

THE CAPITAL JOURNAL

H. HOFER, Ed. and Prop.

An Independent Newspaper Devoted to American Principles and the Progress and Development of All Oregon.

Published Every Evening Except Sunday, Salem, Ore.

SUBSCRIPTION RATES.

(Invariably in Advance.) Daily, by carrier, per year \$6.00 Per month .50c Daily, by mail, per year 4.00 Per month .33c Weekly, by mail, per year 1.00 Six months .50c



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THE SALEM TO STAYTON ELECTRIC A PRACTICAL PROPOSITION.

The undertaking to build an electric line from Salem to Stayton is arousing more interest than any public enterprise that has been projected in many a day.

Business men at Salem and Stayton and at Turner and Aumsville realize that nothing will do so much to stimulate the development of these communities AS THIS LITTLE CROSS-COUNTRY LINE.

Short electric lines connecting points in the county with the county seat, and with the river steamer lines and railroads already at Salem will bring added wealth and prosperity.

This will be equally true of the towns connected by such cross-valley lines, as it will of all the lands through which such a line runs. THIS CAN BE PROVEN BY EVERY ELECTRIC LINE EVER BUILT.

No subject receives so much favorable comment among the live and progressive business men of this county as the proposition to make Salem the hub center of a number of these short railroads.

The Salem and Stayton Electric Railroad would double and treble the value of all the farming lands along the line, and WOULD ADVANCE EVERY FOOT OF REAL ESTATE IN THE TOWNS THROUGH WHICH IT PASSES.

Lands between Portland, Oregon City, between Tacoma and Seattle, and between Portland and Salem have all been advanced from two to ten-fold in value by the construction of electric lines.

The value of the lands alone—that is the added value would pay for the construction of the line and leave the owners of the property a large margin, AND NOTHING ELSE WILL DO IT.

The advance in the value of the farm products by having more frequent access to market, by having better markets at home and at the end of the line, would more than pay for the construction.

The added value of cordwood along the line from Salem to Stayton constructing this electric line would more than pay for the whole cost of the road, and HENCE THE ROAD ITSELF WILL BE A PAYING INVESTMENT.

The construction of one such line as from Salem to Stayton by the people benefited along the line and at each end, would be a splendid object lesson of enterprise.

It would do away with the mystery of high finance in connection with railroad building, and would be A DEMONSTRATION OF CONFIDENCE BY THE PEOPLE IN THEMSELVES, THEIR COUNTRY AND ITS RESOURCES.

When railroad managers build a line backed by a big corporation, they issue stocks and bonds and enlist eastern capital, and everybody who works for them expects big pay and right of way is very expensive.

Construction companies graft the corporation. The promoters demand large shares of stock, and the officials issue watered stock to themselves and build up a payroll of high salaried officials and attorneys.

All those methods make railroads cost twice as much as they should and THE REAL INVESTORS ARE ROBBED AS ARE THE PEOPLE WHO USE THE ROAD to pay pro-

fits and dividends on fictitious capitalization.

The people can cut all these grafting processes and build the Salem and Stayton railroad as a business proposition, as they would build a mile of fence, a cement sidewalk, or a street.

The people who take the stock under an honest management can be the owners of the property and it can be run for their benefit along the lines THAT WILL PRODUCE THE MOST BUSINESS AND ACCOMMODATE THE MOST PEOPLE.

If such a line can be built from Salem to Stayton, and we do not see why it cannot, it will be the first of a series of such lines that can all be built and operated on the same plan.

The country from Salem to Silverton will support such a line. The country from Salem to Dallas will support such a line. SUCH LINES WILL BENEFIT THE OTHER TOWNS JUST AS MUCH AS THEY WILL SALEM.

What is needed is a public sentiment and a public confidence in the short terminal lines as the best means of developing the towns and the country, and a management that will protect the small investor.

There is no reason under the sun why the owner of five acres, or one hundred acres or five hundred acres of land cannot become a stock holder in such a road for his own benefit.

There is no reason why a business man cannot be a stockholder in enterprise that WILL DO MORE TO BUILD UP TRADE IN EVERY COMMUNITY than any other means that can be employed.

Young men who want to see openings for business, and want to see the country fill up with people and develop more rapidly in five years than it otherwise would in TWENTY YEARS, FAVOR ELECTRIC LINES.

Why shall we wait for the manipulators or high finance and millionaires and money-kings to do for us what they will never do when they can make more money keeping the money out of circulation?

LET US HAVE CONFIDENCE IN THE MEN OF SMALLER MEANS in our communities who are active in business and who make money by their energy and brains and industry instead of relying on the grasping plutocrats of Wall Street.

The plan for constructing the Salem and Stayton electric railroad that has been endorsed by the Salem Board of Trade, the Stayton Commercial club, and by the people of Aumsville is perfectly fair and just. It is a plan DEVOID OF ALL THE MYSTERIES OF HIGH FINANCE and that is so plain and square there is no deception or tricky scheme possible under its operation.

There will be no great stock-watered corporation that will pay a big corporation tax and that will be open to innumerable official grafts, but a straight co-operative business plan.

EVERY DOLLAR OF STOCK SUBSCRIBED WILL GO STRAIGHT INTO CONSTRUCTION OF THE LINE, and will be publicly accounted for once a month and the people who put up the money will know what it is used for.

No debts or liabilities against the stockholders will be created and when the road is built there will be no mortgages on the property and no interest to pay out of its earnings.

The day five or ten miles of the road is done cars will run and the road will go to earning money, and THAT MONEY WILL BELONG TO THE STOCKHOLDERS, and will be used to redeem their stock if they want to sell.

If they do not want to sell their stock, the original stockholders become preferred stockholders and remain the owners of the property, the franchise, and all the transportation contracts and owners of the earnings.

All this is so plain there is no chance for any jugglery or sharp practice, and if the road is built on the plan that has been CAREFULLY WORKED OUT AND PUBLICLY DISCUSSED IT WILL NEVER BE JERGED.

The people have a right to be suspicious of the ordinary corporate management of a public service utility and no one can blame them for not taking stock in the usual brigand method of swamping such enterprises.

But let the people for once realize that the only way this enterprise can possibly succeed is to play fair

Blood Humors

Persistent Eczema—Druggist Advised Proper Medicine—Another Complete Cure.

It makes no difference how severe or long-seated a case of bad blood, humors, eczema or scrofula may be, Hood's Sarsaparilla cures just the same.

It has the greatest record of any medicine ever made. Has received the largest number of testimonials—40,366 in two years.

It is the one above all others for you to take if you need a thoroughly good medicine for your blood.

Read the following from Mr. C. C. Bailey, a well-known pump manufacturer, of Champaign, Ill.

"When I asked my doctor what that eruption which came under my right ear, and which had refused to yield to home treatment, he said it was a bad case of eczema and that it would take a long time to cure it. Another doctor said it was about the worst case he ever saw. I followed their advice for 16 months, and still the eruption would not heal. "One day I asked the druggist if he had anything he thought would do me good. He said if anything would cure me it was Hood's Sarsaparilla, and advised that I buy three bottles, watch the results, and be governed accordingly. There was such decided improvement at the end of that time that another bottle effected a complete cure." C. C. Bailey, 46 E. University avenue, Champaign, Ill.



C. C. BAILEY.

Hood's Sarsaparilla

Will convince and cure where given a fair trial. Buy a bottle today

from the start and all the way through and that THE CONFIDENCE OF THE PEOPLE CAN ONLY BE KEPT BY DESERVING IT.

The Board of Trustees of the Salem and Stayton electric railroad are business men. They do not pretend to know much about railroad building. They do pretend to be able to account for money and transact business.

These business men are successful men in their respective communities and carefully selected for their fairness and GOOD RECORDS IN DEALING HONORABLY WITH THEIR NEIGHBORS.

There will be those who say that it takes experienced railroad men to build and operate a railroad. Well good business men can buy materials, can disburse money, can let contracts, and can hire competent help.

If it is possible to make a worse showing of financial mismanagement of corporations THAN CAN BE SHOWN IN CONNECTION WITH THE AVERAGE RAILROAD MANAGEMENT we have yet to see it.

Professional railroad financiers have reached the point where they cannot sell bonds on the markets of the world, and if there are any railroads that have not been bankrupted several times we do not know of them.

We say this for we do not want the people to be bluffed out on this enterprise of helping themselves. The professional railroad manipulator will not willingly see the people help themselves.

The people are to be asked to sit down in this country and wait twenty years while Mr. Harriman and other sharpers CART MILLIONS OF MONEY OUT OF THIS STATE TO CARRY ON THEIR CAMPAIGNS OF CONQUEST ELSEWHERE.

Mr. Harriman recently took eight and a half millions out of the surplus of the O. P. & N. Co to buy the Erie railroad, or buy enough of the watered stock to get control of that property.

Some day a law will be passed that will compel railroad managers to spend part of the money they take out of a country in building new lines in that country. BUT WE CANNOT WAIT FOR SUCH LEGISLATION.

It is up to us as citizens of the richest valley in the world to say whether we will sit down and be the victims of industrial parasites and disgraceful conservatism or whether we will help ourselves.

Why should the men of the present generation sit down in this rich and beautiful valley and wait for the Oregon Electric, or the Southern Pacific or the Welch syndicate to come to their assistance?

There is an abundance OF IDLE CAPITAL LYING IN OUR BANKS that unless a proper system of securing the investor will come forth and help develop the country by building electric railroads.

There are at a low estimate 500,000 cords of fuel wood on the line between Salem and Stayton, and this community consumes fifty thousand cords per annum in city, county, school and state institutions, and private use.

The Turner commencing alone would be attended by ten thousand people IF IT HAD AN ELECTRIC LINE TO ITS DOORS, and that is where the Salem and Stayton electric would land passengers.

At a conservative estimate the Salem and Stayton electric with four cars making hourly trips would take in two hundred dollars a day and operating expenses could not be more than half that sum.

It costs no more to build a good electric line of railroad from Salem to Stayton than it will to build a GOOD BROKEN ROCK MACADAMIZED WAGON ROAD.

It will probably be many years before the people can get a broken

rock macadamized road built to Stayton at the rate we are going, and under the kind of laws we have.

An electric road will bring ten times the business and ten times the development to that town on the line that a macadamized wagon road would bring; and create new business THAT A WAGON ROAD WOULD NEVER CREATE.

An electric road under a good business management will be a paying enterprise to those who put their money into it, and will be worth twice as much five years from now as it is today.

An electric road adds greatly to the wealth of the country through which it passes, and is kept up WITHOUT BECOMING A CONSTANT BURDEN ON THE TAXPAYERS.

Not speaking by authority, but judging from utterances of the men who compose the board of trustees, they WILL TAKE FROM ONE TO FIVE THOUSAND DOLLARS' STOCK EACH IN THE PROPOSED LINE.

It is a safe guess that fifty thousand dollars of the stock will be taken before over the stock subscription reaches the city of Salem, and there is not a business man in this city who cannot afford to take some stock.

The committee will submit a prospectus Saturday of the cost of the proposed line, and of the probable earnings of the line. ON THIS BASIS THEY WILL ASK THAT STOCK BE TAKEN.

So far no man has been asked to take a dollar of stock, but many have volunteered to take stock and have told the members of the Board of Trustees that they were ready to help the project.

No subscription in the way of a subsidy or donation will be asked for or expected. Not a dollar will be asked for but on the basis of a good investment WHICH WILL BRING IMMEDIATE RETURNS.

But if the road costs \$150,000, AND IT WILL NOT COST MUCH MORE THAN HALF THAT, and if every dollar of stock were a donation, and the road were built and operated, it would pay to build it.

All who help this enterprise will have made their money back long before the two years roll around when they would be given an opportunity TO HAVE THEIR STOCK REDEEMED AT PAR.

Every dollar of the money will be expended for labor and material, all produced here but the steel rails, and will be turned over and over in the channels of business and helping to make better times.

It is the busy nimble dollar that is rolling from hand to hand that makes good times and builds communities at a rapid rate. The idle congested hoarded dollar helps a strong belief in credit BUT THAT IS WHERE ITS INFLUENCE STOPS.

But of what is the credit of the individual or the community if it is not used for some practical purpose. Neither money nor credit have any useful value unless they are used.

We have had our fill of politics the past sixty days. We have got through calling names and ripping up each other's character and motives. It is time to be doing something to build up our fortunes and our country.

There are more fortunes to be made and more wealth to be added to our communities by the construction of electric lines than by any other means, AND WHY NOT BEND EVERY ENERGY ON THAT WORK?

Let us build this line from Salem to Stayton and not put it off, and not allow ourselves to be put off with excuses that some one else will do it for us if we will only wait.

The man who makes love successfully does it while he is young and fresh and does not wait until he is a timid old bachelor. NEITHER DOES HE WAIT FOR SOME OTHER FELLOW TO DO THE COURTING.

Let us reach out for connections with all the surrounding country.

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:

Table with columns: FROM, TO SALEM, FROM, TO ALBANY. Rows: CHICAGO \$38, ST. LOUIS \$35, KANSAS CITY \$30. Other cities: COUNCIL BLUFFS, OMAHA, ST. PAUL.

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 utilizing 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.

Let us link our neighbors to us with rapid transit. It will do us good and benefit them, and make our country bloom with enterprises.

MILLIONS TO BE RID OF RATS

San Francisco, April 18. — One million dollars to rid San Francisco of rats, or \$2.25 per rat.

That a rat crusade is a costly undertaking, even more so than most people would imagine, is evidenced by estimates made by the federal health authorities and the city's health committee. Up to the present time \$75,000 has been expended in this work and when the last rodent that can be found is killed \$540,000 more will have been handed out as expenses. It is figured that the cost of killing each one is \$2.25.

The government employs about 250 men and pays their wages. This expense has amounted to about \$35,000 a month since last summer, when the federal authorities took charge of the crusade. The total allowances for this purpose have been approximately \$250,000. At the same rate of expenditure it will cost \$140,000 more, as it is expected that the campaign will continue through August.

The citizens' committee has received contributions amounting to more than \$150,000 and it is estimated that \$100,000 more will be needed to carry the work through August.

It was not a question of money—Neither side used money in the Direct Primary.

Prolonged Life

There are many persons living to-day, whom doctors have given up to die. Dr. Miles' Heart Cure has added years to their lives. It strengthens the heart nerves and muscles, restores normal heart action, so that it can send the blood through the veins to nourish and sustain life.

"I am glad to recommend Dr. Miles' Heart Cure and Nervine for they have been of great benefit to me. The doctors said I was liable to die any time; my case was incurable. I was told this by doctors in this village and Southern Minnesota. I have used four bottles of Heart Cure and the same of Nervine, and although not a young man, having passed through the war, I feel younger than I did before. I am feeling better in every way and sleep like a healthy six year old boy. I was advised to use your medicines by a man who is now a perfect specimen of manhood. He tried Dr. Miles' remedy and he said it cured him of heart trouble, twelve years ago after the doctors had given him up to die. CHAS. E. MURPHY, Verdala, Minn.

Dr. Miles' Heart Cure is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails he will refund your money. Miles Medical Co., Elkhart, Ind.

The machine carried one proof—No. 2—by two votes—Chas. E. Murphy, the seven Salem precincts about 160. They tied in No. 1.

"One Touch of Nature Makes Whole World Kin." When a rooster finds a big worm he calls all the hens in farm yard to come and share it. Similar trait of human nature is observed when a man does something exceptionally good—wants all his friends and neighbors to share the benefits of his generosity. This is the touch of nature makes the whole world kin. It explains why people who have been cured by Chamberlain's Cough Remedy write letters to the publishers for publication, that others may have relief. Behind every one of these letters is a warm hearted desire of the writer to be of use to someone else. This remedy is for sale at Sine's drug store.

CASTORIA

For Infants and Children. The Kind You Have Always Bought. Bears the Signature of Chas. H. Pettey.

AMUSEMENTS

Auditorium Holter Bldg. Morning, afternoon and evening sessions. The Vaudeville. Moving pictures and musical songs, every afternoon and except Sunday and Monday afternoons.

Fine Home for Sale

Party with cash better investment. Price reasonable. Address H., care Journal.

CASTORIA

Bears the Signature of Chas. H. Pettey.



YOUR IDLE MONEY. Might just as well be earning interest. We pay three per cent interest and you can draw all of it or part of it at any time. SAVINGS DEPARTMENT CAPITAL NATIONAL BANK