

The Daily Capital Journal

Classified Telephone and Business Directory

A Quick, Handy Reference for Busy People



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SCAVANGER... SALEM SCAVENGER—Charles Soos, proprietor. Garbage and refuse of all kinds removed

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OSTEOPATH... DR. B. H. WHITE and R. W. WALTON—Osteopathic physicians and nerve specialists

WATER COMPANY... SALEM WATER COMPANY—Office corner Commercial and Trade streets

LODGE DIRECTORY... MODERN WOODMEN OF AMERICA—Oregon Cedar Camp, No. 5240, meets every Thursday evening

SALEM LODGE No. 4, A. F. & A. M.—Stated communications first Friday in each month at 7:30 p. m.

CENTRAL LODGE, No. 18, K. of P.—Derby building, evening Tuesday evening of each week at 7:30

UNITED ARTISANS—Capital Assembly No. 84, meets every Thursday at 8 p. m.

in I. O. O. F. hall, A. A. Gutfrey, M. A. C. A. Vibbert, secretary, Crown Drug store, 335 State street.

A. O. U. W.—Protection Lodge No. 2, meets every Monday evening at 8 in the McCornack hall corner Court and Liberty streets

Remarkable Record In Repair Cost Was Made On Long Trip

How much money for operating upkeep need the automobile owner expect to invest in running his car after he has bought it?

In an effort to be of definite aid to thousands of men and women who are balancing this question against their check books, Milton J. and Mrs. Miriam Thayer Seely, the latter a professor in Oregon Agricultural college, made a double transcontinental automobile drive, involving 9,700 miles, and have just put together for the public generally what is believed to be the most enlightening and complete table of authoritative statistics ever assembled on the costs of motoring in the United States.

The table, which is to be put on file with motor clubs throughout the country at once, is of great value to men because of the figures it cites, while women will be much interested in the knowledge that Mrs. Seely kept the books on the long trip.

Expense Total Small. Driving a Maxwell touring car, the Oregon motorists traveled from Portland to Boston, Mass., and returned over a different route. The total of their expenses, this including not only the car's upkeep in gasoline, oil and repairs, but the cost of food in camping out, was surprising—\$275.47.

Every condition of travel was encountered, observed and statistics kept on it. All cost details, as it was felt these are sought by the intending motor car owner, are given in the official tabulation.

The table accurately gives, Professor Seely asserts, a statement of facts as to operating economy and he is convinced that the record is sufficient to satisfactorily reinforce this car's championship of the industry in low operating expense.

The salient point in an analysis of this table, which shows car repair costs of \$350 for the run east, and \$10.50 for the 5,200 miles back to the coast, and the factor in motoring that the buyer tries hardest to put his finger on, is that in the 10,000 miles, which constitute a good season's mileage for most drivers, it is shown that one can expect to keep his car in repair for approximately \$1 a month, the total cost for car repairs having been only \$14.

Economy Is Proved. The long trip likewise upheld the Maxwell's reputation for upward of 29 miles on a gallon of gasoline in daily service, it is shown, while the expenditures for lubricant prove that the car goes approximately 150 miles to the quart of cylinder oil.

Indicative of the spread of the motor car's usefulness, the table also makes plain the revelation that the automobile no longer is a luxury, but is to be accepted as an economic necessity, these tourists having crossed the United States both ways by automobile at a cost more than \$100 less than would have been required in fares alone had the distance been covered by rail.—Portland Journal.

DEATHS AT SILVERTON. Mrs. B. A. Borrevik, wife of Rev. Borrevik, pastor of the Lutheran church, passed to her home beyond Wednesday morning, April 18, at 11:25, after an extended illness, having been confined to her bed for the past six and one-half months.

Clark W. Thompson, a Civil war veteran, passed away Wednesday morning at his home on Second street, from an acute attack of stomach trouble.

Mr. Thompson had at times for several months past, suffered a great deal although he never complained. He was out and walked from one room to another a few hours before he died. Deceased was born at Janesville, Wis., November 13, 1853. Mr. Thompson was a man well thought of by all who knew him. He with his family moved to Silverton 15 years ago. A wife and one daughter survive. The daughter, Mrs. Maggie Gottrup, has just moved to Washington and up to Thursday evening it was impossible to reach her.—Silverton Appeal.

OBITUARY. Elizabeth A. Fox was born Jan. 20, 1827, at Pemberton, New Jersey. At the age of 16 she was converted and united with the Baptist church.

Nov. 24, 1853, she was married to Enlem S. Eagle. They two were active in the work of the church of this place until 1887 at which time they moved to North Dakota.

The husband was deceased Oct. 17, 1909.

In 1904 Elizabeth Eagle moved to Salem, Oregon, in company with her daughter, Mrs. Owen Gottman, and family, with whom she made her home after the death of her husband.

The other daughter, Mrs. W. C. Polka and family having moved to Oregon a few months before.

Our friend and sister departed this life April 17, 1917, being more than 90 years old.

\$725 NOW \$755 May 1st

---because of the increased cost of the high-grade materials used in the manufacture of Maxwell Motor Cars, and ---because the policy of the Maxwell Company will not permit of the cheapening of its product,

---therefore, the price of the Maxwell will be slightly increased as follows:

Touring Car from \$725 to \$755 Roadster from \$710 to \$740 f. o. b. Salem

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HALVORSEN & BURNS Agents for Marion and Polk Counties Maxwell Motor Cars

Oregon Loganberry Situation

By ELIZABETH A. SCHULTZ, in the "Oregon Country"

The problem of overproduction, with no market and low prices, has become a chronic ailment in the fruit districts of the Northwest. The disease is being cured to some extent by the juice manufacturers.

Our own Loganberry industry, now worth over a million dollars to the state, has gone through all the trials and tribulations known to this ailment. Two years ago it was almost a defunct industry. At that time prospects were brightened with the coming of juice concerns, but it is now about to face another crisis.

Freight rates are to be increased on bottles, fruit jars and containers, which will make the manufacture of juice on an extensive scale prohibitive. Their bottle supply must come from the east and the fruit must get to the eastern market to get anything like a fair return on the manufacturer's investment.

The business of the fruit juice concerns, who manufacture a product which can successfully compete with any fruit juice on the market, was figured and founded on existing freight rates of eighteen years' standing. Since then there has been a constant increase in the cost of production and distribution.

As Loganberry juice is a luxury rather than a staple, these increases cannot be assessed to the consumer, as is the case with canned fruit, etc.

Will Stop Operation. These increases, with the increase in rates, will cut down the profit so that it is useless to hope for large concerns to operate.

To give some idea of the disastrous effect of such action let us go back over the rocky road traveled by Oregon Loganberry growers. The pioneers supplied the canneries and demands for local consumption. They got such good returns that everyone who owned a town lot or acreage began to plant this fruit.

In two years' time the canneries were overstocked and the consumer was barely beginning to acquire the taste for this new fruit.

Fresh fruit shipping was then tried. Logan requires sun-drying and therefore, strictly speaking, are not a successful distance shipper.

The grower's problems were increasing. Likewise yield and acreage. The growers found themselves with three times the yield of any previous year. All their money was tied up in their crops. There was no market and no money to be borrowed on such risky security.

Evaporation was tried out. New hope sprang up within the heart of the grower. Then everyone dried Loganberries. It looked to be an easy matter to market a carload of dried Logan, but when they started out they found a very critical public to be educated in the proper use of the evaporated berry.

Fruit Union Helped. In 1914 the Salem Fruit Union came to the rescue of the growers around Salem and pledged their credit to the extent of advancing ten cents per

costs every grower \$20 a ton to pick and \$10 a ton more for handling and yard help. This means \$150,000 put into circulation for harvesting. About 6500 persons gathered Loganberries this year and a normal crop requires 10,000 people.

The total Loganberry acreage of the valley is 2200 acres. This land, with vines, equipment and improvements is at present valued at \$750,000. Without a market this value would be reduced 50 per cent.

There is a quarter of a million dollars invested in juice plants. Their raw product of the season, packing material, bottles, sugar, insurance, etc., will run this amount up another three-quarters of a million dollars.

The largest one of these plants employs one hundred and sixty people for a season of four weeks, which means a payroll of from \$8,000 to \$10,000. This year 3500 tons of berries were consumed by the juice concerns and growers receive from \$55 to \$65 per ton.

300 Carloads of Bottles. Three hundred carloads of empty bottles, woodstove and four hundred carloads of bottled juice, cardboard, puts a quarter of a million dollars freight revenue into the hands of the railroad companies. And most of this, by the way, between February and July, at a time of the year when eastbound tonnage is light and highly desirable to the company.

I am indebted to Mr. Robert J. Paulus is manager of the Salem Fruit Union and is an authority on the Loganberry situation in the valley. His figures are reliable and conservative, as anyone familiar with the industry can readily see.

The Interstate Commerce commission recently granted a hearing on the Pacific Coast and is now considering testimony submitted at that time.

An increase in rates would seriously affect the following interests, which are now valued at:

Table with 2 columns: Item and Value. Items include Labor for picking and harvesting, Fruit, Juice plants, Juice concerns' packing and distribution material, supplies, sugar, Freight revenue.

SURPRISE GRANGE MEETING

There was a rousing old meeting at the grange in Turner Saturday April 14. Attendance was good and a lively interest shown. During the morning session some excellent resolutions were passed, after which J. P. Robertson, of the Salem grange, gave a 30 minute talk on the coming road bond issue which is to come up before the people at the June election. He stated excellent reasons why the grange and farmers should not support this.

An excellent dinner was served at the noon hour, at 1:30 the lecturer, Mrs. H. R. Crawford, took charge of the meeting. The Dairy association were invited to hold their meeting with the grange in the afternoon. An instrumental musical was given by H. E. Robertson and Mr. Nye recitations by Blanche Lewis and Lucile Gray; a

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