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Editorial Page of "The Capital Journal"

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BLUE SKY ALONG THE RAILROAD HORIZON

Mr. B. F. Bush, receiver of the Missouri Pacific system, recently delivered an address before the Commercial Club of St. Louis, on the question: "Why are certain important western railroads in the hands of receivers?"

He drew an exceedingly gloomy picture, a sort of charcoal sketch, all black and with no light effects. His answer was somewhat "multitudinous," he giving so many reasons, each of which was sufficient to supply the answer to his question, that in the aggregate, the summing up—the astonishing thing was, not that the railroads were in the hands of receivers, but that they were in existence.

What Mr. Bush needs is to reverse his telescope, apply his eye to the smaller end, and get a larger view of the situation.

It is no doubt true that the railroads, particularly those of the Central West, are in a rather bad way. It is also true that a great deal of the recent legislation has apparently been designed for the destruction rather than the regulation of railroads. It is true that wages and cost of material have advanced, and taxes have increased abundantly. It is true that while these things were having their effect on the debit side of the ledger, that rates have been arbitrarily lowered, perhaps, as he claims, "beyond the possibility of profit," and that as he further says: "The railroads have been ground between the upper and the neither millstones of public antagonism and economic circumstances."

If Mr. Bush had remembered that one millstone alone can grind nothing, that teeth are no good unless opposite one another, he might have found a bit of blue sky along the eastern horizon of his picture, for there is much evidence that public opinion is changing and the bitter antagonism fading away. The fact is being more and more recognized that production and transportation are united beyond all power of divorce. Each without the other is valueless. That is why the blue sky is appearing. The producer long ago knew that his existence depended on transportation, and while the railroads knew that they were dependent on the producer entirely, they had the mistaken idea, that in the division of the partnership, earnings, transportation was entitled to all the profits, while production must be satisfied with board and clothes. They thought they had the producer where he had to patronize them, and so adopted the "All the traffic will stand" policy in their dealings. They watered stocks, some of them; and some they ballooned with hot air, inflated them to the bursting point, and insisted the producer pay rates that would yield good returns on this injected wind and water. They took charge of the producers' politics too, elected his United States senators for him generally and ran things with a high hand. The story is too long to elaborate, and besides everybody knows it.

Then the producer driven to the wall began to fight and one after another he extracted the teeth of his old time partner, until he got him in condition that he could not bite. In doing this he used drastic means, and being pretty well out of humor, probably carried his far from painless dentistry, too far. The railroads realize this latter fact, and they also realize that it was their own arrogance and bull headedness that caused them all the trouble.

That is where the patch of blue sky shows up. Production, having given Transportation a man's-size dose of its own medicine, realizes that it can no more afford to wrong the railroads than it could to be wronged by them. They each realize their interdependence. Public antagonism is dying out, is practically dead; and while there will be such legislation as will permit the railroads to earn fair returns on their investments, the latter will never again be permitted to get away with the idea that they own the public instead of serving it. The pendulum has swung each way with unnecessary violence but is rapidly settling down to its normal sweep. The blue sky is in sight for both Production and Transportation.

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Rather remarkable how quickly the coroner can begin an "investigation" as to the cause of a fire, and who is to blame when a dozen or so lives have been sacrificed. Almost as strange as the utter failure of building inspectors to make any investigation before the wholesale murder, generally due to neglect of duty on the part of some official. The coroner, however, comes in handy to assure the public that "no one was to blame."

The dinner given the Press Association at the Marion Hotel Friday evening was so out of the regular order of that kind of affairs that it was by far the most attractive of the many things done to make the newspapermen's visit pleasant. Mr. Deckebach and the members of the committee "did themselves proud."

Chicago—part of it—registered a mighty protest yesterday against the closing of the saloons, by a monster parade. If closing the saloons one day in the week stirs Porkopolis so profoundly, what would the demonstration be if they were closed permanently.



THE MAYFLOWER

I much admire that stately ship in which our fathers made the trip from England's stormy shore; unless I've badly crossed my wires, there must have been ten thousand and sires upon its decks, or more. It must have been a rubber craft, so it would stretch, both fore and aft, to hold so many men; the pilgrim fathers were so thick the captain couldn't heave a brick, but he'd hit eight or ten. One hundred sailed, the record claims, and some were children, some were dames, one hundred made the trip; yet there are countless families whose bold ancestors crossed the seas, on that elastic ship. I've traveled east, I've traveled west; wherever I have been a guest, the host would proudly say, "My grandsire's grandsire's grandsire's dad sailed in the Mayflower, when a lad, to Massachusetts Bay." I've stopped at times in swell hotels, where all the haughty gents and belles looked on me as a wreck, because I am the only skate whose fathers didn't pile their freight upon the Mayflower's deck. My father's father's father's sire a passage tried to book by wire ere telegraphs were known; and thus he missed that famous ship, and didn't see the skipper skip, and I am left alone.

OPEN FORUM THE COUNTY AGRICULTURIST.

I noticed an article in your paper a couple of days ago, concerning Mr. Chapin, which article was signed by F. W. Peterson. He proceeds in about his usual manner, by giving us a great many opinions of his own without proof of any sort. In fact he now seems to have about as many opinions as a long haired dog has fleas.

This county court when we see him around we expect that another attempt will be made to get into the county treasury, and we have no reason to believe this last move of his is an exception to his rule. He hounded the county court for a long time to attain county money and we had much labor in convincing him that further effort on his part would be useless. Later he joined Rings in working off a grand jury white wash deal on the public and charged the taxpayers of this county for the time they worked at this job. It seems that he has not changed his work, but has been forced to change his field of labor. We found Peterson to be for Peterson all the time. He showed by his every action that he cared nothing for the rights of others, and while he is talking Chapin and care it will require strong evidence to convince us that corn is all he expects for his services. He may be a volunteer, but in our opinion that article was prepared by other hands. He would have us understand that the north end of this county desired the county court to retain Mr. Chapin and that the south end is opposed to it. The truth is that Peterson is the only farmer from the north end who has come out for Mr. Chapin and it is simply Peterson against the south end. It seems to think that he is only the north end now, while we are led to believe that he imagines he is the entire county. Mr. Chapin may not be to blame for Peterson's appearance and actions at this time, but it looks suspicious to us. His attempt to array one section of the county against another is about what one would expect of Peterson. He has no authority to speak for the north end, not even for his neighbors, and if they desire to retain Mr. Chapin they know how to express themselves. This business will not be settled along the lines followed by Peterson. So far we have not levied a direct tax on the citizens of this county for the support of Mr. Chapin, as the opposition was so strong. However, we were in a position to give him an opportunity to prove his usefulness and worth to the farmers. This has continued now for two years. We have been asked frequently of late what salary Mr. Chapin receives. I now request him to inform the public through the press, to state the amount and the sources from which it is obtained.

WM. BUSHEY.

To the Parents of Salem and the Welfare of Our Sons.
To the Editor: The mauling of

the youngsters in some sections of Salem is becoming unbearable and something must be done to protect the peace and property of the city. Some parents think it fortunate or a relief to get boys out of the house for the evening, where they go, what company they are in or what they do does not concern them. This is a grave mistake and is just what puts the boys on the road to the reform school. The parents should know where and what their sons are doing at all times.

There is now under serious consideration the drafting of an ordinance of fining parents of the son for the first offense the sum of ten dollars. This would put the responsibility of the son's acts onto the parents, where it belongs.

GOOD ADVICE A Salem Citizen Gives Information of Priceless Value.

When you suffer from backache, Headaches, dizziness, nervousness, Feel weak, languid, depressed, Have annoying urinary disorders; Do you know what to do? Some Salem people do. Read the statement that follows. It's from a Salem citizen. Testimony that can be investigated: "I had more or less backache and my kidneys were disordered. Doan's Kidney Pills have always relieved me in a short time. I know of several other people who have taken Doan's Kidney Pills with good results. You may continue publishing the statement I gave before, recommending them."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Hill had. Foster-Milburn Co., Props., Buffalo, N. Y.

JAMES NAYOR DEAD.

James Naylor died of pneumonia Sunday, October 31, at his home west of Aurora, after a short illness. The funeral services took place Tuesday forenoon at the family residence, and burial in the Aurora cemetery, the Rev. L. C. Poor, of the First Methodist church, of Woodburn, conducting the services. Mr. Naylor was almost 80 years of age at the time of his death, having been born in Preston, Yorkshire, England, in 1835. He came to America with his family in 1906. He lived successfully in Iowa, Colorado and Oregon. He is survived by his widow, a daughter, Mary; and two sons, Frederick Naylor and John Naylor.—Aurora Observer.

MONTANA DEFEATED.

Pullman, Wash., Nov. 8.—Washington State College football team defeated the University of Montana here Saturday by a score of 27 to 7. Montana has the honor of scoring the first touchdown of the year against Washington State.

New Breed of Sheep Attracts Much Attention

(Capital Journal Special Service.) Oregon Building, P. P. I. E., Nov. 8. "The most interesting thing about the Sheep Show now in progress," said Commissioner C. L. Hawley, of McCoy, "is the exhibit of New Zealand's 'Corriedale' sheep, a new breed remarkable for size and magnificence as a shearer. This new breed is a cross between Lincoln and Merinos," continued Mr. Hawley, "and is an extraordinary product of an extraordinary climate and environment. The New Zealanders have been working on this breed for some time and now have it definitely established. The animals shown here are beauties and a revelation to sheepmen generally. However, I am inclined to think they are not especially adaptable to our country, requiring rather special conditions." Oregon has a fairly representative showing at the Sheep Show and there is hope of landing some of the top notch places in the final judging. Polk county has some unusually fine Sottiswolds, these coming from F. A. Kozar and Riddell & Sons. The latter is also showing Lincolns, as are Hawley & Son, of Polk, C. E. Cleveland of Gresham, is showing Shropshires, Ed. School of Linn county, is exhibiting Hampshires, and the Romney Marsh breed is exhibited by Wm. Riddell, Jr., of Polk. C. P. Kiser of Linn county, has the only Oxfordshire being exhibited. Through the Agricultural College, Oregon, is exhibiting a car of Shropshire wethers and lambs.

Remarkable Exhibit. The Oregon Building now boasts the most remarkable apple exhibit on the Exposition grounds—a three box display of Newton Pippins from the crops of as many years. Besides a box of the 1915 crop stands another of the 1914 crop, and beside that is a third box of the 1913 crop. Except for the fact that the 1914 apples are yellow, as a matter of course, there is little or no difference between these and this year's apples. The box of fruit picked in 1913 is a very deep yellow and is not far from decay, but these apples still take a splendid polish and are not discreditable beside the others. This display occupying a special position and properly placed is made by H. O. Frohlich, of the Southern Oregon booth, and attracts a great deal of attention. The keeping quality of Oregon apples has been impressed upon visitors most thoroughly during this fair, placards telling just how long fruit has been on display. While California experts change the fruit in their exhibits every three or four weeks, Oregon's representatives find it unnecessary to make a change under ten weeks and in many instances boxes of apples are kept on display four months.

Southern Pacific Gives List of Prize Winners

San Francisco, Nov. 8.—The Southern Pacific Company has announced the names of the winners in the personal solicitation of business campaign among employees. The first prizes are of \$25 each, second \$20 and third \$15, and the campaign was open to every employee except those whose duties include solicitation of business. The period covered was from January 1st of this year to June 30th, inclusive. The winners are: General officers, John Stevens of San Francisco, R. P. Vallerius, San Francisco, and L. A. Geiss, Los Angeles.

Cost Division: John Janson, Santa Cruz; L. J. Lyon, San Francisco, and Mrs. L. Riley, depot matron, San Jose. Western Division: C. E. Jacobson, J. J. Kelker and E. A. Conners, all of Oakland.

Stockton Division: M. H. O'Neil of Stockton, R. A. Richards of Lodi and J. H. Frost of Stockton.

Sacramento Division: W. B. Groce, of Reno, Wilfred Reed, of Sacramento, and C. H. Vance, of Sacramento.

Salt Lake Division: H. I. Price, E. C. Smith and T. D. DeMasters, all of Ogden.

Portland Division: C. F. Stretch of Newberg, Bert Turpin of Middleton, and L. J. Speck of Portland.

Los Angeles Division: A. K. Freeland, E. E. Kneer and W. K. Nickel, all of Los Angeles.

Shasta Division: A. L. Vail, J. N. Nixon, P. L. Foster, Sisson.

San Joaquin Division: F. B. Owen, Guy Barback and A. S. Bedford of Fresno.

Tucson Division: K. B. Holmann, Wm. Dawson and W. Wilson of Tucson.

Fine Hickory Nuts On
Old Waldo Hills Farm

J. T. Hunt, who resides upon the old M. W. Hunt farm in the Waldo Hills, has two old hickory trees upon the place which bear heavy crops of nuts every year, of a first class commercial variety, or rather varieties, for there are two of them, and although he has never made any effort to realize any revenue from the sale of them, they would doubtless bring him in a snug little profit if he took the trouble to gather them. Both of the trees are quite large and bear heavily every year, the crop this year being much heavier than the average, but Mr. Hunt does not pay any attention to them and leaves them on the ground where they fall for the hogs to feast upon. L. M. White, the well known barber of this city, a brother-in-law of Mr. Hunt, gathered up a pocketful of the nuts while on a visit to the family last Sunday, incidentally taking a final "crack" at the "Chishamen" upon the closing day of the open season, and the nuts are exceedingly fine in both size and flavor. One of the trees is what is known as the "Shellback" variety and the other is larger and commonly known as the "White" hickory nut.

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NEW TRAINS

AND IMPORTANT SCHEDULE CHANGES
On the

Oregon Electric Ry.

On and after Sunday
November 7

New Daily Local Trains

No. 65, leave Salem 7:10 a. m., arrive Albany 8:24, Harrisburg 8:53, Junction City 9:01, Eugene 9:30, and making local stops. No. 14, leave Eugene 11:15 a. m., Junction City 11:40, Harrisburg 11:50, Corvallis 12:12 p. m., Albany 12:50, arrive Salem 1:45; making local stops.

CHANGES IN SCHEDULE—NORTHBOUND.

Portland Local No. 6, leave Salem 7:15 a. m. instead of 6:30, arrive Portland 9:10 instead of 8:30.

Portland Local No. 14, leave Salem 1:45 p. m. instead of 1:50, arrive Portland, Jefferson St., 3:45 instead of 3:50, North Bank Station 4:00 instead of 4:10.

Limited No. 10, will run as at present leaving Salem 4:00 p. m., but will not make local stops Eugene to Salem.

SOUTHBOUND

Limited No. 5, will leave Salem 10:15 a. m. as at present, but will stop only at East Independence, Albany, Corvallis, Harrisburg, Junction City and Eugene.

Corvallis Local No. 7, leave Salem 12:55 p. m. instead of 1:00, arrive Albany 1:50 instead of 2:05, Corvallis 2:20 instead of 2:32.

Local No. 9, leave Portland, North Bank Station 2:05 p. m. instead of 2:10, Jefferson Street 2:25 instead of 2:30, Salem 4:25 instead of 4:35, arrive Albany 5:20 instead of 5:35, Corvallis 5:02, Eugene 6:45 instead of 7:05.

New Folders will be available Saturday.

J. W. RITCHIE, Agent, Salem, Oregon