

THE CAPITAL JOURNAL

E. HOFER, Editor and Proprietor.

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The Alumni of the State Normal ask your support for that school. You know we must have teachers. We must educate the boys and girls; a trained teacher is the best agency for this. The cost is four cents a year on a thousand dollars. Vote Yes for Monmouth, and settle this question. J. B. Y. BUTLER, Sec. Com.

FILLING CENTRAL OREGON WITH PEOPLE.

The Capital Journal is in receipt of the first instalment of literature got out by the Hill lines to fill Central Oregon with people.

The colonization methods of the Hill system are very thorough and will result in the transformation of central Oregon, and at a very rapid rate.

All persons interested in Central Oregon should address the Passenger Department at St. Paul for printed booklets and circulars about lands in that section.

The Great Northern will print millions of pages at its own expense to compel immigration into this region and will follow it up with literature. S. J. Hillson, General Passenger Agent of the Great Northern Railway Company at St. Paul, Minnesota, writes this office:

"The Oregon Trunk Railway is now building its lines down the Des Chutes Canyon into Central Oregon. When it reaches Bend, it will have tapped a region of more than twenty million acres of timber, farming and grazing lands that has hitherto been without Railway facilities.

"I take pleasure in sending you, under separate cover, a copy of the Great Northern Railway's first publication exploiting the opportunities for the homeseeker and investor in this region, a pamphlet entitled 'Opening up Central Oregon.'

"This is our opening gun in a campaign of publicity which we trust will within a short time populate the millions of acres of broad prairie land lying in Wasco, Crook, Lake and Klamath Counties with the same virile and thinking type of farmer that is now transforming the prairies of Montana into farms of tremendous agricultural wealth producing power.

"About 30,000 copies of this pamphlet have already been circulated. An additional edition of 25,000 will be received from the printer this week.

"The Great Northern Railway has in preparation now a larger and more comprehensive booklet regarding Central Oregon which will be distributed throughout the East as soon as it can be taken from the press.

"The distribution of booklets is but one of the means we will use to attract settlers into Central Oregon. Other methods which have been used to advantage in the East, such as the display of samples of agricultural products raised in Central Oregon contained in an exhibit car to tour the Eastern States, as well as permanent agricultural shows in some of the larger Cities, will be used.

"We anticipate that the settlement of Central Oregon will be comparatively rapid, and will be a repetition of the experience of the Great Northern Railway in populating the prairie land lying along the main line in Montana. For years the broad prairies stretching to the north and south of the Great Northern Railway in Montana were considered of practically no value for farming purposes. Today fillings are being made on government homestead lands in the United States Land Office at Great Falls and Glasgow, at the rate of about three thousand per month and 350 steam plowing outfits have been shipped into that region since January 1, 1910.

"If this experience can be repeated in Central Oregon, it will be but a matter of two or three years before the vast stretches of unfilled prairie land in Lake, Klamath and Crook Counties will be converted into waving grain fields, and comfortable farm homes.

"Fifteen years ago, the lands in the Big Bend country of Washington, along the main lines of the Great Northern Railway were in the same primitive condition in which much of the land in Central Oregon can now be found. Today, millions of bushels of wheat are shipped from that section. This can be repeated in Central Oregon, and we will do our utmost to bring about this much desired result."

THE HELPER OF THOSE WHO ARE IN TROUBLE.

In the latest Revised Version the word Jehovah is defined from Hebrew as 'the ever living Helper of those who are in trouble.'

"I will lift up mine eyes to the mountains: from whence shall my help come?"

"My help cometh from Jehovah, who made heaven and earth.

"Behold, he that keepeth Israel will neither slumber nor sleep.

"The sun shall not smite thee by day nor the moon by night.

"Jehovah will keep thee from all evil: he will keep thy soul.

"Jehovah will keep thee from going out and thy coming in from this time forth and forever."

THE WORLD LOSES A GREAT KING.

The death of Edward the Seventh of England will be mourned among all the nations of the civilized world.

He was beyond question the greatest of all the European monarchs, and his influence was for good.

He was a man of the people, unobtrusive, gentlemanly and far-sighted. In the sense of his universal sympathy.

Six months after he came upon the throne he established a lasting and honorable peace in South Africa.

Within a year after his accession the troubles in Ireland were settled, and an era of prosperity ushered in.

In all his dealings with the colonial possessions of Great Britain he has been intelligent and liberal.

He exercised a magnificent influence on the Emperor of Germany for the peace of the world.

His successor will be largely guided by the policies for the good of England and the world at large.

The fame and the policies of Edward will long survive him, and his greatness will be more fully appreciated with the lapse of time.

A Skin of Beauty Is a Joy Forever

Advertisement for Dr. T. Felix Gouraud's Oriental Cream. Includes image of the cream bottle and text describing its benefits for skin care.

RESUME OF OREGON'S DEVELOPMENT WORK IN VARIOUS SECTIONS FOR 1909

Col. E. Hofer, President Oregon-Idaho Development Congress in Brownsville's Western Monthly.

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 builder 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 clambake, 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 the 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—heads 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 assemblages 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 5000 people addressed by the speakers at each congress. This means that 50,000 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 ranches 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 plan for more progressive policies and the eloquent appeals for organized self-help.

To 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 our 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, 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 lightning 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 con-

ducted 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 commissions 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 no 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 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 overturned, 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 work undertaken of locating, financing and constructing a steam railway from Coos Bay through Central Oregon to Boise, Idaho, and Salt 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 side-tracked, 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 ever been put together as are behind this project. The board of directors, the local committees and commercial organization, 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.

If your Stomach, Heart, or Kidneys are weak, try at least, a few doses only of Dr. Shoop's Restorative. In five or ten days only, the result will surprise you. A few cents will cover the cost. And here is why help comes so quickly. Dr. Shoop doesn't drug the Stomach, nor stimulate the Heart or Kidneys. Dr. Shoop's Restorative goes directly to the weak and falling nerves. Each organ has its own controlling nerve. When these nerves fall, the depending organs must necessarily falter. This plain, yet vital truth, clearly tells why Dr. Shoop's Restorative is so universally successful. Its success is leading druggists everywhere to give it universal preference. A test will surely tell. Sold by Capital Drug Store.

Advertisement for Capital National Bank, Salem, Oregon. Lists capital, surplus, and undivided profits, and names of officers and directors.

Advertisement for Park Riding Gallery. Promotes horse riding with plenty of seats for spectators at 5c per ride of five minutes. Includes contact information for J. F. Priehs.



Appetite Gone, Nerves Unstrung, Sleepless, Thin, Pale, Tired. "Last spring my health was completely broken down. My appetite was gone and I was in unstrung nervous condition, unable to sleep. I became thin, pale and was languid and tired all the time. Hood's Sarsaparilla restored me to perfect health. It aided the worn out nerves of my digestive organs to do their duty, and I was once more able to eat and properly digest my food. I slept peacefully the entire night, and now I feel new life and vitality course my veins." Julia C. Tilson, 501 West Monroe St., Jacksonville, Fla.

Hood's Sarsaparilla

Is Peculiar to Itself. It makes people well and keeps them well.

A jury has been chosen to try F. August Heinze, accused of misapplying funds of the Merchants bank, of New York.

Do It Now. Now is the time to get rid of your rheumatism. You can do so by applying Chamberlain's Liniment. Nine cases out of ten are simply muscular rheumatism due to cold or damp, or chronic rheumatism, and yield to the vigorous application of this liniment. Try it. You are certain to be delighted with the quick relief which it affords. Sold by all good druggists.

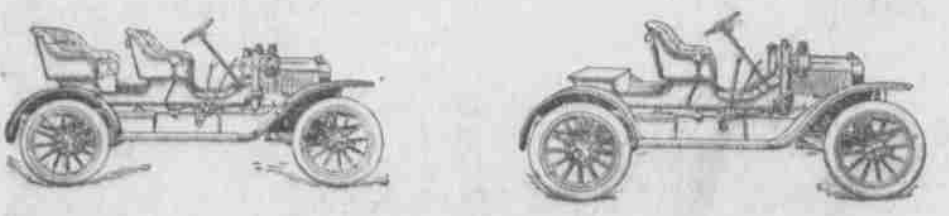
Advertisement for South Salem Market Place, Poisal & Shaw, General Grocery Store. Lists various goods and contact information.

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A SENSIBLE CAR AT A REASONABLE PRICE AND SECOND TO NO CAR AT ANY PRICE.

From the first, Maxwells were built with an eye to the needs of the average user and the requirements of the average American road with its varying surfaces. At this writing more than 20,000 Maxwell cars are in use and give satisfaction to their owners. In road races, track competitions, hill climbs and in endurance runs the Maxwells have carried off first honors, and it is conceded by all that they have set a high standard of automobile value.



Model Q, 20 H. P. with or without double Rumble Seat.

Table listing price lists for different Maxwell models: Model Q 22 H. P. Runabout (\$1,025), Model Q 4, 22 H. P. Sportsman (\$1,125), Model Q 2, 22 H. P. Surrey (1,075), Model E 30 H. P. Touring Car (1,650), Model Q 3, 22 H. P. Touring Car (1,125), Model G 30 H. P. Toy Tonneau (1,725), Model A A, 12 H. P. (725 detachable). Magneto Included in all Models.

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