that exists for this appropriation. The increase of values in the state is such that it is almost impossible for companies, outside of Portland, where a fine armory has been provided by Multnomah county, to find decent housing for the amount allotted by the state for company expenses. Many armories now used are mere barns, wholly unfitted for their purpose. The United States government is now furnishing nearly all of the military equipment for the state troops, amounting annually to more than fifteen thousand dollars and every captain is responsible under his bond, for over \$1,000 of U. S. property, which he has no means of properly caring for; a great deal of this property has already unaccountably disappeared, for, under these circumstances, to hold an officer financially responsible for all the property issued him and yet provide him no adequate means of protecting or caring for it does not seem to the lay mind to be right or just. The money provided for in this bill is more of a loan than an outright appropriation, as it provides that rent shall be paid to the state by each company for use of the armory. The companies to be provided with armories under this act are now paying about \$5,000 a year in rents which will in about thirty years return the whole amount to the state treasury. It is the policy of the Military Board that every place where a company exists the ground shall be provided for by the citizens of that town and when completed the building and ground will belong to the state and increase in value with the increase of population and business, so that in the end, the state will lose nothing and may make money on the transaction. The way in which the money provided, \$25,000 a year, makes an appreciable tax which no one can possibly feel, while the benefit to the state will be enormous. The state militia is not only a school for instruction in the military art and preparation for war, but is one of the very best schools for good citizenship. There is hardly a citizen in the state but what would have been benefitted and his character and usefulness increased by serving a term in the state guard. The rising generation this kind of training is of immense value, because this, the defense of the country, rests on the people. When the buildings are completed they greatly benefit the state guard. Armories will be their homes, military club rooms, where they not only meet and drill, but hold their games and athletic contests and social functions, so that they may keep up interest and enthusiasm in the unpaid military service. Congress will never provide a sufficient army to relieve them and that necessity and our people should take the same pride that every citizen should take in his military duty is a duty and trained to meet any emergency that may arise, and the National Guard is the only place to train the men who are patriots to give their time to their preparation and so make themselves of inestimable value to the country when trouble does come, and people should encourage and aid in every possible way. The report of the Adjutant General of the United States Army to the Secretary of War the following year to armories is here.

It is evident that to obtain and maintain a high degree of efficiency in the militia, provision must be made for the housing and comfort of the troops, as well as for their instruction. The military of the several states and of the United States has been equipped and has been furnished with arms, clothing, and transportation by the federal government, and at the last session of Congress provision was made for the construction, and the improvement of shooting galleries. In view of this, it does not seem to be unreasonable to expect the states to provide facilities for the training of the militia and the preservation of the armories and equipments furnished by the general government.

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Reliable automobile makers test every piece of metal that comes to the shop. This means better machinery, fewer accidents and safety for the man that rides in the car. Every check that you issue is closely examined when it comes to the bank for payment. This precaution is for your benefit. We employ trained officers to guard you against errors. A check account insures you safety at all times. A close bank connection will be an advantage to you in more ways than you think. Try it.

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**Recognized as a Food Product, and So Dealt With by the Government**

If it is being recognized the world over that the drinking of beer promotes temperance and sobriety to a far greater extent than all the prohibition laws on the statute books. All enlightened European nations are encouraging the manufacture and consumption of light beers containing about three and one-half per cent alcohol, and the result has been most gratifying to all sincere lovers of temperance. The United States government has taken a positive stand in this direction, the war department holding that the re-establishing of the army canteen for the sale of beer being an absolute necessity in the interest of temperance and sobriety. Beer is today recognized as a "Food Product," and is so dealt with by the government. All the great insurance companies have contradicted the lies that have been given currency through prohibition sources that the drinking of beer was a bar to securing insurance, and have lately published to the world at large the statement that those drinking beer moderately (not more than two quarts during twenty-four hours) were the very best of risks. The latest British life insurance reports show that the ratio of death rate among abstainers is thirty per cent greater than among moderate drinkers. Beer is pure and wholesome, and the day is not far distant when it will be as much a part of the daily subsistence of every family as are milk, bread and other food necessities. The beer brewed by the Salem Brewery Association is in every sense the very best that modern enterprise can produce. It speaks for itself and is its own best advertisement.

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The women who want medium-priced hats will be more than pleased with our display. The materials purchased from the largest import houses in America, in quantities that insure us the very best quotations. Trimmed by our own trimmers. Enabled us to make this great showing of popular-priced ladies' hats.

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In great variety. Never before have we shown such a beautiful selection, and all popular prices.

**Cheaper to Get**  
A new up-to-date hat, than to have that last year's one made over

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**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 Yaquina.

No. 1—  
Arrives at Corvallis ..... 11:00 a. m.  
Arrive at Albany ..... 5:55 p. m.  
Leaves Yaquina ..... 6:45 a. m.  
Arrives at Albany ..... 11:58 a. m.

No. 2—  
Leave Albany ..... 12:35 p. m.  
Arrives at Yaquina ..... 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 ..... 3:55 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.

**O. C. T. Co**

Steamers Pomona and Oronia 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.**

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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

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	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 binder	150.00	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.

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We guarantee this spray to be a strictly pure lime and sulphur solution, test 29 to 31 Baume.  
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Price \$5.00 per barrel; \$1.50 credit for barrel, if returned.