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Notice of Application to Purchase Timber Land.

U. S. Land Office, Oregon City, Or. May 9th, 1887. Notice is hereby given that, in compli ance with the provisions of the Act of Congress approved June 3rd, 1878, entitled "An Act for the sale of Timber Lands in the States of California, Oregon, Nevada and Washington Territory," David Myers whose post-office address is Scio, Linn whose post-office address is Seio, Linn county, Oregon, has this day filed in this office his application to purchase the S % of N E % and N % of S E 1. Section No 18, in Township No, 10, b Rauge No. 1 east of the Williamette meridian.

Al pursons holding any adverse claim thereto are required to present the same at this office within sixty days from the first publication of this notice.

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NO HOME BLESSED WITH A BABY is complete without the monthly visits of Babyhood, that delight, comfert and aid of the mother. Only publicayoung children. We are glad to recommend it. (5 Beekman St., N. Y.) \$1.50 a year; 15 centa a copy Clubbed with the DEMOCRAT for \$3 a year.

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Democrat.

VOL. XXII.

-AND-

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winter stock of boots and shoes,

have as nicely a fitted up Boot and Shee

Store, and as complete a stock as any

this side of Portland and very few better

in Portland. I buy all my boots and

shoes direct from manufacturers and am

authorized to warrant every pair no ma-

ter how cheap. No firm in Oregon

have any advantage of me in buying as

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I keep much the largest, hest and great

est variety in the city. My aim will

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ALBANY, OREGON, FRIDAY, JULY 15, 1887.

Cleansed, Parified and Beautifi ed by the Cutioura Remedies. For cleansing the Skin and Scalp of Disfi-A COMPLETE CURE. have suffered all my life with skin diseases of

forest kinds, and have never found permanent relief, until, by the advice of a lady friend, I used your valuable Cutionra Remedies. I gave them a thorough trial, using six bottles of the Cutioura Resolvent, two boxes of Cutioura and seven cakes of Cutioura Soap and the result was just what I had been told it would be a complete cut. be a complete curs.

BRLLE WADE, Biohmond, Va.

Re'erence, G W Latimer, Druggist, Richmond,

SALT RHEUM CURED. was troubled with fialt libeum for a numb

E. T. PARKER, 579 Northampton St., Bosto DRUGGISTS ENDORSE THEM one of my customers, are little of the cause the control of the cause the skin to post off, and for eight years she suffered greatly, was completely cured by the use of your medicin C. N. NYE, Druggist, Canton, Ohio,

ITCHING, SCALY, PIMPLY. For the last year I have had a species of itching scaly and pimply humors on my face to which I have applied a great many methods of treatment without success, and which was speedily and entirely cured by

MRS, ISAAC PHELPS, Bavenna, O. NO MEDICINE LIKE THEM. We have said your Cuticura Remedies for the last six years, and no medicines on cur shelves give better

C, F. ATHERTON, Drugg'st, Albany, N, Y,

GRUBS, Pimples, Skin Blemishes, and Baby Catarrh to Consumption. Catarrh in its destructive force stands next to and fore singular that those afflicted with this fearful lisease should not make it the object of their lives to rid themselves of it. Deceptive remedies concented by ignorant pretenders to medical knowledge have weakened the confidence of the great majority of suf-ferers in all advertized remedies. They become re-signed to a life of missry rather than to: ture them-

sives with doubtful palliatives.

But this will never do, Catarrh must be met at
But this will never do, the all our might, Is toms. The bones and cartrilage of the nose, the or-rans of hearing, of seeing and of tasting so affected as to be useless, the uvu's so 'slongated, the threat so Sanford's Radical Cure meets every phase of Catarri Each package contains one bottle of the Radical Cure, one box Catarrhal Solveni, and an Improved Inhaler, with treatise; price, \$1. Potter Drug and

KINDEY PAINS IN CARE MENETE, that weary, life ared by the Cutteura Autt-Pate ote to pain and inflammation. At all druggers five for \$1; or of Potter Drug and Chemical

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It Purifies the Blood, Gleanses the Stomach and Bowels, and gives the whole system a Healthy and Delightful Tone. There never was a Medicine for the Nursery equal to it, and being composed of herbs only, it can be given safely to infants. It is a triumph in medicine harmless, yet efficacious. Invaluable in the family, on the road, at the mine, at sea, and For Sale by all Bruggists and Grocers.

O. R. & N. RATES.

Following is a copy of a letter sent by the State Railroad Commission to the general ticket agent of the Oregon Railway & Navigation Company : OFFICE OF THE RAILBOAD COMMIS-

HONERS, Salem, Or,, June, 29, 1887. B. Campbell, General Freight Agent, O. R. & N. Co., -Sin : Yours of the 21st instant, transmitting the revise schedule of freight rates on grain from points in Eintern Oregon to Portland, has been received.

While we are gratified that some toduction of rates has been made in favor of the producer, we feel constrained protest that the reductions made are in sufficient to meet the just demands of any preceding year. The grain crop ton tran traffic 112 certs a bush.

The reductions made in the revised

The difference between your company and ourselves is radical, and holding, as unreasonable, exorbitant, and unjust, in our judgment call for the reduction the Missouri river.)"

titled to a reasonable income upon the more costly to operate than roads in will suffer from the evil results of such capital invested in its roads after de- older sections of the country, but we a course somer or more intensely than duction of operating expenses, the an. think that a comparison with other roads will the sectionals themselves. Under nual cost of repairs, and renewals

From the returns of the company made to the Secretary of State for the year 1886, we gather the following able and entirely justified by the facts, ment as whether it can better efford to

Funded debt Balance of 5 year certificates notpaid... Expenses for Improvoments made in 1886 uses for station houses and fixtures

The two last items in the above state ment are transferred from the ture of permanent investments, being

This gives 5 6-10 per cent income the investment estimated as above. But there is a wide difference in the investment as above shown and the ac that the total cost of all property

tual cost of all the property of the company. It is stated in its report for 1886 this amount the net earnings would pay are less. interest at the rate of 6 8-10 per cent-We do not, at this time, seek to discass the cause or reason of this difference between the actual cost of the property of the O. R. & N. Company and its invested capital, but merely note the fact as bearing on the question

of the reduction of rates What the value of the "ocean steam- as follows ers, river and Sound boats, barges and wharves," referred to as constituting a part of the property of the company, in, we have no certain or direct means of knowing; but we do know, from the company's report that these steamers, river and Sound boats in 1886 transcarried in the same year 124,898,197 eral of them. tons of freight or merchandise, showing that the company's business on its water lines was equal in volume to the freight business of its railway lines.

It is not to be presumed that the company carried on this large business in steamships, river and Sound boats for amusement, or without profit. It received two and six-tenths cents per ton per mile for freight oarried on its railway lines. What it received on water carriage we do not know-certainly not ies than one half of one cant per ton per mile, and pronably more. At this rate its water transportation of freights would show goes earnings of \$617 -008.33. It cost forty five and sixtenths per cent of the gross earnings of its railroad to meet expenses. Applying this ratio to the gross earnings on it shows over 8 per cent of net earnings on freight alone carried on its steamers, river and Sound boats, on an investment of \$4,000,000. Certainly whatever part of the actual investment of the company is represented by its steam' ers, river and Sound boats, barges and wharves, aught to be deducted from ita capital entitled to income from the net earnings of its railway business.

As to what would be a reasonable per cent upon capital invested in railroads in Oregon, there would of course be a difference of opinion, but we submit

income for 1886, near four-fifths of the | with Penaleton, for out bound freights,

business for this year is, and has been, lought in reason and justice to be comwe have no data before us, but it is not | plied with by the company; but there doubted that it is increasing. The is one other and even more urgent rearapidly developing, the imports must ductions recommended. have largely increased, and while the exports of grain may have remained market value of abeat in the city of stationary, the whole business of the Portland has not exceeded the sum of Besides, the coming year will furnish a per bushel to sack i , and whenever the great increase of transportation over farmer is so remote as to call for \$4 per of freight from 25 to 38 per cent over commission, making a total of 18 cents for any losses sustained by the reduc- 50 cents per tu-hel at the depot left tions recommended.

we do, that your revised rates are, not- is a well-known fact that the O. R. & a less price. Any attempt a imposing withstanding the reductions made, still N. Company's road is an expensive one transportation rates that will reduce to operate, and it should not be com- the price of wheat below 50 cents per we think it right to give to you and to pared with Eastern lines (by Eastern | bu-hel at the depot, must of necessity the public the facts and reasons which lines I mean lines between Chicago and restrict is production, stage and de-

We consede that the company is en. | the O. R. & N. lines are somewhat opment of the country; and no interest in the Northwest will furnish much such couds ions it is not so light or this subject and will show that question whether the railroads are earnour recommendations are both reason- log a reasonable seturn on their investand for that purpose we submit the fol' transport the grain at a price that will sea son sea at lowing table, showing gross estaines, induce its production and vield at son e a net earnings and expenses ver mile of profit, or insist open such rates as my t certain railroads

N P in Minn...... C M and St. P. C., St. P., M and O C and N W.

In the shove tuble seven realeste compared with the O. R. & N. The N. P. is compared as a whole and as confined to its business in Minnesots. The gross earnings per mile in five instanors are less, and in three greater; in four instances the mileage expense is greater, and in four less; in one inof stance the ret earnings per mile are every description, including ocean steam- greater, and in seven less , in two iners, river and Sound hoats, barges and stances the gross earnings and expenses wharven, is \$32,924,433.72. Upon per mile are greater, while the earnings the exertion of the same strength (as

The percentage of net to gross earn- to an astonishing distance, jumping ings of these roads is as follows:

elis and Manitoba 50.4 per The rates received for all freight per

rates received average from nearly and nearly every kind of labor would ported 123,413,669 tons of freight and double the rates of other Northwestern be lightered, from the diminished merchandise, while its railroad division roads to greatly more than double sev. weight of tools and materials. The following will show former rates

> of the O. R. & N. Company, the rates recommended, and the revised rates in ents per 100 pounds [to Portland]:

The following table shows the dis tappes from Portland, the rates recommended, the rate is cents per ton per mile of these rates, the rates of the St. Paul, Minneapolis, and Manitoba rail- legal profession. They do much for nothroad in cents per 100 lbs. and the rates only an exception when a rich lead is its water lines on the basis taken, and of Illinois, as fixed by statute, for struck. transportation of grain :

It will be seen from the foregoing record on different contests : all intelligent, disinterested men as from 8 to 27 per cent higher than the ample. Such a rate would serve to keep rates of Illinois, and at all points west Tricycle such railroad at or above par. Then of the Blue Mountains the rates will reducing the total investment of \$37,- average the same as the rates on the 970,510.43, by the sum of \$4,000,000, St. Paul and Manitobs road to 30 per as representing the company's steamers, cent. shove them. The proposed rate river and Sound hoats, etc., we have from Pendleton is 5 per cent, higher substantially \$34,600,000 of invested than the rates of said road. The rates capital entitled to income from net earn- proposed for points east of the Blue did line of cornets. Consisting of the justly ings. Upon this amount the net earn- | Mountains are a little lower than the celebrated C. P's, Dr Warner's, Dr Lee's S. ings of 1886 would give an interest of rates of the said road for the same dis- K's, the Albany Standard, our spinal brand, six and three-tenths per cent, or one tances. The reasons which, from the and many other makes. Ladies are especial-

reasonable income, which would make a N. Co. to class all prime east of the surplus of \$400,000 over a reasonable Blue Montains as common points have lost none of their force and should be regarded now as beistofore,

From sil the faces berein giv. n we What the state of the company's are satisfied that our recommendations country through which its lines run is loop yet to be stated in favor of the re-For the last three years the average

country must have largely increased. 68 cents per bushel. It costs 4 cents lone will doubtless increase that class | with 2 cents more for handling and 1886, and quite reimburse the company for putting it into market, there is tut for the farmer, and there is no part of It is suggested in your letter "that it this state where when can be raised at press all business, depreciate values, les It may be, and doubtless is, true that sen consumption, and retard the develrestrict and 'easen its production and thereby lessen the receipt of the rese by lessening the freight is might, ande unre liberal policy, have to carry,

A r duction of ra'es to the points recommended will, in our opinion, give pretty general satisfiction, but any reduction short of that will not, and in our judgment aught not to be accepted as satisfactory. We hope that the company will o maider the question of redusting of rates and adopt those recomm anded by them.

Very respectfully yours, J. R. N. BELL, Clerk of Railroad Commission.

The moon, having a much smaller mass than the earth, will exert its attractive influence less strongly; and by on earth) a man could leap into the sir over the tallest buildings with the same ease that he would clear a low obstruction here. The same effect would be produced upon all other bodies. Horses would travel at a greatly increased speed, and if the rider was thrown the ton carried one mile on these roads are consequences of his fall would be much less serious ; the elephant would become as light-foo ed as a deer ; a stone thrown from the hand of a careless boy might falt in an adjoining town before accomplishing its mission of destruction , armien would engage in battles From this it will be seen that the at great distances from each other

A MAN ABOUT TOWN.

Prineville has two papers, and they ge get mad it is something like this: "There is a little paper in this town called the Ocho-co Review, and its little editor is little Johny Douthit, Little Johny Douthit is a good little boy. He's a little "smiler" on the Some times he publishes little things about the News, and the News gets "mad as thunder." Poor little Johny Douthit,-

Much of the "lawing" done is from prin do not like to be imposed on. Men will spend hundreds of dollars in defending a few dollars worth of chattels. While men are quarreling over the cow the lawyer is on a stool milking her. It is not the law-yer's fault that he gets the milk; but his client's. It is the lawyers business to get the cream. It is a mistaken idea though that it is all cream with the members of the

The M A. T. observes that a Salem paper practically admits that that city is getting left in the shade by Albany and other places, and as a matter of fact it is gradually approaching the aforesaid shade.

The M. A. T. has just read that there are 22,287 people in Boston over ten years of of age who can neither read nor write, and points with pride to our greater Webfoot civilization. In Albany there are only about six who can neither read nor write. World's Record.

On account of some interest in this city

N H. Allen & Co., have in stock a splen-

NU 50

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