

Published Every Evening Except Sunday, Salem, Oregon.

The Daily Capital Journal

GEORGE PUTNAM, Editor and Publisher
136 S. Commercial St. OREGON

SUBSCRIPTION RATES	
Daily, by Carrier, per year	\$5.00 Per Month .45c
Daily by Mail, per year	\$3.00 Per Month .35c

FULL LEASED WIRE TELEGRAPH REPORT

FOREIGN REPRESENTATIVES

W. D. Ward, New York, Tribune Building.
W. H. Stockwell, Chicago, People's Gas Building

The Daily Capital Journal carrier boys are instructed to put the papers on the porch. If the carrier does not do this, misses you, or neglects getting the paper to you on time, kindly phone the circulation manager, as this is the only way we can determine whether or not the carriers are following instructions. Phone 31 before 7:30 o'clock and a paper will be sent you by special messenger if the carrier has missed you.

THE DAILY CAPITAL JOURNAL
Is the only newspaper in Salem whose circulation is guaranteed by the
Audit Bureau of Circulations

THE RAILROAD PROBLEM.

Some thirty odd plans have been suggested to settle the railroad problem, among which only two have precipitated wide discussion, the Plumb plan, fathered by railroad employes, and the Cummins plan, offered by the sub-committee headed by Senator Cummins.

The Plumb plan provides public ownership, to be obtained by issuing government bonds to pay for legitimate private holdings, as determined by the courts, purchase to be made through a purchasing board comprising members of the Interstate Commerce Commission, and one representative each of operators, employers and presidential appointees from the board of directors; operation to be under board of 15 directors, 5 named by the President, 5 by operating officials and 5 by the classified employes under rates fixed by the Interstate Commerce Commission, to be automatically reduced to equalize surplus; wages to be fixed by the directors, and all disputes settled by special boards comprising five representatives each of officials and men, with final appeal to directors.

The Cummins plan returns the roads to original owners, with reorganization to consolidate all lines into from 20 to 25 systems, as approved by the Interstate Commerce Commission, capitalization not to exceed value of property; operation is to be under direction of a railroad transportation board of five appointed by the President and approved by the Senate, under rates fixed by the Interstate Commerce Commission which will divide the country into five districts; wages are to be fixed by a commission with final appeal to the transportation board and Interstate Commerce Commission, with strikes prohibited under penalty.

The two proposals differ radically in financial plans. The Plumb idea is to use the revenue to pay operating expenses, interest and fixed charges and divide the surplus equally between the government for improvements, extensions, retiring bond issues, rate reductions and the employes as a dividend on efficiency—two thirds to the managerial force and one-third to classified employes.

Under the Cummins plan, return to the owners is limited to "par" dividends, instead of government guarantees, half of surplus to be used for equipment, balance to promote amelioration of labor conditions, to extend hospital relief, to supplement insurance and pensions, to give technical education to employes and to establish a system of profit sharing by employes.

The Plumb plan, favored by organized labor, is strongly opposed by owners of railroad securities and

has met with a cold reception in commercial circles. It is styled radical and bolshevist, but is the first definite plan presented for public ownership.

The Cummins plan is received with little favor by financial interests and has aroused bitter resentment from labor on account of the prohibition of strikes—a provision that leaders assert unconstitutional and unenforceable.

Both bills are premature and abound in serious defects, though they will help crystallize public opinion regarding the fate of the railroads. Theoretically, the railroads as national highways should be owned by the government. Practically, private ownership, under federal control, is probably the most efficient, as government spells politics, bureaucracy and inefficiency.

The people have not yet made up their minds what they are to do with the railroads. Government operation under abnormal conditions, has not yet had sufficient test to prove its merits or demerits. At the same time there is a wide-spread alarm lest federal ownership make the railroads the football of politics.

One thing is certain, the railroads will not be returned, to become, as under the old regime, the stakes in Wall street gambling, nor will they be handicapped by having 48 separate states dictating rates and policy as well as the nation. While we are making up our minds, which may take the five years estimated by McAdoo, labor has no complaint, stockholders have their dividends assured, and service to the public gradually improving.

Hunting A Husband

BY MARY DOUGLAS
THE WRONG LANE

I was playing with little Anna this afternoon. I have gotten into that habit lately. In all the big, elaborate houses there seems no place for her—nor me.

My hair was tossed. And I had grown hot and pink-cheeked from hide-and-go-seek. I was crawling cautiously across the nursery rug when the door opened.

"Winthrop Carter entered."

"How pretty you look, Miss Lane," he said. I raised a hand to catch back my falling hair. "No, don't touch it. It looks just right!"

I said good-bye to little Anna. We left the room. We started down for the dock. And a sailboat.

"You must find this a bore, down here," said Winthrop Carter.

"A here?" I questioned.

"After your own beautiful estate—"

I thought at first he was making fun of me. One glance showed me he was in earnest. Who did he think I was? Not Madeline Thurlow's poor cousin, evidently.

It came to me in a flash. I would test him.

"Have you ever seen our estate?"

"Oh, everyone that reads the papers knows about Alexander Lane, his house—"

So? He thought I was Alexander Lane's daughter—the millionaire.

"But Mr. Carter, you've made a mistake. I am not Alexander Lane's daughter. I am only Cousin Madeline's poor relation!"

I watched his face. Not the slightest flicker of emotion chased across it. The man really cared for me—or he was a master of expression.

We strolled on, talking of sundry things. Not until evening did I see him again. Then—he danced with Mrs. Ashby. Not once did he ask me for a dance. I knew then—

I stole away quietly up the stairs. No one was the wiser. Only Benoit met me on the landing. He took my hand in such a warm, friendly grip. Somehow he helped my hurt pride by that simple action.

(Tomorrow—Benjie.)

James A. Dunsmuir and other Seattle labor leaders informed the president of their version of the conditions leading up to the projected strike, and told him, it was understood, that unrest would make it difficult to avoid it.

Wilson broke his long established rule of transacting no business on Sunday in order to hear these men, and it was learned he had taken under consideration the information they gave him.

Then, following a pilot car bearing the president's flag and the national colors, President Wilson, members of his official party and the general reception committee started a procession through the business section, which didn't end until the chief executive of the nation and his "followers" had traversed a route totaling 57 miles.

Crossing the Willamette river, after winding its way through the thoroughfares of the business section of the Oregon metropolis, the procession passed through residential districts of the east side and onto the Columbia River highway, which was traversed as far as Crown Point.

It was at that picturesque spot overlooking the mighty Columbia river that the general reception committee formally welcomed President Wilson to Oregon. Returning to Portland, the president was taken over a different route, affording more thousands an opportunity to get a glimpse of the nation's leader. A stop was made at Gresham, Or., where Wilson opened the Multnomah county fair.

During his passage through the business district, after leaving the union station this morning, the president was noisily greeted by persons who packed the sidewalks and others who cheered him from the windows of stores and office buildings. The outbursts of applause kept Wilson on his feet practically all of the time, bowing, smiling and waving his hat.

Returning to the city from Crown Point and Gresham, the procession ended at Hotel Portland where the president, Mrs. Wilson and those of the executive's retinue were the luncheon guests of C. S. Jackson.

Wilson rested during the afternoon, preparatory to his address which he will deliver at the city auditorium this evening, beginning at 8 o'clock.

The Portland Press club will be host at 5:30 o'clock this evening to the 25 newspapermen with the presidential party, Joseph P. Tumulty, the president's secretary, and Admiral Coney T. Grayson, his medical advisor. It will be a "home products" dinner, featured by Oregon trout and venison.

Probably the most cosmopolitan audience ever assembled in the state of Oregon will hear Wilson tell why the United States senate should adopt the peace treaty and the league of nations covenant without mutilation at the auditorium tonight.

Prune Picking Commences Near Dallas; Crop Unhurt

Dallas, Or., Sept. 15.—Prune picking began Saturday in several of the big prune orchards near Dallas, and by the middle of next week the harvest of the Polk county prune crop will be on at full blast. Prices paid for picking fruit this year are about the same as last year, except that three shelling trees and picking are allowed 5 cents a box additional. The fruit is ripening fast. Many of the prunes are cracked. So far the damage is not as heavy as was first expected and with a good week of fair weather one half of the crop will be harvested.

Portland Automobile Spring Company Increases Capital

The Laheer Auto Spring company, of Portland, Saturday filed with the corporation commissioner's office a certificate showing an increase in capital stocks from \$15,000 to \$100,000.

A resolution of dissolution was filed by the Spray Milling company of Spray, Wheeler county.

Survey Of Klamath Falls Fire Hazards Completed

G. W. Stokes, deputy fire marshal, completed his survey of fire hazards at Klamath Falls, Monday, according to word received by State Fire Marshal Barber, and expects to visit Eugene, Monday, to advise with the mayor and councilmen of that city relative to the new fire fighting equipment which the city is figuring on purchasing.

Steamer Washed Ashore In Gulf Coast Storm; Other Damage Is Great

Galveston, Texas, Sept. 15.—The Leyland line steamship Modian has been washed ashore and is high and dry on the wharves at Aransas Pass today, according to reports here late this afternoon. The towns of Aransas Pass and Rockport are reported to be severely damaged by the gulf storm which raged yesterday and last night.

Train and telegraph service were restored this afternoon. The first passenger trains reached the island after 1700 feet of track, at the approach to the causeway, had been repaired.

Damage from the storm will not be great, according to city officials this afternoon.

Crawford Still Leading Coast League Slugsters

San Francisco, Sept. 15.—Sam Crawford is still topping the Coast hitters with .362 for 151 games. This is six notches under his mark of last week, but he is still six points ahead of leader, Salt Lake slugger, who is striking .356. Miller of Oakland is third with .355 for 54 games, but he has not been playing for about three months, due to a broken ankle.

Neither of the far north teams has a .300 hitter. Compton, the Rangers' best bet, is .296, and Portland's best showing is Farmer's .281.

Soldiers Drink Supposed Whiskey; One Already Dead

Indianapolis, Ind., Sept. 15.—One soldier, Oliver Eger, is dead and five others are in the hospital at Fort Benjamin Harrison as a result of drinking poison which they said they mistook for whiskey. The men were prisoners.

Condensed House And Senate Journal Is Sent To Printer

John W. Cochran, chief clerk of the senate during the last session of the legislature, Saturday completed the compilation of the condensed journal of the house and senate on which he has been engaged since last April. The condensed journal which will make 166 pages, is now in the hands of the printer and will be ready for distribution about October 15.

BANK REPORTS CALLED

Washington, Sept. 15.—The comptroller of the currency today announced a bank call for condition of banks as of Friday, September 12.

BORN.

TO Mr. and Mrs. Elmer Reitz (Edna Brown) on Friday, Sept. 12, a daughter, to be named Margaret.

The "Auto Repair Shop" is the name under which L. M. Miller will conduct his auto business at 245 Center street. Mr. Miller states in filing for record of the assumed name that this is the only business in Salem in which he is interested. The "Capital Credits and Adjustment Company" is the name under which H. O. Cooper, Mrs. Mayne Cooper and E. M. Christensen will conduct an adjustment and collecting company. Their offices will be in Salem. The capital stock is \$5000. In order to have a standing in court, when a business is conducted under any special or assumed name, a record must be filed with the county clerk.

Used Car Bargains

Late model 5-passenger Dort, run about 500 miles.

5-passenger Overland, \$250.

Studebaker bug, perfect condition, good shape, good buy, \$325.

Maxwell worm drive truck, A-1 condition, guaranteed, \$700.

SALEM VELIE COMPANY

162 North Commercial St. Phone 1604

Willamette Enrollment Is Largest on Record; Doors Open for First Semester

This morning the halls of "Greater Willamette" are formally opened to the student world and the registrar's office is the busiest place in Salem. Scores of former students and other scores of new comers are on the ground adjusting themselves to the new environment and the round of student activities. It is evident that the enrollment will even surpass the expectations of the faculty, and with this the extensions of departments will well entitle the institution to the name "Greater Willamette."

PERSONALS

J. W. Scott and wife of Woodstock, Ontario, are in the city visiting at the home of Mr. and Mrs. J. F. Scott. They will remain in the city over state fair week.

Following are valley people registered at the Bligh hotel today: H. A. Tallot, Woodburn; G. W. Anderson, Mohler; Henry Morgan and Dr. G. L. Wilson of Silverton; O. A. Kramer, Independence; W. F. and R. A. Wall, Jefferson; W. A. Smith, Clorvallis; G. W. Sammis, Falls City; H. E. Marty, Donald.

Jas. Woodward and H. F. Ehrlich of McMinnville were among the recent arrivals at the Capital hotel.

Of Course You Value Your Eyes

But do you give them the consideration that they deserve? Most people neglect them, even if they do not abuse them. To neglect them is to refuse to furnish them with the proper glasses when needed, and to abuse them is to continue to use them for near work when an error of vision is present or you have presbyopia, which is a condition that arises after middle life. If you would interview us once, you would know all about your eyes.

HARTMAN BROS. CO.
Jewelers and Opticians
SALEM, OREGON.

RIPPLING RHYMES

By Walt Mason

THE SOBERING BUNDLE.

When you have a bunch of boodle in the bank just up the pike, you'll stand up for Yankee Doodle, law and order, and the like. Then no creed of devastation, such as Russian outlaws shriek, will receive your confirmation—you'll denounce it like a streak. When a man is broke and busted, with no package laid away, he is evermore disgusted with the laws we all obey. He would see our courts all leveled, and the judges on the rack, and the plutocrats bedeviled till they gave up all their stack. He would see all things up-ended, Justice he would render mute; then his chances would be splendid to accumulate some loot. I have seen some agitators stirring up the people's souls, and they all wore cast-off gaiters and their pants were full of holes. And they said their chains were clanking, as they damned the plutocrat; if they'd only do some banking they would soon get over that. I have heard the spieglers thriftless putting up their weary song; I have heard the weak and shiftless saying everything is wrong. But the man who saves his money thinks the Russian creed absurd, and he thinks it beastly funny that so many yawps are heard.

PORTLAND SHOUTS ITS GREETINGS TO WILSON

Luncheon given by C. S. Jackson of the Oregon Journal.

Dense throngs were packed on both sides of the streets near the hotel and Wilson, on his second entrance into the city, received a greeting that was more enthusiastic than the one which marked his first appearance this morning. The cheers brought the president to his feet, waving his cap. In front of the hotel the police had difficulty clearing a way for the presidential automobile.

The president, when he enters California, is expected to get some information with regard to the projected strike in protests against life imprisonment of Thomas J. Mooney, labor leader convicted of implication in the preparation and parade bomb explosion in San Francisco in 1916.

POMPEIAN OLIVE OIL

easily digested

"always fresh"

Makes Appetizing French Salad Dressings

Sold Everywhere

LADD & BUSH BANKERS

Established 1868

General Banking Business

Office Hours from 10 a. m. to 3 p. m.

Necessity for Increased Telephone Rates

Increased telephone rates are necessary to meet increased costs.

Recent increases in wages alone to employes totaling for the State of Oregon upwards of \$225,000, made an increase in telephone rates not only necessary but imperative to pay these wages.

The net return to the Company under the rates now in effect is less than 3 percent on the valuation of its property at \$13,282,378, as found by the Public Service Commission.

Would you be satisfied with such a return on the capital you have invested in your business? Would you consider it sufficient?

There has been no general increase in telephone rates for many years. Every user of a telephone who stops to think knows that he would be paying an inadequate rate now if he was not paying substantially more than he was before the war.

THE PACIFIC TELEPHONE & TELEGRAPH CO.