

THE CAPITAL JOURNAL

E. HOFFER, Editor and Proprietor

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OREGON AT THE SEATTLE FAIR.

This state has not only maintained a fine building at the Seattle exposition but Marion county has kept up a fine display of fruit there.

The county exhibit was brought before the attention of the fair visitors by Mr. W. A. Taylor of Macleay, and in addition to that the Salem Board of Trade was represented.

Other counties have done the same, and altogether Oregon was the best advertised state on the Pacific coast, and has been getting the benefits of its investment.

Thousands of tourists have been directed through our state, have stopped off and visited Portland and Salem and other western Oregon cities.

Hundreds of homeseekers have bought ranches and fruit lands in western Oregon and many of them have located in Marion county.

The Capital Journal has sent hundreds of copies to be distributed at the fair, and many persons have walked into this office with papers in their hands.

They have said: "We are pleased with your exhibits and we are delighted with what we have seen of your city and state."

This good work will be kept up to the end of the exposition and several hundred copies of this issue go to Seattle.

Fair visitors who are interested in Oregon are stopping off at Salem every day and are well cared for by the Board of Trade and enterprising citizens.

They find the bright growing capital of a great state, where streets are being paved, hundreds of new houses are going up and general thrift and prosperity prevails.

They find also that here is a community that is well governed and whose citizenship stands for the higher ideas of order and good business administration.

To such a community they are welcomed, where schools and colleges are provided on a liberal program, where churches are already built, and industries established.

Seattle fair visitors will find Salem people ready to give them a cordial welcome and show them what they have of good things.

WILL THE PEOPLE SUSTAIN THE SUPREME COURT?

The fierce attacks that are being made on the supreme court come from a political element that demands plunder.

The old Republican machine in Oregon was designed after the Platt-Depew-Quay corporation order of political organism.

They do not approve of the direct legislation, direct election of United States senators and direct nomination program of reforms.

It puts the bosses and corporation politicians at a disadvantage because they could never operate openly with the people.

So it is perfectly natural that the machine should abhor a supreme court that has upheld the people's reform program at all points.

The Oregon supreme court has never flinched in standing firmly for the better order of things that has been inaugurated by the independent citizenship of the state.

Unfortunately four of the five members of the Oregon supreme court go out of office next year and must be re-elected.

In 1910 two Republicans and two Democrats will have to be renominated and re-elected if the present supreme court is kept intact.

Like any other branch of the public service, new men are always not able to do full duty the first year or so that they are in office.

In order to have plunder for the so-called assembly that is to overthrow the direct primary law, the machine must have places, and to have places it must make vacancies.

So the process has begun of making the present court obnoxious in the eyes of as many people as possible and thus prepare the way to nominate men who shall be true to the machine.

Will the people sustain this program, or will they keep the present justices of the supreme court, keep a non-partisan court that is squarely for the progressive program of popular rights?

That issue will be sharply drawn in the coming campaign. The cry of the Oregonian that the judges are indolent and taking long vacations is not founded on fact.

The cry that the Oregonian cannot get judgments in the courts is without foundation in fact.

We doubt if it can prove that there is a harder working body of men in the public service than the supreme court.

But all that makes no difference when it is necessary to have places for political trading stock.

If the people are wise they will keep the two Republicans and the two Democrats and keep a non-partisan supreme court.

They will keep a court that has stood squarely for the will of the people and made practical the long-cherished dream of a sovereign commonwealth.

Hamiltonianism is all right up to a certain point for the national welfare, but it is being overworked to resuscitate a political regime that belongs to the 'sixties.

The people of Oregon will protect their political liberties when they stand by a court that executes the will of the people.

BATTLE FOR DEVELOPMENT IN OREGON AND IDAHO

(Brownsville Western Monthly for September.)

Although Oregon has adopted the word "Beaver" for a nickname in place of Webfoot, Oregon continues to fly with her own wings. This is the secret of rushing thousands of men into the canyon of the Deschutes and the pass through the Cascades from Natron to Klamath Falls. It is the fear of the empire builders that the people of Oregon may learn to help themselves to build railroads, that is driving the tracks of steel into undeveloped portions of the state in twenty different directions. What has caused this remarkable change in the conditions of landlocked portions of the Inland Empire? The greatest factor in transforming a territory of 50,000 square miles, which railroad builders have regarded with listless apathy for twenty years, into a seething hotbed of promotion, construction and even armed rivalry for occupation, has been the educational campaign conducted for the past year by what is known in the newspapers as the Oregon-Idaho Development Congress.

That congress, which celebrated its first anniversary August 20-21 on Coos Bay with a clam bake, barbecue, concluding with a grand ball and banquet to the assembled boosters, has had the nerve to hold ten conventions during the past year. To this word "nerve" might be added the word "gall" and the term "effrontery," because it has been purely a paper organization, without even the grace of an incorporation, devoid of any financial backing, a commercial congress without a treasurer, for the expense of which not even a collection has been taken up, to say nothing of a warrant being drawn on its treasury. It had these ten conventions, each lasting two days, held in the cities of Marshfield, Roseburg, Vale, Salem, Boise, Ontario, Weiser, La Grande and Burns, a string of progressive municipalities—beams on the rosary of boosting communities across Central Oregon and Southern Idaho, had programs pulled off before their astonished citizens covering from four to six assemblies in their opera houses, where addresses were delivered, songs were sung, bands played and toastmasters presided at banquets, where every speech made, every sentiment expressed, every word uttered was for development, development, development.

Figure up these audiences any way you like, there were not less than 5,000 people addressed by the speakers at each congress. This means that 50,000 people heard and applauded the arguments for development along the line of the people helping themselves. To what? Better waterways, better highways, automobile roads, electric railroads, steam railroads—anything to break up the isolation of the great undeveloped interior. Can you think what this means to a region like Coos Bay and Curry county, with their illimitable forests and immeasurable coal fields, 100 miles from the nearest railroad? Can you understand the thrills of hope that fill the bosoms of the stalwart ranchers in the great Harney valley, a region half as big as Illinois, all lying 150 miles from a railroad, when there is held out to them not only hopes but specific plans for bringing to their doors modern transportation facilities?

Not only have audiences totaling 50,000 people heard the addresses of the brightest public speakers of two states along these lines, but the newspapers of two states have carried to the ears of a million people the pleas for more progressive policies and the eloquent appeals for organized self-help.

The two great results to the communities needing development have been: First, greater confidence in the matchless industrial resources of the Inland Empire; second, an aroused conscience and determination to help ourselves to secure some of the advantages of modern

civilization by and for the present generation.

In addition to this, and what is probably a still greater achievement, the eyes of the whole world have been directed upon the undeveloped portions of Oregon and Idaho, as the richest and most productive virgin territory untouched by railroads in the United States. The attention of millions of people, including the brainiest railroad builders in the United States, have been riveted upon Southern Idaho, Central and Western Oregon, as the coming region for the free-play of lighting enterprises and quadrupling purposes of money making. Out of all this propaganda and education along one particular line, is flowing a stream of population to the regions undergoing development that is increasing every day. On top of this, there is more actual railroad construction undertaken than in any other part of the region west of the Rocky mountains.

The campaign of education conducted by the unsalaried, unsung and unrestrained boosters of the Oregon-Idaho Development Congress has only been the hot-air part of their program. The organization from its inception has had a very definite program in the shape of a political campaign. In its first meeting held in Marshfield, a committee on resolutions brought in a report broadly outlining the proposition of placing the whole power of the two commonwealths—executive, legislative and judicial—behind the cause of development. Two commissioners were appointed by the governor of each state—a highway commission and a commission on legislation. In Oregon the legislative commission formulated a General Port Commission Act, which has become the law of Oregon and under which the west coast harbors will be improved by Port Commissioners, backed by full powers of levying taxes and issuing bonds, to be expended in deepening the waterways, improving the shore line and preventing monopoly of the water fronts. The legislative commission also recommended an amendment to the Oregon constitution which was put through the legislature and will be submitted to the people at the next election. It is a bluff, as some have represented, to coerce Mr. Harriman into building railroads into the interior. It is a deliberate attempt to arm the people with full powers of railroad construction if that is deemed necessary and advisable. The congress went a step further and secured the enactment of the district railroad bill at the hands of the Idaho legislature. That bill was enacted into a law and approved by Governor Brady, and if it is not knocked out in the supreme court, will become the greatest weapon of self-help ever placed in the hands of a sovereign people. It may be predicted that the united legal talent of all the corporations will be directed at the overthrow of this piece of legislation. Unless it is overthrown, railroads will be built as simply and as easily as an irrigation canal, a drainage ditch, a macadam road or country school house. The owners of the land will build and own the railroad exactly as they do the other things, in the interest of their own preservation. They will not undertake to run the railroad any more than they would undertake to teach the school, because they can hire persons to do either much cheaper and much better than they can do it themselves.

Last, and still greater by far than the educational campaign or the political campaign has been the practical work undertaken of locating, financing and constructing a steam railway from Coos Bay through Central Oregon to Boise, Idaho, and Sal Lake, or Butte, Montana. It is a square fight to secure a transcontinental connection with a great deep-sea harbor on Coos Bay, not controlled by Harriman interests.

Three surveying parties have been

put in the field, one from Coos Bay east to Roseburg or Eugene, one east and west from Burns, and one west and north from Boise. These surveys are being made by high-class railroad engineers; are paid for by local contributions; backed by a holding corporation with only \$50,000 capital stock, so placed that the enterprise cannot be sold out or sidetracked, and right of way secured as fast as the line is located. Terminal facilities on Coos Bay and in the City of Boise have already been negotiated for.

The new peoples' transcontinental line is rapidly assembling assets that will extend into the millions. Subsidies are already offered at different points on the line, in the form of cash bonuses and townsites, and the whole enterprise has been placed in the hands of a board of three directors: William Grimes of Marshfield, Geo. H. Shellenberger of Boise and Wm. Hanley of Harney county. It will take several years to build a railroad across the tremendous areas of waste land between Boise and Coos Bay, but where there is a will there is a way and no such formidable array of determined men has even been put together as are behind this project. The board of directors, the local committees and commercial organizations, backed by almost the united press and political influence of two great states, form an aggregation of influences which, under tactful leadership, cannot but produce results.

GIRL WAS KILLED AND BOYS RAN AWAY

[UNITED PRESS LEASED WIRE.] San Bernardino, Cal., Sept. 18.—Little Florence Brown, the 11-year-old daughter of W. Brown, of Rialto, lies dead at her home today as the result of the accidental discharge of a 22-calibre rifle in the hands of two playmates, Leroy and Elton Magoon, aged 11 and 10 years, respectively.

The little girl went to the Magoon home late last evening for milk, and while waiting for her pail to be filled stood in the kitchen doorway and watched the boys cleaning their rifle. The gun was discharged accidentally, the bullet penetrating Florence's right lung. She died within a few minutes.

Realizing what they had done, the Magoon boys dropped the rifle and fled from the house. They have not been seen since the tragedy, nor can their whereabouts be learned.

The cook, who was in the kitchen at the time, was the only witness to the affair. The bullet, which bored its way through the little girl's body, narrowly missed him.

The empty head is easily wrinkled into furrows that look like deep thought.

It Saved His Leg.

"All thought I'd lose my leg," writes J. A. Swenson, Watertown, Wis. "Ten years of eczema, that 16 doctors could not cure, had at last laid me up. Then Bucklen's Arnica Salve cured it sound and well." Infallible for skin eruptions, eczema, salt rheum, boils, fever sores, burns, scalds, cuts and piles 25c at J. C. Perry's.

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Taft in Minneapolis THIS MORNING

[UNITED PRESS LEASED WIRE.] Minneapolis, Sept. 16.—President Taft arrived here at 7:45 this morning. He breakfasted at the Commercial Club.

When his train pulled into the station thousands were waiting to greet him. Much enthusiasm was displayed as the chief executive stepped from his car into a waiting automobile.

Many people delude themselves by saying: "It will wear away," when they notice symptoms of kidney and bladder trouble. This is a mistake. Take Foley's Kidney Remedy, and stop the drain on the vitality. It cures backache, rheumatism, kidney and bladder trouble, and makes every trace of pain, weakness and urinary trouble disappear. J. C. Perry.

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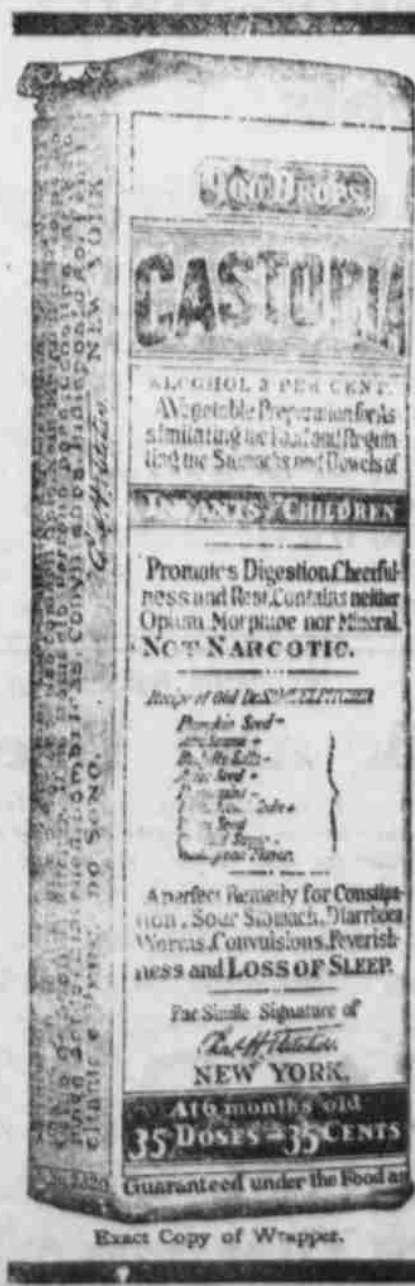
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The prayer that rises in the heart always works a way to the feet and fingers.

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