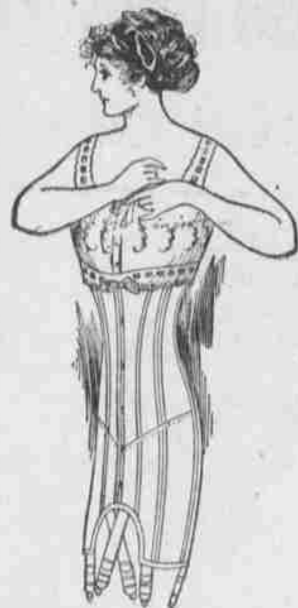


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Problem of Good Roads Is up to Us

OREGON STATE GRANGE PRESENTS TWO BILLS IT HAS PREPARED AND ASKS VOTERS TO EXAMINE AND THEN VOTE FOR THEM.

The people of the state of Oregon are facing the greatest problem which has arisen in years, if not the greatest in the history of the state. The highway problem, in all its ramifications, must be settled sometime, and there has been an effort made on the part of many people to have that settlement some soon. The need of good roads is conceded—there is no question in any section of the state on that score. The problem lies in the system of construction, in the manner of payment and in the method of selection. It is not likely that a large percentage of the voters of the state will thoroughly familiarize themselves with all the provisions of all the bills which will appear on the ballot November 5.

It is conceded on all sides that a uniform system of highways should be constructed in the most substantial manner at a reasonable price per mile of construction. It is conceded that the division of the cost should be among the people interested and who will use the roads when constructed. Just what proportion of cost should be paid by the state, by the county and by adjacent property is a problem which will stand discussion, no end of it, but finally it must be settled on an equitable basis.

The State Grange has had prepared and offers to the people of the state two bills, Nos. 324 and 326, which were drawn with the purpose in view of giving the people who must pay, control of the selection and construction of highways. True home rule was aimed at in preparing the measures, while safeguards were thrown about the planning of highways that a state-wide system would result.

The Grange offers a bill providing for the details of road meetings, of selections of highways to be improved, of the letting of contracts and for payment for the work. Another bill provides for a highway department which is to be under state supervision with charge of construction generally while the county officials will have actual charge of the work in each county. In this way true home rule is provided for. These bills, coupled with the convict labor bills, will give the state an ideal scheme for road construction.

The method provided for is to have not less than 50 taxpayers of any county petition the county court for an election to vote upon the construction of roads. An election is to be called in each district by the road supervisor. The district meeting will elect delegates to a county meeting. Here plans for actual work will be made by the duly elected representatives of the taxpayers. The county meeting will authorize the issuance of bonds in a sum not to exceed 5 per cent of the assessed valuation of the property of the county. The amount of the bond issue and the length of time the securities are to run will be determined at the meeting. The bill provides for uniform grades below 5 per cent.

Competent engineers are to be employed and construction is to be undertaken under direction of the state highway engineer. All work is to be done by contract after due advertisement, so that no favorites can be played. The bill assures the people that roads will be built where most needed and that principal centers will be served first, as the plan contemplates the greatest good to the greatest number.

The argument in favor of these measures is that they give the taxpayers full control of road building and of the highway situation, both in amount of bonds to be issued and of the location of the roads to be improved. The nature of the improvement to be made is also made a matter of public concern, while the entire job must be done under the general supervision of the state highway engineer. An engineer named by the county court or by the people will be placed in actual charge of construction.

Throughout the state for weeks, the local and county granges have studied the various road bills, all of them. Organized labor has given extensive investigation to the problems proposed in the various bills, and has approved the grange measures 324-326, and is supporting them in the newspapers of the organization and through the central labor council of Portland.

The grange bills have been brought before every commercial club in the state by the Hood River Commercial club, which named a special committee to make a thorough inquiry into the merits of the road measures offered to the people. This committee reported that the grange measures, together with the convict labor bills, offered a complete system of highway construction with the least complication and the clearest plan of operation. The club went further and recom-

commended that the other road bills be voted down in order that confusion should not result, and delay in beginning work be allowed. The club then sent to each club in the state a statement of its findings with the urgent request that the businessmen familiarize themselves with the measures through action by the various club committees.

Oregon needs roads and that at an early date. But there is a general expression of sentiment among, at least the farming communities, that the proposed state bonding scheme is too big and unwieldy, and that the charge of interest on the \$1,000,000 a year for 30 years would be a needless burden on the people. It is conceded that the expense for interest and upkeep of the road would be a burden which at this time cannot adequately be understood. Thirty years is too long a time for the people of any state to pledge the annual expenditure of so large a sum of money through the ordinary political channels.

Perhaps the chief objections to the grange measures come from sources that object to the taking from politics of the expenditure of the large sum of money contemplated in the highway schemes. But in Oregon the drift is toward direct government, with the people really controlling in all the affairs of the state and the counties, and the grange measures were intended to be in line with the very best ideas in road legislation.

The grange bills have been discussed more than any other measure now before the people of Oregon, and up to the present time no valid objection to the plan as contemplated has been offered, except from directions where political activity is considered essential in advancing a scheme of road legislation which will guarantee that the money, once voted by the people, shall pass into the hands of politicians and be disbursed as other public funds are usually disbursed. The grange bills contemplate home rule as nearly as possible. And for that reason people are supporting them in the country, in the village, in the city.

C. E. SPENCER.

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Every suffering woman owes it to her self to give Lydia E. Pinkham's Vegetable Compound a trial.

Occasionally a couple marries in

SINGLE TAX Debate

C. H. SHIELDS vs. W. S. U'REN

FREE

Chairman: Attorney-General Crawford

Ladies invited

Armory Tonight October 28th



Will Debate on the Single Tax This Evening

For two hours tonight Salem citizens will have a chance to hear two of the ablest debaters in the state in acrimonious and bitter forensic combat. W. S. U'Ren, champion of the single tax measures and head of the campaign for single tax in Oregon, says of his forthcoming clash with Charles H. Shields, secretary of the Oregon Equal Taxation League: "We will have a perfectly lovely time."

And the glitter in Mr. U'Ren's eye when he said it indicated that by a "lovely time" he meant a "lovely scrap."

Every available bit of seating capacity in the Salem armory promises to be called upon to handle the crowd which will hear the speakers tonight. This becomes evident when it is remembered that at their meetings in Salem at which they appeared singly they each drew more than 1000 persons to hear them. Attorney-General Crawford will be in the chair.

Mr. Shields, who sees in single tax a real menace to the welfare of Oregon, will open the debate with a 40-minute talk during which time he will point out that the Fels Fund Commission—it is the Fels of soap fame—is financing the single tax propaganda in Oregon; that single tax in Oregon, proposed as the graduated single tax, is purely the Henry George system of single tax; that the Henry George single tax will ultimately rob citizens of their land through confiscation of land values and that the system will be far from equal.

Mr. U'Ren will then have 50 minutes for reply in which time he will defend the proposed measures and he will urge upon the voters of Oregon that their one hope of prosperity lies in voting for the measure. Mr. Shields and Mr. U'Ren will then each have 10 minutes for rebuttal, after which Mr. Shields will make a 10-minute talk in closing. This will give each speaker 60 minutes.

Remarks which both Mr. Shields and Mr. U'Ren have been making about each other in the course of the campaign give an inkling of what the debate is to be. Personalities have been avoided by the merest scant dividing line and each has loudly proclaimed that the other was afraid to meet him on the same platform. Now Mr. Shields says he will wear the mask from Mr. U'Ren, meet him without gloves and neither ask nor expect quarter. This seems to please Mr. U'Ren, who has figuratively rolled up his sleeves and prepared for a battle royal.

There will be no charge for admittance at the public meeting at the armory tonight.

Children Cry FOR FLETCHER'S CASTORIA



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Dresses, bonnets, coats, booties, blankets, shawls, etc., are here, all carefully made to combine service with looks

Dresses, 25c to \$7.50. Coats, \$2.50 to \$12.50. Bonnets, 29c to \$3.50. Blankets, 48c to \$3.50.

HALLOWEEN NOVELTIES TO BE FOUND HERE

Women's

SUITS \$10 to \$50 DRESSES \$8.75 to \$45.00 COATS \$7.50 to \$50



CALL FOR BIDS.

City of Salem Refunding Bonds.

Notice is hereby given that the common council of the city of Salem, Oregon, will receive sealed bids for the purchase of \$20,000 of City of Salem Twenty (20) Year Refunding Bonds, issue of 1912, in denominations of \$500 each, bearing interest at the rate of 5 per cent per annum, payable semi-annually, May 1st and November 1st, principal and interest payable at the office of the city treasurer in Salem, Oregon. Bonds are non-redeemable general obligation and are issued for the purpose of refunding outstanding bonds of the city.

Bids will be opened at or about 7:30 o'clock p. m. in open council meeting in the city hall at Salem, Oregon, on the 6th day of November, 1912. Bids must be addressed "R. A. Crossan, City Treasurer, Salem, Oregon," and enclosed in a sealed envelope marked on the outside thereof "Bid for \$20,000 City of Salem Twenty (20) Year Refunding Bonds, Issue of 1912."

All bids must be accompanied by a certified check of 5 per cent of the total amount of issue made payable to the mayor of the city of Salem, Oregon, as a guarantee of good faith that the said bonds will be accepted and paid for upon a proper showing of equality of issue upon an award by the

common council of the city of Salem, Oregon.

No bid for less than par value and accrued interest will be considered and the right to reject any and all bids is hereby reserved in the said common council.

R. A. CROSSAN, City Treasurer.

Mrs. I. C. Hantler, Grand Island, Neb., has something she wishes to say about Foley's Honey and Tar Compound. "My three children had a very severe attack of whooping cough and suffered greatly. A friend recommended Foley's Honey and Tar Compound, and it did them more good than anything I gave them. I am glad to recommend it." Sold by Dr. Stone Drug Company.

A woman's opinions never become dusty for lack of being aired.

Notice to Contractors.

Proposals for furnishing labor and materials required for the erection of a cow barn at the State Tuberculosis Institution will be received and opened at the Governor's office Wednesday, October 30, 1912, at 2 o'clock p. m.

Plans and specifications may be obtained at the office of W. C. Kighton, architect, state house, Salem, Oregon. R. A. WATSON, Assistant Secretary.

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If elected, I will
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Require banks to secure county deposits with them
Leave funds as nearly as possible in their natural channels.
Advocate a law that requires 2 per cent interest paid on county funds.

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