A Galley o' Fun!

CONGRATULATIONS.

It had been a night of triumph at Capua—New York. As the little band of workers gathered around the box-office receipts, Mrs. G. S. Fubbleby (the defeated candidate for chairman of the Entertainment Committee) raised her voice and spoke substantially as follows:

"Well, it was just grand — just grand; You girls that got it up ought to be proud of yourselves! It was a credit to the First Combined church; you cert'nly couldn't have done it better; the talent was just splendid.

"That skinny little pianist from Syracuse was simply perfect—simply perfect! She didn't look as if she could play a bit, and nobody expected anything of her, but my! she did make those keys travel! I thought she was a perfect wonder, especially in that piece where she broke down—you remember!

"And that awfully good-looking soprano! Weren't you lucky to get her! I never saw a more stunning creature in my life—such a pity that she flatted all her high notes! They say she comes originally from New York and wore tights in a comic opera till some broker—but that's the way it goes; you can't pick and choose the past life of your talent. It's too bad that Mrs. Brown—the Baptist Mrs. Brown, I mean—know all about this creature.

"But naturally the prize of the evening was that impersonator. Wasn't he funny? And how did he think up all those jokes about Capua people? I just laughed myself sick when he told about George Moore being so absent minded that he put his umbrella to bed and stood up himself all night in the hall. And that joke about Mr Hinkly, the constable—no use to vaccinate him—he couldn't catch anything! But I thought the best joke of the lot was the one he sprung on fat old Mr. Simms. You remember that—don't you? Why, the young fellow said that Mr. Simms came down to his bank one morning and was taken sick with appendicitis, and the doctors had to hold a consultation—they didn't know whether to operate or to blast. I thought it was a shame when Mr. Simms got up and went out mad and said he wouldn't contribute a blessed cent to the building fund.. .....Well, good night! Splendid success, wasn't it?"—Horatio Winslow.

HIGH FINANCE.

Mose Johnson—Say, Pete, s'pose we gets ketched for stealin' dese heah turkeys—does we get jailed?

Pete Persimmons—Suttinly not; turkeys am so high nowadays dat stealin' a turkey's des like stealing a railroad!

TO AN INAMORATA
(A Translation.)

Say, if thou wilt, that one can hear the sigh
Breathed, 'mid the flowers, by the butterfly;
Say that it is no tale of fairy land
That tells us how sweet Cinderella's hand
Was won; that never thorn on rose-bush grows;
Or laugh if I should say the blushing rose
Is red; the modest lily white, and I—
I will believe thee dear, O foolish I!
Tell me the stars that shine, serenely bright,
To gazing poets owe their joyous light;
Tell me the radiant Sun is but a gem
That sparkles in the Night's fair diadem;
Tell me the lightest feather far outweighs
A heart bowed down by grief of many days;
Tell me—whate'er thou wilt, and I—and I—
Will never doubt thee, dear, O foolish I!

Thy voice dispels all doubt. Pert fancies spent,
Tell me that happiness is not a dream!
Tell me thou lovest me, and I—and I—
Will trust thee ever, foolish, blissful I!

THE NEW WORLD.

The new worlds heard a magical calling,
And gathered about the peace throne,
To honor this God, to some, was appalling,
But centuries of time it had waited to come.

Then forth went a whisper through Europe,
The worshipers of Mars awaited outside,
That bright-arrayed soldiers were given
And militarism it's strength defied.

The exponents of peace flew from corridor and hall,
Unheeded were their banners of truth,
For kaiser and king, they met up to the call,
Marching away in the flower of their youth.

The waite dove quit their pavilions,
And soared off to sublime's heights,
While sad and numberless millions
Took part in the greatest of fights.

Even the banished of Earth did shudder
In the region of mold and shade,
And cautiously peeped from their cover
To see the new hells that were made.

When we have learned a severe lesson,
And the blood-thirsty pageant is done
For a slaughter we shall be brought in question,
Because of the advanced age of the cycle run.

Then swar will speed king and military ruler,
Into vast fields of trackless expanse,
And lost to the earth, they are evermore speeding,
Outlawed, and directed by chance.

But the truest and calmest of nations,
With armor not all for glaze and array,
Shall proclaim aloud, a peace federation,
Which brings nearer the coming of eternal day.

Then all the glad children of heaven,
Together wan Swan Song shall sing,
Adhering, not to glory in battle that given,
But glory to one God and one King.

And on seons, of time and space,
Wherever true peace orders our ways,
We shall rise in our standard of living,
And [illegible] and be glad in his [illegible]

—By Bertha M. Lee Oliver.

MAXWELL NOW $655 NO RADICAL CHANGES

The latest of the 1916 models in automobile has just reached this city. It is the Maxwell—advertised as the "Wonder Car" because of the unusual good records for durability and low cost to maintain.

The tendency to reduce price among automobile manufacturers generally the coming season is emphasized by the new Maxwell. With complete equipment, including electric starter and electric lights, the 5-passenger touring model is priced at $655, f. o. b. Detroit.

There seems to be no radical change mechanically. Maxwell engineers claim that the success of their product would not be so marked if each new model represented a new idea in construction. A proven product, they contend, should not be changed unless some new feature is perfected that will prove beneficial beyond any doubt.

To the ordinary eye, the new Maxwell is more handsome and has the appearance equal to that of many higher priced automobiles. From the new shaped radiator to the back of the rear seat, it is a true stream-line design. There is more room both in the driving compartment and in the tonneau, three people being able to sit in the rear seat with comfort. The upholstery is really luxurious and there are many minor features that add to comfort included in the equipment that often are overlooked by many manufacturers.

Easy riding is one of the things that can be truly claimed for the Maxwell. Well-designed, resilient springs, well-hung frame and even distribution of weight on all wheels make for easy riding over rough roads, without the expected sway and "Broncing". It has power enough to climb the worst grades encountered on the average road while it can be driven safely and without effort at a speed as high as 50 miles per hour.

There are a number of mechanical refinements that should increase the efficiency of the car. Prominent among these is a new clutch system entirely enclosed in a compact housing, which is oil tight. Both clutch and clutch mechanism operate entirely in a bath of lubricating oil which eliminates the usual grabbing or jerking of the clutch. The entire control mechanism is carried by the power plant instead of on the frame, thus doing away with the danger of binding and distroting the operating mechanism over uneven roads.

The electric starter and lighting system is of Simms-Huff manufacture. The starter is of the single unit type combining both generator and motor in one instrument. A noticeable feature of this starter is that it contains only one-half of the wire previously found necessary to successfully operate a starting system.

The new instrument board carries all instruments set flush and neatly framed. All switches are so placed as to be within easy reach of the driver. High tension magneto ignition, one-man mohair top and demountable rims are all included for the price.

The low price of $655 is only made possible by the enormous production of the Maxwell factories at Detroit, Mich., Dayton, Ohio and Newcastle, Indiana. Improved factory equipment has been installed in all three plants and it has been estimated that 60,000 new Maxwells will be the output for the coming season.

Besides the touring car, four other body designs are listed for the same chassis. These include a 2-passenger Roadster, selling at $655; a 3-passenger Cabriolet, selling at $905; a 5-passenger Town Car, selling at $915; and a 5-passenger Permanent Top Convertible Body, for all-season use, selling at $955. In each instance the price includes everything. No extras have to be purchased to make the car complete.

You cannot afford to miss reading the Journal Want Ads every day.

EAT A SQUARE MEAL AND NOT FEAR INDIGESTION

There are hundreds of people in Salem who were not the least bit surprised when they read in the Journal that Daniel J. Fry is selling Mi-o-na on a guarantee to refund the money in case it did not relieve. This remarkable dyspepsia remedy will relieve the worst case of indigestion, headache, dizziness, or the general played-out condition that afflicts every one suffering with stomach trouble. Mi-o-na does not simply relieve, it cures to cure.

Daniel J. Fry can tell you of many well known people in this city who this remedy has restored to health, often after they have tried many other methods of treatment with little or no benefit. No other dyspepsia remedy has made so large a percentage of cures as Mi-o-na. It is so large that Daniel J. Fry stands ready to refund the price to any customer where it does not help.

The best kind of advertising is the praise of a pleased customer, and there are hundreds in Salem today praising Mi-o-na because it does what it is advertised to do. A few months ago they could eat nothing without wondering what the result would be. Since using Mi-o-na, they eat what they want and when they want with no fear of suffering. This medicine comes in the form of a small tablet and is very pleasant to take. It speedily and permanently relieves almost all forms of stomach trouble and is the only one sold under a positive guarantee without any restriction, to refund the money if it does not relieve. This is a good time to get well and you ought to take advantage of Daniel J. Fry's offer.

BANKERS AT SEATTLE.

Seattle, Wash., Sept. 3.—Bankers from all parts of the country will pour into the city Sunday for the bankers' national convention, which opens here Monday. Among those arriving at that time will be the association's next presidential possibility, J. K. Lynch, vice-president of the First National Bank of San Francisco, and also vice-president of the association. He is a candidate for the presidency of the national association.

ELECTRIC CABRIOLET ---A MAN'S CAR

The American business man is no longer a mere automobile buyer, who may be influenced this way or that by the sales talk of an automobile salesman. This same business man, who a few years ago was helpless so far as being able to wisely determine the merits of various automobile types, is today keen not only on car construction, but also knows the type of car to purchase for the work he has to do.

So it is only a logical sequence that as business men study the automobile situation, as it is related to their daily transportation requirements, that they should more and more favor the electric car of today.

The effiminately designed car of several years ago, with its dainty trimmings, short mileage radius and slow speed, naturally could not have filled the demands of the hustling (impatient-of-delays) American business man. But the American business man's characteristics which prevented his buying an electric car of the old type are now prompting him to buy the electric car of today, for he is confident when he starts in an electric car, he will reach his destination promptly and without difficulty.

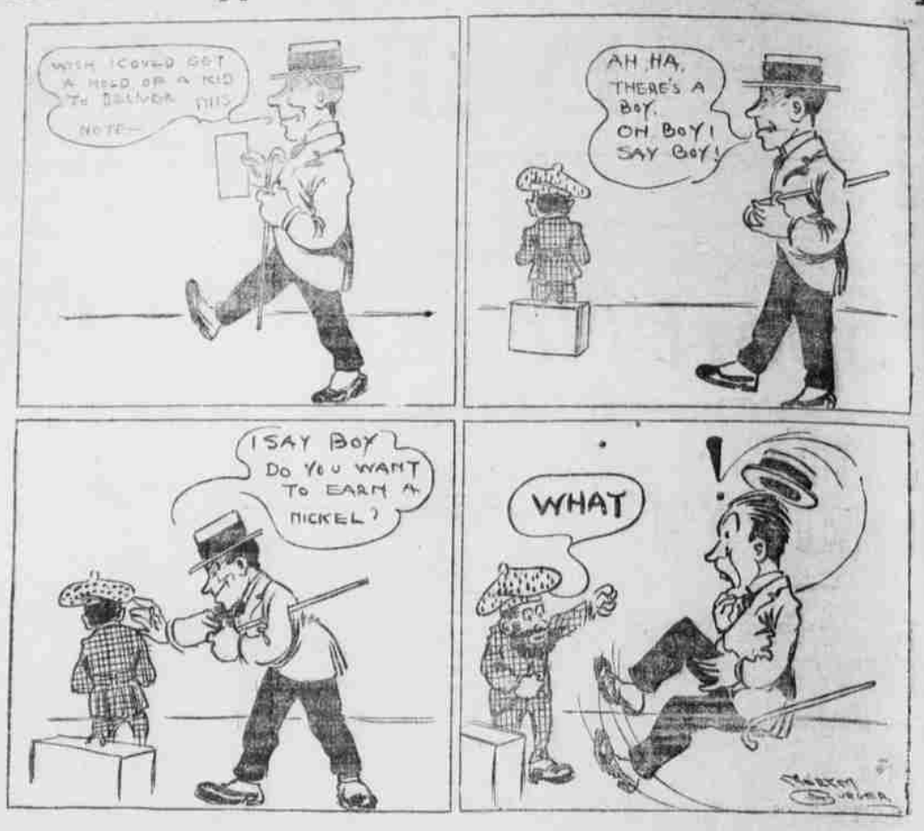
The appearance of the 1915 Detroit Electric Cabriolet model is worthy of approval by the reddest of our red bloods. Every line of its low-hung body bespeaks speed, efficiency and power. In performance the new Detroit Cabriolet has proved its practicability beyond a doubt.

Many men who in the past have more or less patiently put up with the delays occasioned by one of the thousand sources of trouble in the gasoline car, especially in cold weather, have learned that they have been carrying an unnecessary burden.

Sales reports of the Anderson Electric Car Company show that the sale of their cars to men for their own use have increased more than 200 per cent since the snappy-appearing, fast and sturdy men's models have been offered for sale. Much of the electric car advertising in the past has been devoted to promoting the electric exclusively for women. True it was that the characteristics of the electric car of the early days was somewhat effiminate, but this situation has changed.

Business men find the electric roadster or cabriolet of today ideal in appearance, simplicity of operation, low upkeep cost, availability for immediate use at all times of day or night, continuous satisfactory performance in winter as well as summer, and flexibility in crowded traffic. Aside from these characteristics, which may be secured in the electrically propelled vehicle only, a demonstration will prove to the most skeptical that ample speed and mileage is offered.

Did It Ever Happen to You? - - By Mort Burger



WAR NEWS OF ONE YEAR AGO TODAY

Rheims reported in hands of Germans. French hold firm in the Vosges.

Paris declared impregnable; 1500 cannon protect city.

England, France and Russia enter new agreement that none shall make peace except by the consent of the others.

A Nish dispatch reports Servians took 4000 prisoners at the battle of Shobatz.

Russia following up great great victory at Lemberg presses northward. Germany said to have sent five army corps to the Vistula to meet Russian attack.

Investment of Kiao-Chow is reported to the Diet by Premier Okuma.

Capital Journal Only Complete Paper Sold

The Capital Journal is the only evening daily published in Salem that is a complete newspaper. The Portland papers peddled here are printed in the forenoon about 11 o'clock, are simply the regular edition of the day before with some changes on the first page. They are only extras made up for street sales and out of town circulation, making no pretense to being real newspapers. The Capital Journal on the other hand, contains the complete leased wire service up to 3:30 p. m., which is 6:30 p. m. in New York and past midnight in Europe, the seat of the great war. It also contains all the local news of Salem and surrounding territory that is worth while. It is a complete afternoon newspaper and the only one circulated in Salem. When you pay your money for a Portland evening paper here you are merely being "faked" into buying a cheap extra with big headlines on the first page and yesterday's news everywhere else.

The Capital Journal sells on the street for 2 cents. Pay no more.

GERVAIS NEWS

Born, to Mr. and Mrs. James Maloney, August 29, 1915, a girl.

Born, August 25, 1915, to Mr. and Mrs. J. H. Showers, a boy.

Mrs. Joseph Nathman was a visitor at the capital city Saturday.

H. L. Wollery is visiting with a cousin in Independence this week.

Charles Dusenbery returned from his trip to California last Saturday.

Mrs. H. O. Hickman spent over Sunday with Dr. and Mrs. Hume at Scotts Mills.

M. W. Mahony is completely remodeling his residence on his home ranch, Alexander.

Practically all of the grain in this section has been threshed, and clover hulling and hay baling is in full force.

August Nibler's new house is beginning to loom up on the west side. It will be a fine addition to that part of town.

The McKinley Mitchell ware houses at this place are nearly filled with grain, most of which is placed on storage for future prices.

Carl Nys and Harry Modi, of Dufur, arrived in Gervais the first of the week and will probably pick a few hops before they return.

G. J. Moisan and Leo Choquette went to Eugene last week as witnesses in a case in justice court in that city. The suit was over a carload of potatoes which was purchased from McKinley Mitchell in Gervais.

Mrs. D. Morgan came home from Salem Sunday for a couple of days. Mr. Morgan is improving slowly. Owing to the serious nature of the fracture, it will be some time before he will be able to leave the sanitarium.

It is reported that Aral Bros. and also Geo. A. Miller have contracted with Hunt Bros., of Salem, to put out several acres of evergreen blackberries.

Hunt Bros. agreeing to take the crop for ten years at a good price per pound, the exact amount we have not learned.

Hop picking in most of the yards began this week, but a few began the last of last week and some will not begin until next week. The crop is very irregular, and some of the yards will hardly be worth picking at all, while some are very good. Generally speaking, it is the poorest crop in several years.

Joe Keppinger, A. DeJardin, Luke Brown and Albert Reiling returned Tuesday night from a fishing trip of several days at Cutting's Fork in the Mohala country. The boys tell different stories about the number of fish they caught, but as Joe Keppinger was never known to tell a lie, we will have to believe him when he says he caught over 500.—Star.

Oregon Kid Winner In Motorboat Race

Astoria, Ore., Sept. 3.—The second heat in the twenty mile free for all motor boat race being held here in connection with the annual regatta was won today by the Oregon Kid, the same boat that took first heat yesterday. The Oregon Wolf was second. The third entry was the Lawana, of Seattle, but it encountered engine trouble and retired after the first lap. The Oregon Kid's time was 32:22, six minutes, 26 seconds faster than the Wolf.

The Lawana took the second heat in the 16 foot, nine mile race, winning over the Red Nose. The Lawana's time was 18:13.

It costs but one cent a word to tell your story each day in the Journal New Today column.