



Wink At the Grocer and get at the bottom of this

Read It Before You Eat It

K-T-C

TAYTON AND SALEM ELECTRIC GIVEN A BIG BOOST FRIDAY NIGHT

Committee of Twenty-Seven of the Capital City's Most Tireless and Aggressive Workers Has Been Organized to See It Through

will fight for a railroad to Stayton and at a well attended meeting of business men held at the board of trade rooms last night for an aggressive campaign.

The Men Who Will Be on the Firing Line. The committee that has done the promotion work so far is: FRANK HUGHES, RICHARDSON, HUCKENSTEIN, ...

Committee of 29 as appointed by Chairman Huckenstein stands as follows: Rodgers, H. W. Meyers, D. J. Fry, R. E. Downing, C. M. G. Deckabach, Frank Waters, Frank Durbin, J. W. Culver, ...

Huckenstein on taking the chair said that what had been done so far was a mere beginning. He said that the committee of the Salem Electric had been organized to see that the road was built.

He favored forming a large committee to canvass the situation and raise this stock subscription. John A. Ditter of Sublimity, who was in the city today said their town had 'hopped out' \$60,000 worth of cream last year. They would have a large amount of business in all other lines of freight and produce. He had taken ten shares of stock in the first street car line and never regretted it. He would put \$200 into this line and consider it a good investment, whether he ever got a dollar of it back.

see this go and it was a good business proposition. He was heartily in favor of it. The Stayton road would help us more than even the Oregon Electric. It would be a terminal line and that was what was needed more than through lines. Frank W. Watson said the plan was a good one and should be extended to Mehama. The business men of Salem should take hold of it. There were many who when they understood it better would take hold and help this road. If a dollar was brought into this city by this railroad the business men would get it and a live committee. The price of farm land and of business opportunities would double and triple. It was worth the effort as men whose lands advanced would sell out and come to the city and build up fine homes.

R. K. Page of the Portland Electric made a good point by showing that the indirect returns were greater from all such enterprises than the direct returns and far greater. Men of faith and courage were pioneers and benefactors to the community. This was the forerunner of an electric line to Silvertown. Electrical transmission lines were the forerunners of general manufacturing development. Vast reservoirs of power were now available for a number of little electrical lines. The Stayton line would not cost as much as paying ten blocks on each of three streets.

Clarence Bishop said the younger men of the community were ready to take hold of this enterprise and come through it reasonably assured that it was going to be a success. Salem was capable of building this road to Stayton.

Conrad Krebs told a story of a man standing on a street corner trying to sell a \$20 gold piece for \$10. The Stayton electric line was worth not \$100,000 but \$300,000 to this city if it was worth a cent. The Oregon Electric was bringing more business to Salem than it was taking away. We must take advantage of our opportunities when they come. When Huntington started his electric railroads out of Los Angeles people said he was crazy. But towns sprang up like mushrooms,

and today Los Angeles had 300,000 people and Huntington was becoming one of the richest men in the United States.

F. G. Deckabach said that this community lacked was enthusiasm. We must take hold of this in a vigorous manner with a committee of our live boosters. We had more miles of street car lines than any city in this size in the world.

J. H. Cradlebaugh spoke of the lack of collective aggressiveness. There were plenty of citizens who had beautiful homes and were enterprising individually but our streets showed we were weak collectively. The change was coming and Salem showed the effects of it already. He told how E. E. Lytle with less than \$225 and a mere telegraph operator had built 76 miles of railroad and come out with a million dollars of money. Five men in two hours raked \$50,000 one day and the next day enough to build the road. If Salem really felt it needed this road it could get it.

D. A. White said his firm would do all that was necessary on their part to make it a success. On motion the Board of Trade committee on transportation was invited to co-operate with the general committee already created. Carried.

F. G. Deckabach moved that a committee of twenty be named to conduct a canvass of the city for the Salem and Stayton electric railroad. Carried.

Chairman A. Huckenstein named the following as committee of twenty: (United Press Leased Wire.) F. W. Steusloff moved that the committee meet Monday at 11 a. m. to organize the campaign. Carried. Adjourned.

HOLLISTER'S Rocky Mountain Tea Nuggets A Daily Medicine for Busy People. Brings Golden Health and Renewed Vigor. A Specific for Constipation, Irritability, Loss of Sleep, Trembling, Dropsical Swelling, Impure Blood, Bad Breath, Singing Ears, Headache and Backache. It's Rocky Mountain Tea in a Nut Shell. Write a box. ...

PRESIDENT JOSSELYN REPLIES TO MAYOR RODGERS

SAYS HIS COMPANY HAS SOLD ITS BONDS AND IS NOW READY TO PAVE COMMERCIAL ST.—WANTS PLANKING CLAUSE CUT OUT.

Portland, April 26, 1908.—Hon. George F. Rodgers, mayor, Salem, Oregon. My dear sir:—My attention has just been called to your letter to the common council of the city of Salem, read at their meeting last night, on the subject of paving the street railway road bed on State and Commercial streets, in the city of Salem, from which it would appear you feel that we have not acted fairly with you in the matter. In order that a correct expression of the affair may be given you in writing, the following is respectfully submitted:

The first discussion of the paving question in Salem covered only three blocks of State street, from Commercial street east. Before we were willing to go ahead and do this paving (which is not required under our franchise) we wished to have our present franchise modified, so that the requirements of planking our street railway tracks could be removed; as with the provision of our present franchise requiring us to plank our tracks, the paving by us in any other manner, would be of questionable legality. In these discussions we proposed, in the event of our being given a new franchise, with such changes as we thought necessary, that we in return would not be required to pave more than five blocks in any one year. I was led to believe that this was satisfactory to the city.

When the question of specifications for paving was considered, we demurred against the use of Belgian blocks, grooved rails and concrete foundation, and in threshing this out it was agreed that if we were given a modified franchise, as requested, and the city would change the specifications for paving to vitrified brick and tee rail, that we would then agree to pave all of State street from Commercial to the Southern Pacific railway, and nothing was said at that time about the paving of any other street.

On the basis of above understanding, we have prepared our plans and specifications for paving State street from Commercial to Twelfth; all material has been ordered, and we are waiting for its arrival on the ground to send our men to do the work. I was informed by a representative of the brick people that the brick was on the ground in Salem, but found that the brick that arrived there was not for us but for some one else. We are now telegraphing the brick people to hurry forward these shipments and to advise when they will be laid down in Salem. Rails for this work should have been in Salem ten days ago, but for the inability of the Southern Pacific company to furnish us cars for the purpose. They promised to furnish us cars, and we advised you thereof, but on their arrival here they turned out to be gondola or coal cars, in which we could not load our 60-foot rails. By personal appeal at Mr. O'Brien's office yesterday, I succeeded in gaining the promise that cars are to arrive at our freight yard this afternoon, when the rails will be loaded and shipped promptly. Soon as the material is on the ground our men will be sent down there for the purpose of completing our portion of the work, with a little delay as possible. In the meantime, nothing of a tangible nature has been done by your council in regard to passing our proposed franchise amendment, which was a prominent feature of our agreement as to the paving of State street.

On Friday or Saturday of last week you called me up by telephone in regard to the paving of Commercial street, and up to that time I had no knowledge whatever of the subject, notwithstanding I find today that notice of intention to improve was advertised in one of the Salem papers as of April 9th. I was very much surprised when you told me of an intention to improve Commercial street this year, and promptly advised that I did not know where the money was coming from to do our portion of the work, unless the Salem people could purchase enough of our bonds to cover its cost.

Advices just received from the East indicate that all of our available bonds have now been sold, and we are therefore provided with what money is required for the additional Commercial street improvement; and are ready to go ahead with that work in our desire to assist in the rebuilding and improvement of Salem, with the assurance that our franchise amendments, among other things eliminating the planking provision (which I believe is not less objectionable to the people of Salem than to ourselves) be promptly passed by the council and the vitrified brick pavement we are about to lay on State and Commercial streets thereby be in accordance with our franchise.

Therefore, let it be understood that we are perfectly willing to do our paving and reconstruction work for eight blocks on State street and five blocks on Commercial street, upon the assurance that prompt action will be taken in amending our franchise, which amendment features I believe have been agreed to. Very truly yours, S. JOSSELYN, President.

Headache Sufferers

Do you want relief—in just a few moments and no bad after-effects.

If so, you have only to take, Dr. Miles' Anti-Pain Pills.

If subject to headache, have them with you always. No harm can come from their use, if taken as directed, as they contain no opium, chloral, morphine, cocaine, chloroform, heroin, alpha and beta eucaine, cannabis indica or chloral hydrate, or their derivatives. Ask your druggist about them.

It gives me great pleasure to be able to refer to the Dr. Miles Anti-Pain Pills as the best remedy we have ever had in our house for the prevention and cure of headache. My wife who has been a constant sufferer for years with the above complaint, joins me in recommending Dr. Miles' Anti-Pain Pills, hoping they may fall into the hands of all who suffer. J. I. BURR, Watervliet, N. Y. Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will benefit. If it fails, he will return your money. 25 doses, 25 cents. Never sold in bulk. Miles Medical Co., Elkhart, Ind.

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WANT AUTO LINE TO THE VALLEY. Ralph Ackley and Rollie Watson Arrive with Their Touring Car from Portland.

Rollie Watson returned from Portland the first of the week with his new touring car which it is his intention to put in operation between this city and the valley during the months of July, August and September, and as late thereafter as he is able to run the line on schedule time. The car is a 40 horse power Pope-Hartford, and as handsome a car as ever struck this section of the country. Rollie went to Portland last week and after spending a couple of days in the metropolis left, in company with his wife and Mr. Ralph Ackley for a trip up through the Willamette valley.

After a four hundred mile spin up through the valley, calling at Newberg, McMinnville, Salem and Dallas, Watson headed the car for the coast via Sheridan and Dolph.

CANDIDATE IN KLAMATH FOR COUNTY SUPERINTENDENT. J. G. Swan a former Lebanon young man and a son-in-law of Rev. J. Carleton, who now resides at Klamath Falls, is the Republican nominee for county school superintendent of Klamath county. He has been principal of the Klamath Falls high school for several years.

Mr. Swan was reared near Lebanon and was educated in the schools of the county and at Albany college, and is one of the county's best educated young men. He was eminently successful as a teacher in the school here in this county. His success in the school room assures a competent administration in the office of superintendent to which the people of Klamath will surely elect him.

The Cause of Many Sudden Deaths.

There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure, or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, causing catarrh of the bladder, or the kidneys themselves break down and waste away cell by cell. Bladder troubles almost always result from a derangement of the kidneys and a cure is obtained quickest by a proper treatment of the kidneys. If you are feeling badly you can make no mistake by taking Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy.

It corrects inability to hold urine and scalding pain in passing it, and overcomes that unpleasant necessity of being compelled to go often through the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. Swamp-Root is pleasant to take and is sold by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle of this wonderful new discovery and a book that tells all about it, both sent free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.