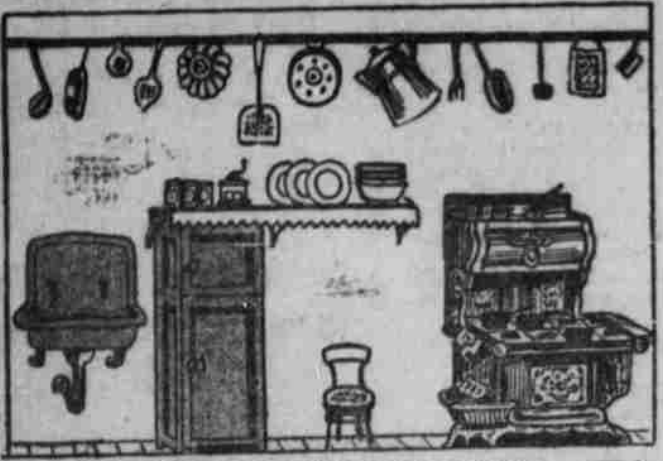


THE SALE Of the Hour

GREATEST CARNIVAL OF BARGAINS
IN HARDWARE AND HOUSEFURNISH-
INGS EVER PRESENTED TO THE PUB-
LIC OF SALEM and FOR MILES AROUND

KITCHEN



UTENSILS

"The proof of the pudding is in eating it." Store packed like sardines all day, and men, women and children taking advantage of these bargains. That's enough evidence.

We Make It Absolutely Imperative

Test this out on any statement during this sale regarding the values. We guarantee its truth and when you visit the store, test it—for instance, the big values we told you about Heaters. Think this over!

SPENCER HARDWARE CO.
466-72 STATE STREET

PROGRESSIVES ARE GUESTS OF THE CLUB

Bill Hanley for Senate and Gill
for Governor Speaks at
Club Banquet

The speakers at the regular monthly banquet of the Salem Commercial Club held at the Hotel Marion last night, found an appreciative audience in the booster business men who attended. "Bill" Hanley, the Progressive candidate for United States senator, was the first speaker introduced by Toastmaster Charles Dick, after Secretary Moores had finished the reading of the financial report. Hanley spoke on a "back to the land" movement. He said we had free schools and even guaranteed a free college education but that the finished product was turned back upon the land which was still in its pioneer state. We should turn some of our natural resources over to making the land more attractive, he said. It cost the new farmer \$20 an acre to get a crop of grain off of his land for the first year, he continued, and it cost him \$100 an acre to get the first crop of alfalfa off it.

His idea was to build roads and to increase transportation facilities and state improvements to open up the land to the farmer. F. M. Gill, the Progressive candidate for governor, was next introduced. Mr. Gill followed the lines suggested by Mr. Hanley and spoke up on a road system. He would have the road system divided into three groups: state roads, county roads and district roads. The state road system would be a system of four state roads or highways traversing the length and breadth of the state. The county roads would be the main arteries of commerce in the county, each to be maintained by taxation from the state or county taxes. The district road, he said, was necessary because of the sectional differences with the county. He would have the districts similar to the school districts and the business of each conducted by a board of directors. Every cent of the money in one district raised for roads would be spent in that district.

Samuel E. Webb, who styles himself a business psychologist, was the next speaker, and talked on the subject of keeping the money at home. The only way to defeat the mail order houses, he said, was by advertising, but systematic and intelligent advertising. Give your advertising matter plenty of time and attention, he advised the merchants, and it will only pay by advertising through the mediums which will reach your customers. He said flaming acids and beautiful acids were of no value. But by telling the truth in plain language, using arguments instead of boasts, advertising would pay and pay big, if judiciously used.

F. W. Hill, of the Portland Railway, Light and Power company, concluded

the program with an interesting talk illustrated by lantern slides. Mr. Hill told of the large fixed expenses of the company and its efforts to serve the best interests of the patrons.

* **BELOIAN LOSS \$200,000,000.** *
* Antwerp, Sept. 10.—The Belgian government today estimated the actual financial damage it has suffered from Germany * thus far at \$200,000,000. *

DALLAS HIGH SCHOOL TEACHER RESIGNED

Dallas, Ore., Sept. 10.—Miss Allen Pearl Horner has resigned her position as head of the department of history and English in the Dallas high school to accept a position in the public schools of Portland. Miss Horner, who is the daughter of Professor Horner of Corvallis, came to Dallas as a graduate from the Oregon Agricultural college and the University of Oregon. She spent her 1911 vacation in Europe. She participated in student activities and had been president of the Delta Delta Delta Sorority at the university. She soon gained popularity in the high school of Dallas.

RAILROAD WORK STARTS AT SUTHERLIN

Sutherlin, Ore., Sept. 10.—Actual work on the grade for the Sutherlin, Coos Bay & Eastern railroad was started here Tuesday, a force of nearly 100 men being engaged.

At a meeting of the stockholders of the company Tuesday the following officers were elected: H. M. Fox, Sutherlin, president; W. L. Roach, Muscatine, Iowa, vice-president; J. W. Roach, Sutherlin, secretary; William Musser, Iowa City, Iowa, treasurer.

The company will maintain its head office here and R. M. Fox and J. W. Roach will remain here permanently.

RED CROSS STEAMER HELD UP INDEFINITELY

New York, Sept. 10.—The departure of the steamship Red Cross with nurses, surgeons and supplies for the battle fields of Europe has been delayed, apparently indefinitely, because of the question raised by the French and British governments concerning her neutrality if she carries Germans among her crew. The commander of the Red Cross went to Washington yesterday to lay the problem before Secretary of State Bryan. The vessel was scheduled to sail today, but it was not believed she would leave port.

MEXICANS CAN GET ARMS

El Paso, Texas, Sept. 10.—Orders from Washington to lift the embargo on arms which has been in effect since the occupation of Vera Cruz by American troops have been received by General John J. Pershing, commanding the border patrol, it was announced here today. The order, it was said, becomes effective immediately.

WHAT THE STATE HAS SPENT FOR ITS ROADS

Morrow	157,273.40
Multnomah	2,198,264.22
Polk	448,825.43
Sherman	84,411.34
Tillamook	658,375.83
Umatilla	751,561.45
Union	354,446.94
Wallowa	194,855.55
Wasco	300,749.76
Washington	512,571.97
Wheeler	140,725.71
Yamhill	489,681.94
TOTAL	\$18,392,042.04

Marion county stands fourth in the list of total expenditures of Oregon counties for roads and bridges in the 11 years from 1902 to the beginning of 1914. During this period Marion county has expended \$1,051,073.39. The largest annual outlay for roads and bridges in this county was in 1912 when \$210,536.20 were invested in highway improvement. Multnomah county, of course leads all others in highway improvement and has, in 11 years, spent \$2,198,264.22. Clackamas county is second in the list with \$1,310,522.11 and Lane third with \$1,095,864.78. The above amounts were compiled by State Highway Commissioner H. L. Bowley, in his capacity as an executive officer of the Pacific Highway association of North America.

Some of the counties of this state were not created until after 1903 but the younger counties are not last in the amounts expended for highway improvement. During the entire period covered by the report the sum of \$18,392,042 has been expended in roads and bridges in the state. According to Major Bowley, the improvement of Pacific Highway has made rapid strides in the last few years but there are still some vast improvements to be desired as the reports say, relative to the roads in the Willamette valley.

"After leaving the paved streets of Myrtleland there is no good road until the paved streets of Salem are reached. Salem and Portland, capital and metropolis of Oregon, its two largest cities, are separated by fifty-four miles of miserable road. From Salem south through Oregon no hard-surfaced road is found outside of the cities until Jackson county is reached. This county will have for the 1915 tourist thirty-five miles of paved Pacific Highway to tempt the automobilist from California into the Rogue River Valley. A new and wonderful road has been built this year from the California line north over the Siskiyou mountains to Ashland. Before leaving Oregon, it must be recalled that in the stretch of Pacific Highway from Salem to Medford there are a number of pieces of first class earth and broken stone roads. The best of these stretches is the eight miles of road in Lane county, north of Eugene. This eight miles of smooth road makes the traveler forget some of the discomfort of the sixty-six miles he has passed over since leaving Salem."

The following is a list of the expenditures in the different counties for roads and bridges 1903-1913:

County	Amount
Baker	\$ 467,918.80
Benton	362,728.77
Clackamas	1,310,522.11
Clatsop	680,553.00
Columbia	714,867.69
Coos	969,502.92
Crook	375,533.25
Curry	119,538.67
Douglas	985,240.67
Gilliam	145,691.82
Grant	194,249.28
Harney	163,608.90
Heald River	219,285.45
Jackson	747,830.12
Josephine	369,205.52
Klamath	681,089.80
Lake	118,694.86
Lane	1,095,864.78
Linn	342,567.27
Lincoln	979,096.60
Malheur	178,265.79
Marion	1,051,073.39

MAY BRING EUGENE PRODUCTS TO FAIR

(Eugene Register.)
Space will be offered Lane county manufacturers to exhibit their products at the Oregon state fair, September 28 to October 3, this year and a strong effort will be made to get up a creditable exhibit from this county. G. W. Stubblebine, manager of the manufacturers and food products exhibit, is in the city and will visit the several factories here today in company with E. J. McClanahan, president of the Lane County Manufacturers' association, who has promised to take him around in his automobile.

Mr. Stubblebine is apportioning space for the exhibits which are to be placed in the magnificent new \$75,000 pavilion just completed on the state fair grounds. Speaking of the building Mr. Stubblebine said last night: "The exhibit pavilion is the best I have ever seen in all my experience with fairs. It has been planned just right and has been built so that the exhibits may be shown to the best possible advantage."

"The situation is very favorable for a grand exhibit," continued Mr. Stubblebine. "The work has been endorsed by M. J. Duryea, manager of the Eugene Commercial club, and E. J. McClanahan, president of the Lane County Manufacturers' association. Mr. McClanahan will take me out in his car today to see the different manufacturers of your city, and I think I will be successful in inducing them to exhibit their products at the big exposition at Salem. This will be an exhibit of the state industries only and no outsiders will be allowed space at any price. Marion county has already been given space for 17 exhibits in this section. Clatsop 12, Baker six or seven, Clackamas a like number, Multnomah about 45 and I expect Lane county to do as well as some of the best. Four or five other counties besides these have promised to send manufacturing exhibits."

"There is only a limited amount of space left in the pavilion for manufacturers. I am holding up 15 or 20 Portland manufacturers until I can hear from more of the valley exhibitors. This is an opportunity for the Lane county manufacturers to show the rest of the state and to the many outside visitors what they can make here. At present there is space apportioned for 23 working exhibits, that is, the manufacturers will have their plants in operation and will make their products in the pavilion. This promises to be the finest exhibit of its kind ever held in the state. It will do for the manufacturer what the land show does for the farmer and will tend to encourage the buy-at-home idea."

A magazine writer says: "To love a woman is a liberal education for any man." Yes, but a little learning is a dangerous thing.

Watch This Space Tomorrow Night "THE CRISIS"

JAPS PREPARING TO SEND FAIR EXHIBIT

Tokio, Sept. 10.—The Japanese department of agriculture and commerce has just completed the examination of the articles submitted by manufacturers and merchants for exhibition at the Panama-Pacific exposition in San Francisco in 1915. The shipping of these articles, some of which are very costly, will begin about the middle of November. The government is anxious that the route between Japan and San Francisco be clear of German warships at the time the shipping of exhibits starts. Baron Shibusawa, Japan's noted financier, and Baron Maknaka, president of the Tokio chamber of commerce, are organizing a party of leading Japanese men to visit the United States during the exposition.

HALF A MILLION TROUT FRY FOR NEARBY STREAMS

Half a million trout fry, to stock the streams surrounding Salem, will arrive Saturday in the fish car "Rainbow" from the state hatchery. J. E. Orin, president of the Salem Rod & Gun club, Dr. J. C. Griffith, and Paul Hauser, have been working for many months for this appropriation of fish for Salem. There will be a half a million cans of steelhead and rainbow trout fry, and in addition 15 cans of stream brook trout, especially applied for by Paul Hauser.

Mill, Wallace and Silver creeks will be stocked for the benefit of trout who enjoy the sport of fishing and incidentally who equally as well like the taste of the finny denizens of the mountain streams.

MUCH BUILDING IN POLK COUNTY

Dallas, Ore., Sept. 10.—Much building has been done in Dallas during the present season than during any previous year in the history of this city. Most of the building, however, has been confined to dwellings, with one or two stores being erected, and one large garage. The large sawmill plant of the Willamette Valley Lumber Company, with a capacity of 100,000 feet a day, has been running continuously since the fact that the lumber market has not been what it should be. Few men have been out of employ since here. The septic tank which will take care of the sewage of the city is nearing completion. It is large enough to take care of the needs of Dallas for years to come. The total cost, including that of the site, is \$870,000.

ARRANGE TO PAY DEBTS

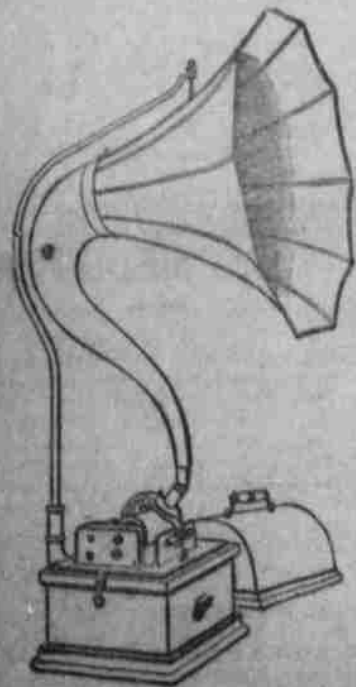
Washington, Sept. 10.—J. P. Morgan, the New York financier, transferred here today with the members of the federal reserve board and a committee of bankers regarding the possibility of paying American debt holders and securing payment of foreign debts despite moratoriums. The bankers propose to raise \$150,000,000 in gold to liquidate debts due foreigners.

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