

TELECONI SECRET OF LIFE SAYS DR. LARSON

People Who Laughed at James Austin Larson as a Crank Five Years Ago Now Admit He Was Just that Many Years Ahead of the Times.

Portland, Ore., July 6.—"What is Teleconi?"

The query was propounded to James Austin Larson, the originator of the science of vibration, which he has given the name Teleconi, and by which he has effected cures in Tacoma, Seattle, Vancouver, B. C., Portland and elsewhere that have startled many and caused medical men to ask: What is it this man possesses that accomplishes what medicines fail to accomplish? Mr. Larson was busily engaged in putting his affairs in shape for his visit to Salem, where he will be located at the Willamette hotel for a time, but stopped long enough to respond:

"Teleconi is Life."
"Yes," said Mr. Larson, "Teleconi is the secret of life."

Asked to be more definite, Mr. Larson continued:

"Teleconi is vibration—vibration is the life. There is vibration everywhere. It applies to—in fact—is wireless telegraphy. It is the basis of photography. Vibration governs our hearing. The vibrations strike the eardrum and we hear. Music is vibration. Tune to violins to the same pitch; hang one on the wall and strike a note on the other. The one on the wall will respond. Cover the walls with violins tuned at the same pitch and the sound will be deafening."

Science Yields a Point.

"Science begins to yield to electricity—vibration—the credit to which it is entitled. What was once regarded as a vagary is fast becoming a recognized fact. Fifteen years ago," said Mr. Larson, "a man who would have told of the possibilities of wireless telegraphy would have been pronounced crazy. Now the newspapers are filled with reports of the achievements of the wireless. Messages are sent hundreds of miles and there is no longer room for skepticism on the subject."

Mental Telepathy.

"Mental telepathy," continued Mr. Larson, "once scoffed at, is now an established fact. It is not gained by any intelligent person. Whenever the human body ceases to send forth or receive vibrations, it is dead. It has gone back to the original dust or clay. Vibration has ceased and the human being has passed away never to return in human form."

"The sick person getting back health is merely having restored healthy vibrations. Eliminate the vibrations and the world would be a dead plant."

Wants Only Credit Due.

"I am taking no especial credit for what I have accomplished with Teleconi," said Mr. Larson. "I was merely certain that I could apply to the human body what others had applied to mechanics. Marconi harnessed vibrations and perfected the wireless telegraph. Ben Franklin discovered vibrations of electricity in the air and learned how to utilize them. Thomas A. Edison, the master mind, applied the science of vibration to light and power. He established a new era in his particular field and accomplished wonders that the average mind deemed incapable of accomplishment."

Teleconi's Special Field.

"Teleconi," concluded Mr. Larson, "finds its special field in constipation. It is this dread ailment that is the cause of nine-tenths of the complaints human flesh is heir to. There is nothing miraculous in cures effected by the treatment. There is nothing supernatural—nothing to conceal. Teleconi is the developed science of vibration, and that it will cure the ills it is promised to cure is established by actual results."

"Teleconi is most effective in rheumatism, nervousness, paralysis, all stomach troubles, in fact, in many of the ailments to which flesh is heir—including that much-abused and mistaken disease—appendicitis."

There is a battle on over the injunction plank at Denver. But the greatest battle in American politics is being fought out in Oregon between the pencil-mark on the ballot and the dollar-mark on the U. S. senate.

RAILROAD COMMISSION HAS TASK

TO DETERMINE PHYSICAL VALUATION OF RAILROAD PROPERTY IN THIS STATE FOR PURPOSE OF TAXATION.

One of the facts that is staring the people of Oregon in the face is while Washington has 1000 miles of steam railroad under construction, not a mile is being built by the Harriman system in this state, the work that was begun on the Drain and Coos Bay line has been entirely stopped and the steel rails hauled away.

That the Harriman system has been treated liberally and fairly by the people of Oregon is shown by the light taxation of those properties that has prevailed. But even that is changing, as in the past seven years valuations of farm lands have been increased about 300 per cent, while railroad property is assessed six times as high as it was seven years ago.

To get at the true valuation of the railroads of the state, and also to ascertain the true valuation of their lands and stumpage and put them on the assessment rolls is a task now undertaken by the people of this state.

It is believed to be a fact that the Harriman lines in Oregon earn more money than in any other state in the Union, and the people want to know why not a mile of new construction is undertaken by the system that has a practical monopoly of transportation in Oregon?

Conservative men fear if there is not more of a policy of reciprocity shown by Harriman towards Oregon there will be radical legislation if not confiscation as far as the courts will permit. At any rate the farmer and merchant who is assessed on the full cash value of his land and merchandise will not stand to have railroad property assessed at one-half its true value, and at the same time have the great railroad kings bear none of the burdens of developing the neglected areas of this state.

The convention that has been called at Coos Bay in August will ask for a showdown and renew the battle for a square deal for Oregon.

A Salem special to the Portland Journal has this to say:

The Oregon railroad commission has undertaken the gigantic task of determining the physical valuation of all the railroad lines in this state. Only four states—Texas, Minnesota, Wisconsin and Washington—have so far accomplished it, but nearly all are coming to the conclusion that it must be accomplished before the railroads can be fairly dealt with in exercising the rate-making power.

The supreme court of the United States has determined that the railroads are entitled to earn a fair profit on their investment. The problem is, however, how these investments are to be determined. In the case of Smythe v. Ames the supreme court endeavored to lay down what must be considered in making an estimation of the valuation of a railroad.

"In order to ascertain that value," says the court, "the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stocks, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by statute, the sum required to meet the operating expenses, are all matters for consideration and are to be given such weight as may be just and right in each case."

The cost to the Washington state commission was approximately \$50,000. The work has just been completed under the supervision of an expert who was paid an enormous price for his services. The result is regarded as quite satisfactory and the work will be a foundation and a guide for the Oregon commission to follow.

In states where the physical characteristics are similar to those in Oregon and Washington, the task of determining railroad work was comparatively easy. It is a state of prairie and plains. In Oregon the mountainous topography renders it necessary to determine each mile separately. For example the cost to the Northern Pacific in building its roads over the mountains from Seattle to Spokane was \$300,000, a cost far in excess of the engineers' estimates. The grade varied and were in no place the same.

The Oregon commission has adopted the method followed by Wisconsin. The railroads will be asked to furnish the information and it will

be checked over by the commission. It is less expensive than the Washington method, which was an original research of the records in the railroad offices and a measure of every foot of railroad in the state.

Some progress has already been made. The railroads have submitted the original cost of constructing the Umatilla & Central and Columbia Southern branches of the Oregon Railroad & Navigation company and also the estimated cost of reconstructing those roads, at this time. These figures, however, are far from the actual value of the roads and all those steps must be taken that were laid down by the United States supreme court.

The railroads are no longer resisting the efforts of state commissions and toward the latter part of the investigation in Washington they gave considerable assistance to the commission. In Oregon they are furnishing the figures very graciously and employ their own office force to seek them out.

MUST BELIEVE IT

When Well-Known Salem People Tell It So Plainly.

When public endorsement is made by a representative citizen of Salem the proof is positive. You must believe it. Read this testimony. Every backache sufferer, every man, woman or child with any kidney trouble will find profit in the reading.

Jacob E. McCoy, retired, living on Capital St., beyond Mill creek, Salem, Or., says: "There has been no reason for me to change my good opinion of Doan's Kidney Pills which I expressed through our papers three years ago. I procured the remedy at Dr. Stone's drug store at that time and received the most gratifying results from their use. I was relieved of kidney complaint of several years' standing. The principal symptoms were in connection with the kidney secretions and any strain or over-exertion often caused hemorrhages of the kidneys. Nothing I had found in the way of medicine gave me any satisfactory relief until I got Doan's Kidney Pills. They gave prompt and lasting benefit. I have recommended them ever since then when occasion has arisen."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

Albany Bible School.

The Albany Presbyterian College Summer Bible school opens July 17. Saturday Dr. Homan of Willamette university speaks afternoon and evening.

The daily class and conference work is as follows: The Minor Prophets, the Epistles of Paul, by Rev. S. F. Vance, of Cincinnati; The Psalms by Rev. Dr. R. H. Washburn, Willamette university Divinity school; The Gospels and Religious Pedagogy by Rev. F. H. Gieselbracht of Chicago. Methods of Young People's Work by Rev. C. T. Hurd, state president Christian Endeavor society, Corvallis; Home Missions, Dr. W. S. Holt, field secretary Pacific Coast, Portland; Sunday School Methods, Professor James F. Ewing, Portland; Foreign Mission Conferences by various leaders.

All sessions will be outdoors, and camping places will be provided; fee for all privileges for ten days \$2.50. Reduced rates are promised on all railroads leading into Albany. A stereopticon and moving picture machine will be provided. Dr. Crooks is planning to build up another Chautauqua at Albany. Congressman Hawley speaks on the 27th on "Religion and Public Life."

The Ple of Merry New England.

In delivering ourselves the other day of a thoughtful essay upon the coincidence of the decay of Puritanism and pie we may have been misunderstood, for what we designed to call attention to was a falling off in the quantity not the quality, of pie consumed in New England. The pie of merry New England still holds its primacy; it still has its Phidias, its supreme artists, who appeal to the palate and peristalsis of their countrymen. It is for these great artists, and they are largely Puritanesses, to say the first and last word on pie; the mere outsider may indulge in the piffle of picares, may even carp in criticism and comment of the bonne bouche, under certain conditions, but when the art of the master is discussed with flippancy, when the supremacy of the work is questioned, when primacy and supremacy are claimed for the inferior products of inferior regions and races, a shocked community rises in indignation to protest against a Philistinism which is perilously close to sacrilege. The Sun has been putting on airs about pie and its lore; it should put them off at once; it as-

J. L. STOCKTON

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Ladies' Suits Reduced

All of those high class La Vogue and Fine Bros. Suits as well as the medium priced street suits are reduced without reserve.

\$10 SUITS	Reduced to.....\$6.60
\$15 SUITS	Reduced to.....\$10.00
\$18 SUITS	Reduced to.....\$12.00
\$20 SUITS	Reduced to.....\$13.34
\$25 SUITS	Reduced to.....\$16.67
\$30 SUITS	Reduced to.....\$20.00
\$35 SUITS	Reduced to.....\$23.34
\$40 SUITS	Reduced to.....\$26.67
\$50 SUITS	Reduced to.....\$33.34
\$60 SUITS	Reduced to.....\$40.00
\$75 SUITS	Reduced to.....\$50.00

\$10.00 Suits

Our \$10 Suit Sale is the talk of the town. Remember we offer any \$15 to \$16.50 suit in our store for

\$10.00



5 and 10c Ribbons

A line of Taffeta and Satin Ribbons worth 15c to 25c a yard reduced to.....10c YD

A line of Taffeta and Satin Ribbons worth 8c to 15c a yard, reduced to.....5c YD

Jap Cushion Tops 15c each

Just the thing for porch and outdoor cushions.

SILK SUITINGS 25c A YARD

Only a few patterns left. You will be surprised at this offering and really wonder how we can afford to sell these good fabrics in neat, tasty patterns for 25c a yard.

sumes too much; it is getting on dangerous ground, into a field of knowledge and art in which it is alien; it should recognize its limitations and not bring grief to a proud and pie fed people.

Pie is the pabulum of the Puritan brain; that it appeals to the palate is a mere detail; that it feeds dyspepsia and fosters indigestion is merely a coincidence. Linked as it has been with the Puritanism, pragmatism and poetry of New England for ages, pie has attained an almost sacrosanct station in the affections of the people; and who shall pull it down? We have noted with surprise and indignation the efforts of the Sun to dethrone pie, to speak of it lightly and irreverently; we have watched its insidious efforts to boost the pie of Virginian and to reach the solar plexus of Yankee pride by satire and scoff; and of late, recognizing the futility of trying to turn the great heart and appetite of America from pie, it has sought to erect itself into a supreme court on all questions of pie.

The march of time, the changing interests of the age, the shifting of the center of population, the growth of the West and the coming of new peoples, have threatened and weakened the supremacy of New England in many ways. The poets and publishers have gone to New York, the South stretches a greedy hand for our calicoes, while Ohio reaches for our leathers and our shoes; the bloodroot of Chicago challenges the sarsaparilla of Lowell, and the plasters of Terre Haute rival the pills of Lynn and Lydia; but in one great department of human activity New England is still supreme, even though her sway and primacy may be questioned by envious rivals—Pie. We tell this to the Sun more in sorrow than in anger, with the hope that it will cease its assaults on a historic and honored institution, and that if it must add to its literary lure the department of pieology it will come to New England for its pieographers.—Boston Traveler.

lies wholly in the field of conjecture. Receivers have taken charge in rapid succession of the Western Maryland, the Pittsburg Wabash Terminal and the Wheeling and Lake Erie. No one will be able to deny that it is an entirely laudable thing for any man or coterie of men to try to construct or to connect up a railroad system across the entire American continent. But neither can any one pretend that such a vast enterprise is not weighted with a fearful financial burden.

To build a terminal property in any of the leading cities of America with the necessary belt line or ordinary approach alone costs as much today as it did once to lay 1000

SALEM MARKET.

Local Wholesale Market.

Eggs—15c.
Butter—Creamery 25c.
Cows—\$3 @ 3.50.
Hens—9c; young chickens, 12c.
Local wheat—\$5 @ 90c.
Oats—40c per bu.
Barley—\$25.
Flour—Hard wheat, \$4.50 @ 4.80.
Valley, \$4.00.
Hay—Cheat, \$13 @ 14; clover, \$3 @ 9 per ton; timothy, \$14 @ 15.
Onions—3 1/2 c.
Hops—1907 crop, 4 @ 4 1/2 c.
Cascara Bark—3 to 3 1/2 c.
Mohair—15c.

Retail Market.

Oats—\$1.45 @ 1.50 per cwt.
Wheat—\$1.00.
Rolled barley—\$31.
Eggs—17 1/2 c.
Butter—Country, 20c; creamery, 30c.
Flour—Valley, \$1.10 @ 1.20 per sack; hard wheat, \$1.40 @ 1.45.
Bran—90c per sack; \$31.50 per ton; shorts, \$1.25 per sack.
Hay—Cheat, \$16.50 @ 17; clover, \$15; cheat, 55c; clover 80c per cwt. Orange—\$2.65 @ 2.75.
Livestock.
Hogs—Fat, \$5.50.
Stock hogs—\$4 @ 4.50.
Steers—3 1/2 @ 4c.
Veal—5 @ 7c.

Tropical Fruits.

Bananas—\$6.50.
Oranges—\$3.75 @ 4.00.
Lemons—\$4 @ 4.50.

Portland Market.

Poultry—Hens, 14 1/2 @ 15c; ducks, 17 @ 18c; pigeons, old, \$1 per dozen.
Milkstuffs—Bran, \$26.
Hay—Timothy, valley, \$7.50; alfalfa, \$12.

miles of track across the Western prairies. As equipment increases in weight it rises in cost. This fact renders the building of new railroads or their entrance into big cities a more expensive operation every year. But there is the compensating feature that it also steadily makes more valuable every foot of existing roadway. — Philadelphia Press.

Remember the Special Day at Chautauqua Lecture by John Sharp Williams, Gladstone Park, Oregon, July 10. For the above occasion round trip tickets will be sold for ONE AND ONE-THIRD FARE. Sale date July 10, limit July 13. Good going only on train No. 18. WM. MURRAY, J. M. SCOTT, G. P. A., S. P. CO., A. G. P. A., S. P. CO. 6-6-57.

Chas. Miller, Miss Miller and Geo. Hoyt of Jefferson were in the city today.

There Is a Lot of Unnecessary Eye Trouble

In this world. We allow ourselves to become nervous and fretful. Weeds of care overrun the garden of the heart when they should never be allowed to take root.

A GREAT DEAL OF THE PRESENT EYE TROUBLE

is caused by people selecting Glasses for themselves that are unsuited for their eyes.

WE SUPPLY THE BEST

after thorough examinations and tests.

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