

# When a Man's Married

HE HAD NOTHING ON THE FOOL MONGREL.

By FARR



# Daily Capital Journal's Classified Advertising Page

RATES FOR ADVERTISEMENTS: One Cent per word for the first insertion. One-Half Cent per word for each successive subsequent insertion!

**CHIROPRACTIC-SPIROLOGIST**  
**DR. O. L. SCOTT**—Graduate of Chirop. Fount. Head, Davenport, Iowa. If you have tried everything and have got no relief, try Chirop. spinal adjustments and get well. Office 406-7-8 U. S. National Bank Bldg. Phone Main 87. Residence Main 828-B.

**CHIROPRACTOR**  
**CONSULT DR. MAY**, experienced and successful Chirop., for acute and chronic disorders. Has practiced six years in Oregon. Free consultation. Hours, 9 to 12, 1 to 6. 305-6-7 Hubbard Bldg. Lady attendant. Phone, office 572; residence, 982-B.

**DRY CLEANING—PRESSING**  
**CLOTHES CLEANERS**—Pressers, repairers and dyers. One trial will convince you that our work and charges are right. Cleaning parlor open to 8 p. m. Goods called for and delivered free. Phone 728. Apparel Service Co., 138 S. High street.

**MAUSOLEUM**  
**MOUNT CREST ABBEY MAUSOLEUM**—The better way. Dry and sanitary. Building always open to visitors Sunday 1 to 4 p. m. J. W. Gaskill, manager. 828 South 12th. Phone 1368.

**LODGE DIRECTORY**  
**A. O. U. W.**—Protection Lodge No. 2. Meets every Monday evening at 8 in the McCormack hall, corner Court and Liberty streets. A. E. Aufrance, M. W.; S. A. McFadden, recorder; A. L. Brown, P.

**CENTRAL LODGE No. 18, K. of P.**—McCormack building. Tuesday evening of each week at 7:30. F. F. Schram, C. C.; W. B. Gilson, K. of R. and S.

**SALEM LODGE No. 4, A. F. & A. M.**—Stated communications first Friday in each month at 7:30 p. m. in the Masonic Temple. J. C. Welch, W. M.; S. Z. Culver, secretary.

**PACIFIC LODGE No. 50, A. F. & A. M.**—Stated communications third Friday in each month at 7:30 p. m. in the Masonic Temple. Glenn C. Niles, W. M.; Ernest H. Choate, secretary.

**E. N. of A.**—Oregon Grape Camp, 11 No. 1300, meets every Thursday evening in McCormack building, Court and Liberty streets; elevator. Miss Sylvia Shupp, 1791 Market, oracle; Hazel Price, Imperial Furniture Co., recorder.

**HOODSON COUNCIL, No. 1, R. & S. M.**—Stated assembly first Monday in each month, Masonic Temple. James Plant, Thrice Illustrious Master; Glen C. Niles, recorder.

**DEMOLAY COMMANDERY No. 5, K. R.**—Regular convocations fourth Friday in each month at 8 o'clock p. m. in Masonic Temple. Sojourning Sir Knights are courteously invited to meet with us. Geo. H. Burnett, E. C.; Frank A. Turner, recorder.

**CHADWICK CHAPTER, No. 37, O. E. S.**—Regular meeting every first and third Tuesday at 8 p. m. in the Masonic Temple. Elizabeth Read, W. M.; Ida M. Babeck, secretary.

**WOODMEN OF THE WORLD**—Meet every Friday night at 8 o'clock in McCormack block. Oscar Donaldson, C. C.; L. S. Geer, clerk. 507 Court street. Phone 593.

**MULTNOMAH ROYAL ARCH CHAPTER, No. 1, R. A. M.**—Regular meeting second Friday in each month at 8 p. m. in the Masonic Temple. Alfred P. Marcus, Ex. High Priest; Russell M. Brooks, secretary.

**UNITED ARTISANS**—Capital Assembly, No. 84, meets every Wednesday, at 8 p. m. in Moore hall. Mrs. F. W. Cook, M. A.; C. Z. Randall, secretary. Salem Bank of Commerce.

**SALEM HUMANE SOCIETY**—D. D. Keeler, president; Mrs. Lou Tillson, secretary. All cases of cruelty or neglect of dumb animals should be reported to the secretary for investigation.

**MODERN WOODMEN OF AMERICA**—Oregon Cedar Camp, No. 5246, meets every Thursday evening at 8 o'clock in McCormack hall, corner Court and Liberty streets. Elevator service. W. W. Hill, V. C.; Rex A. Turner, clerk.

At the rate that Germany has been taking Russian prisoners, we fancy two-thirds of the Russian old soldiers' reminiscences in future years will begin with: "When I was in Germany—"

**DENTISTS**  
**DR. O. A. OLSON, DENTIST**—Administers Nitrous Oxid and Oxygen Gas. Room 214. Phone 440. Masonic Temple.

**MISCELLANEOUS**  
**GOOD USED FURNITURE**—Bought, also taken in exchange for new. Full line of new furniture, ranges, heaters, and other house furnishings. Peetz Furniture Co., 233 North Commercial street.

**OSTEOPATH**  
**DRS. B. H. WHITE and R. W. WALTON**—Osteopathic physicians and nerve specialists. Graduates of American School of Osteopathy, Kirksville, Mo. Post graduate and specialized in nerve diseases at Los Angeles college. Treat acute and chronic diseases. Consultation free. Lady attendant. Office 505-506 U. S. National Bank Building. Phone 859. Residence 446 North Capital street. Phone 369.

**PHYSICIAN**  
**DR. D. B. GRIFFIN**—Drug and drink cure. 1425 Fir street, near Meyers street. Phone 1037J.

**SCAVENGER**  
**SALEM SCAVENGER**—Charles Soon, proprietor. Garbage and refuse of all kinds removed on monthly contracts at reasonable rates. Yards and cess pools cleaned. Office phone Main 2247. Residence Main 2272.

**UNDERTAKERS**  
**LEHMAN & CLOUGH**—C. B. Webb, A. M. Clough morticians and funeral directors. Latest modern methods known to the profession employed. 445 Court street. Main 120; Main 988.

**HIGDON-RICHARDSON CO.**—Funeral directors and undertakers, 252 North High street. Day and night phone 183.

**WATER COMPANY**  
**SALEM WATER COMPANY**—Office corner Commercial and Trade streets. For water services apply at office. Bills payable monthly in advance.

**FOR SALE**  
**SMALL** general stock of merchandise for sale. Inquire 1190 North Capital street.

**SPLIT BODY OAK**—\$5.00; grub oak \$3.50; ash, \$5.00; second growth, \$4.00; old fir, \$5.00. J. H. Eaton. Phone 1954.

**FOR SALE**—Antique black walnut bed, dresser, commode. Other black walnut furniture. Good organ in black walnut case. 233 North Commercial street.

**L. M. HUM**  
 Care of  
**YICK SO TONG**  
 Chinese Medicine and Tea Company  
 Has medicine which will cure any known disease.  
 153 South High Street, Salem, Ore. Phone 283.

**SALEM FENCE and STOVE WORKS**  
**B. B. FLEMING, Prop.**  
**Depot American Fence**  
 Gates, Plain and Barbed Wire, Paints, Oils and Varnishes. Roofing, Posts, Hop Hooks.  
**40 Years Making Stoves**  
 Stoves rebuilt and repaired. Stoves bought and sold.  
 250 Court Street. Phone 124.  
 Back of Chicago Store.

## Boston Banker Supports McAdoo's Shipping Plan

Boston, Mass., Nov. 27.—Roger W. Babson, banker, noted economist and financial expert, today announced himself an ardent supporter of Secretary McAdoo's plan for the construction of a naval auxiliary merchant marine for the United States. He stated that as the result of two trips to South America there, he had been converted to the idea that only through a government-owned line of ships can the problem of building up our trade in that part of the world be solved.

At the same time, he pointed out, a merchant marine such as the new shipping bill provides will offer the only possible means of breaking up the foreign shipping pool "which at present has our manufacturers in its grip." He would use government ships to do what privately owned lines cannot afford to do—break down the extortionate trans-Atlantic rates by threat of competition.

"Until recently," said Mr. Babson, "I have been opposed to government ownership in general, and especially as applied to shipping. Brought up in Gloucester, of a family interested in shipping and banking, I looked with hostility upon a 'paternalistic' policy in shipping affairs. But the only side of the case that had been presented to me was the condition of shipping between this country and Europe.

Notice is hereby given that we, the undersigned resident tax payers, representing ten per cent of the resident tax payers in road district No. 27 1-2, Marion county, Oregon, hereby give notice to the tax payers of said district, that there will be a meeting of the resident tax payers of said district, at Sunny-side school, in said district, at 2 o'clock p. m., on the 27th day of November, 1915, to vote an additional tax for road purposes, as provided by an act of the legislature of 1913.

Signatures: D. S. Pearson, Turner, Ore.; M. Nye, Turner, Ore.; S. Newby, Turner, Ore.; Fred Sheppard, Turner, Ore.; L. J. Morgali, Salem; C. H. Taylor, Turner, Ore. Nov. 27

**PLUMBING REPAIRING AND COIL WORK A SPECIALTY**  
 Reasonable Charges  
**SHOP FOOT OF UNION STREET**  
 A. L. Godfrey  
 Phone 1517-J Day or Night

**MONEY TO LOAN**  
 ON Good Real Estate Security.  
**THOS. K. FORD**  
 Over Ladd & Bush Bank, Salem, Oregon

**NOTICE OF VACATION.**  
 In the County Court of the State of Oregon for the County Court of Marion.

In the matter of the Application of Seid Back for the vacation of Frank's Fruit Tracts.

Notice is hereby given that the undersigned, Seid Back, the owner of all the real property hereinafter described, has filed a petition with the County Clerk of Marion County, State of Oregon, for the County Court of the State of Oregon for said county to vacate all of the sub-division or addition and all the lots, blocks and tracts thereof, the same being lots or tracts numbered from one to twelve inclusive in that certain sub-division or addition known as Frank's Fruit Tracts in Marion County, State of Oregon, the plat and dedication of which is now of record at page 175 of Volume 10 of the book of records of said Marion County, and all the roads, streets, avenues and alleys of such sub-division or addition.

That said petition is now on file and pending and all persons opposing said petition are hereby notified and required to present their objections to such petition to the said County Court on or before Friday the 7th day of January, 1916, at the hour of 9 o'clock a. m.

Dated at Salem, Oregon, this 23rd day of November, 1915.

SEID BACK,  
 Petitioner.

"Two years ago I went to South America for the first time, and I saw that conditions there were entirely different. One year ago I went again, taking a route through the Panama Canal, down the West Coast to the Straits of Magellan, and up the entire East Coast. I came back an ardent supporter of the McAdoo plan for a government-owned merchant marine.

"The great difficulty with the people today in speaking of government ownership is that they think only of shipping between here and Europe, where lines are already established. Now, the function of the government is not to do what people are doing, but to help them to do it. The government should bear the same relation to the nation that a father bears to his home. A father does not do for a boy what the boy can do for himself, but he does a great many things for the boy in his 'teens in order to prepare him to do it for himself later.

"Our relations with South America at present are just the same as the relations between a farmer's boy who has a garden, and the distant city. To give the boy a start the farmer provides transportation to market for the boy's goods; otherwise the boy would have to give up the garden. It is all-important that our manufacturers be aided in getting our goods to this market.

"Now the question—why not subsidies?"

"The answer is very simple. The subsidy is a fine thing provided we can be the only country to give subsidies. The reason that England, Germany and other countries have used subsidies to such advantage is that they were a unit and alone in the field. Moreover, now that they are already so well entrenched, it would take \$100,000,000 and a generation of time for us to secure a footing by their methods. As fast as we gave a subsidy they would add a similar amount to their present subsidy, and they would continue to do just so much ahead of us.

"Competition in subsidies is the same as competition in armaments; at the conclusion both sides bear the same relation to each other as they did at the first, but both are greatly burdened with both debt and corruption.

"Congressmen who have never been to South America fail to realize that most of the shipping there is already done in coastwise ships. It is true that the lines between European and South American ports are operated by private corporations. But a large proportion of the business between North America and South America is at the present time in government owned ships.

"The Brazilian government, the Chilean government and the Peruvian government are interested in the steamship business. If these poor and struggling governments are willing to make the sacrifice to help bridge the chasm between North and South America, shouldn't a big and rich government like our own be willing to do something along the same line of government owned ships?"

"I say 'along the same line' because I believe that some of these governments would consider it a very friendly act on the part of our country to subsidize a privately owned line in competition with their government owned lines. This was brought out very clearly in talks which I had with prominent officials while in South America. They would feel alright to have our government build ships of its own. Then all would be on the same footing, and operating on the same policy for mutual advancement and development.

"Another reason why I am in favor of government owned ships is because I believe that is the only arrangement which will enable us to break up the steamship pool which at present has our manufacturers in its grip. No private corporation, with or without subsidy, could resist the temptation to become part of this pool, which is controlled abroad and whose rates are beyond the regulating power of our laws. But government owned ships could not join the pool than the Post Office Department could make a deal with the express companies to hold up the people.

"No private shipping corporation could break up these pools; it would cost too much money and the stockholders wouldn't stand for it. These

pools can be broken up only by government owned ships not responsible to stockholders.

"There is a strong sentiment in this country against the use of naval ships in offensive warfare, but in favor of a big navy for defensive warfare. My idea would be to use the merchant ships in the same way—for defensive but not for offensive warfare.

"When our ships are constructed let us be frank with these foreign shipping corporations and tell them that if they will give up their pools and give our merchants and manufacturers a square deal with just rates, we will hold to the scheduled rates and compete only in the character of service rendered. But if they are going to continue to discriminate against our commerce we will stop in and out the rate, destroying their pool and compelling them to deal justly with our people.

"Finally, we must remember that there is an intimate connection abroad between the ship owners and the merchants and manufacturers, so that the former are practically a delivery service run by the latter. A subsidized American merchant marine would have no such connection with our industries, but a government owned merchant marine would bear to our industries the same relations as our public roads or our parcels post."

## NOT THE WHOLE WORKS

(Polk County Observer.)

Because there is dissatisfaction in the Woodburn company of the Oregon National Guard is no reason why other members of that organization should be affected. The trouble there is purely local, and had its origin because of the refusal of Adjutant General White to advance one of its officers in the ranks. As to the merits of the case we are not familiar, but one squares it is quite apparent that Governor Whyte made a grave error in naming White to succeed that grand officer, General Finzer, whose record is one that will go down in National Guard history as being the cleanest among the clean. The present adjutant general is pig-headed and spiteful and has already done more toward disrupting the almost perfect organization built by his predecessor than can be undone in years. It is gratifying to know that under existing circumstances, the Dallas members of the guard are taking no part in the controversy between the Woodburn company and General White, and that it is progressing as it has never progressed before even under adverse conditions. Captain Staffin, while deploring the effort on the part of a certain local publicity agency to bring about a rupture in his ranks, will continue to maintain his command at its present high standard, permitting those directly interested to settle their differences as best they may. The Oregon National Guard is organized for a purpose, and it is this purpose in which Captain Staffin and his soldiers are vitally interested—General White is not the whole works.

## WILL ADVERTISE IN PAPERS.

(Corvallis Gazette-Times.)

In line with the best modern thought on advertising, President Kerr proposes this year to cut out the illustrated bulletins and other forms of advertisement exclusively in the newspapers.

In following this plan President Kerr is doing exactly as many wholesale and retail dealers associations throughout the country have recommended to their members. Newspaper advertising is no longer regarded by thinking business men as "something to help along the newspaper," but as a commodity for which the buyer gets value received. That it "helps the newspaper" goes without saying, but that it helps the business man equally as much is too often admitted only by the real merchant, the mere store-keeper either still having his doubts or being content to take what comes to him through the real merchant's advertising getting people to town. We have had that put up to us right here in Corvallis. We have had men in business say "let the other fellow get 'em here, we'll get our share." Maybe they will, but we have an idea that the soul of the man who takes that view of it would rattle around in a mustard seed.

There is another aspect of the matter which one less ethical than President Kerr, one not possessing his finer sensibilities and discriminating ideas of justice might overlook, and that is a column after column of free space which the average newspaper is called

upon to devote for the good of the 'cause' whatever that cause may be. In his letter to the newspapers President Kerr takes cognizance of this fact and there are hundreds of newspapers in Oregon that will no doubt lump themselves to co-operate with the president because of this recognition.

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 \* New Today Ads, one cent per word.  
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**THE DAILY CAPITAL JOURNAL**

**Classified Business Telephone Directory**

**A Quick, handy reference for busy people**

Telephone

Salem Electric Co., Masonic Temple, 127 North High ..... Main 1200

Salem Steam Laundry, 130 South Liberty ..... Main 28

**PLUMBING, STEAM FITTING AND TINNING**

T. M. Barr, 164 South Commercial Street ..... Main 192

**UNDERTAKERS**

Rigdon-Richardson Co., 254 North High Street ..... Day and night, Main 183

**TRANSFER AND DRAYAGE**

Salem Truck & Dray Co., corner State and Front streets ..... Main 74

**JOB PRINTING**

Beaver State Printers, Patton Block ..... 1513

**A Doctor's Prescription**

That is what you get when you buy Dry Zensal for the crusty, scaly skin troubles and Moist Zensal if there is a watery eruption. These white, odorless ointments for the two distinct types of Eczema will give you two relief and comfort. Only 50 cents the Jar.

**Pooler's Drug Store.**

**TRAVELERS' GUIDE**

**SOUTHERN PACIFIC**

North Bound  
 No. 16—Oregon Express 5:00 a.m.  
 No. 54—Sound Special 6:12 a.m.  
 No. 28—Willamette Limited 9:25 a.m.  
 No. 12—Shasta Limited 11:35 a.m.  
 No. 18—Portland Passenger 2:00 p.m.  
 No. 20—Portland Passenger 5:00 p.m.  
 No. 14—Portland Express 8:00 p.m.  
 No. 222—Portland fast Fr't. 10:38 p.m.  
 No. 226—Local way Fr't. 10:35 p.m.

South Bound  
 No. 15—California Express 3:32 a.m.  
 No. 17—Roseburg Passenger 11:20 a.m.  
 No. 53—Exposition Special 2:45 p.m.  
 No. 19—Cottage Grove Pas. 4:20 p.m.  
 No. 11—Shasta Limited 5:45 p.m.  
 No. 27—Willamette Limited 6:10 p.m.  
 No. 13—San Francisco Ex. 10:38 p.m.  
 No. 221—San Francisco Fast  
 Freight ..... 12:35 a.m.  
 No. 225—Local way Fr't. 12:30 a.m.

**Salem-Geer Line**  
 No. 73—Arrives at Salem 9:15 a.m.  
 No. 76—Leaves Salem 9:50 a.m.  
 No. 75—Ar. Salem (mixed) 2:00 p.m.  
 No. 74—Leave Salem 4:15 p.m.  
 \*No connection south of Geer.

**Salem, Falls City and Western.**  
 No. 161—Lv. Salem, motor 7:00 a.m.  
 No. 163—Lv. Salem, motor 9:45 a.m.  
 No. 165—Lv. Salem, motor 1:40 p.m.  
 No. 167—Lv. Salem, motor 3:35 p.m.  
 No. 169—Lv. Salem, motor 5:35 p.m.  
 No. 259—Way Fr't. Lv. Salem 5:00 a.m.  
 No. 162—Ar. Salem ..... 8:40 a.m.  
 No. 164—Ar. Salem ..... 11:25 a.m.  
 No. 166—Ar. Salem ..... 3:15 p.m.  
 No. 168—Ar. Salem ..... 5:30 p.m.  
 No. 170—Ar. Salem ..... 7:45 p.m.  
 No. 240—Way Fr't. Ar. Salem 1:35 p.m.

**OREGON ELECTRIC RAILWAY CO.**

North Bound  
 Lv. Salem Train No. Ar. Portland  
 4:35 a.m. ..... 2 Owl ..... 6:55 a.m.  
 7:15 a.m. ..... 6 ..... 9:25 a.m.  
 9:45 a.m. ..... 10 Limited ..... 11:35 a.m.  
 11:50 a.m. ..... 13 ..... 1:35 p.m.  
 1:45 p.m. ..... 14 ..... 4:00 p.m.  
 4:00 p.m. ..... 16 Limited ..... 5:50 p.m.  
 5:37 p.m. ..... 29 ..... 7:50 p.m.  
 7:55 p.m. ..... 23 ..... 10:00 p.m.

South Bound  
 Lv. Salem. Ar. Corvallis  
 10:15 a.m. ..... 5 ..... 10:11 a.m.  
 4:25 p.m. ..... 9 ..... 5:47 p.m.  
 12:55 p.m. ..... 7 ..... 2:30 p.m.  
 6:40 p.m. ..... 13 ..... 8:00 p.m.

South Bound  
 Lv. Corvallis. Ar. Eugene.  
 8:25 a.m. ..... 10 ..... 9:45 a.m.  
 12:15 p.m. ..... 14 ..... 1:45 p.m.  
 2:32 p.m. ..... 16 ..... 4:00 p.m.  
 4:10 p.m. ..... 20 ..... 5:37 p.m.  
 6:18 p.m. ..... 22 ..... 7:55 p.m.

South Bound  
 Lv. Salem. Ar. Albany.  
 4:25 p.m. ..... 9 ..... 5:20 p.m.  
 Ar. Eugene.  
 7:05 p.m.

South Bound  
 Lv. Salem. Ar. Eugene.  
 3:00 a.m. ..... 21 Owl ..... 6:50 a.m.  
 10:15 a.m. ..... 5 Limited ..... 12:25 p.m.  
 Lv. Salem. Ar. Albany.  
 1:00 p.m. ..... 7 ..... 12:55 p.m.  
 Stops at Corvallis.  
 Lv. Salem. Ar. Eugene.  
 6:40 p.m. ..... 13 ..... 8:50 p.m.

**CORVALLIS CONNECTION**

North Bound  
 Lv. Corvallis. Ar. Salem.  
 8:25 a.m. ..... 10 ..... 9:45 a.m.  
 12:15 p.m. ..... 14 ..... 1:45 p.m.  
 2:32 p.m. ..... 16 ..... 4:00 p.m.  
 4:10 p.m. ..... 20 ..... 5:37 p.m.  
 6:18 p.m. ..... 22 ..... 7:55 p.m.

South Bound  
 Lv. Salem. Ar. Corvallis.  
 10:15 a.m. ..... 5 ..... 10:11 a.m.  
 4:25 p.m. ..... 9 ..... 5:47 p.m.  
 12:55 p.m. ..... 7 ..... 2:30 p.m.  
 6:40 p.m. ..... 13 ..... 8:00 p.m.

**WILLAMETTE RIVER ROUTE**  
 Oregon City Transportation Company.  
 Steamers Pomona and Oregon leave Salem for Portland and way landings daily except Sunday, at 6 a. m.