

LIABILITY TO INSANITY.

No Such Thing as the "Insane Temperament"—Nervous Energy.

I doubt very much if there is any such thing as the "insane temperament." This is an organic constitution characterized by certain mental and physical qualities which is uniformly met with in those who are predisposed to insanity.

Perhaps the nervous temperament is the one which is the most frequently met with uncombined with any other temperament, or at least so greatly predominating as to obscure any other that may be present.

The manifestations of nervous energy are markedly prominent, and give peculiar impress to the whole body and mind. The countenance is usually pale and the features thin and sharp; the pulse is quick, small and frequent, though not weak, the respiration active; the chest and muscular system are generally not largely developed, the skin is dry and rough and the digestive functions are performed irregularly.

Prompt to form opinions and to arrive at conclusions, the subjects of the nervous temperament are not remarkable for stability of purpose. Their intellectual operations are rapid and brilliant, but at the same time not often persistent.

Women were formerly much more frequently the subjects of this temperament than men, but owing to the constant effort to get rich manifested by the male sex in recent times, and the consequent extreme development of the emotional system and of certain faculties of the intellect, it is now far more common with men.

Up to the fifteenth year most young people require ten hours, and till the twentieth nine hours. After that age every one finds out how much he or she requires, though as a general rule, at least six or eight hours are necessary.

The diseases which are most apt to occur among individuals of the nervous temperament are those which concern the nervous system. Thus, we have the various forms of neuralgia, certain affections of the spinal cord, hysteria in all its protean varieties, St. Vitus' dance, cataplexy, ecstasy and insanity of all types.

Persons of the nervous temperament are very subject to diseases which set only in their imagination or which, being slight, are exaggerated by the constant habit of introspection in which they indulge.

But although the existence of the nervous temperament in a person predisposes him or her more than does any other temperament to mental aberration, it is not to be supposed that it possesses this power to the exclusion of the other temperaments.

There is, therefore, no temperament which can par excellence be regarded as the insane temperament. Persons of all temperamental types are liable to insanity. Individual peculiarity is a factor not to be disregarded. Some people would never become insane, no matter what misfortunes might visit them or what mental shocks they might suffer.

Novel Method of Communication.

It is related that Hieron, anxious to order Aristagoras to revolt, as the only safe way took the trust of his slaves, shaved his head, and pricking the message upon his scalp, waited until the hair grew again, when he despatched him to Miletus, telling him to tell Aristagoras to shave his head and look thereon.

Children Cry for

OUR GRAVES.

A mound, a stone and violet
A bird song in the air
A child that gathers flowers and leads
The wind play with its hair;

No mound, no stone, no violet—
A blue sea overhead,
A sobbing wind that never forgets
Its chanting for the dead;

No mound, no stone, no violet,
No birds, no waves, no stir,
A spot where memory forgets
What spring and summer are;

Divorce Process in China.

A Chinese husband may divorce his wife for a number of causes—incompatibility, theft, drunkenness, disobedience, adultery or failure in duties toward husband or his parents.

Our Count y schoolhouses.

Are we a civilized people? Of course the answer depends upon the definition that is given to civilization.

How Many Hours to Sleep.

Up to the fifteenth year most young people require ten hours, and till the twentieth nine hours.

No Failures After All.

The late Rev. H. Ware, of Boston, was once in a curious predicament. In the middle of a sermon his memory failed him and he stopped abruptly.

Giving Up a Career.

"I'm going to be a soldier, ma, when I grow up," said Bobby, as he crawled into bed, "and fight in wars and battles."

A Popular Delusion.

The idea that the body "changes" every seven years, or at any other period, is a popular delusion.

A Domestic Romance.

Husband—The weather probabilities predict fair weather, but the prediction is wrong; it is going to rain, my corns pain me frightfully, and that sign never fails.

Wife—I know it, so I shall not attempt to go down town. Your corns are such a comfort to me, John.—The Epoch.

Largest Iron Casting.

The largest iron casting ever attempted in America was recently made at Bethlehem, Pa.

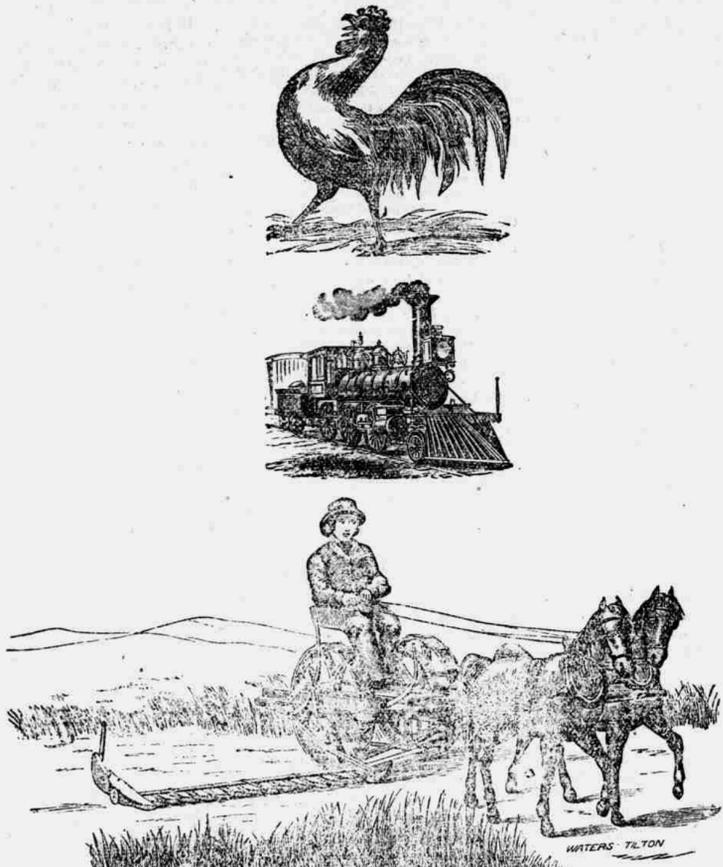
The Uppermost Topic.

A railroad conductor says he can always tell what topic is uppermost in the public mind by listening to the talk of the passengers as he goes through the cars.—Boston Budget.

The best way to become an orator is to have something to say and then say it.—John J. Ingalls.

There are 40,000 reptiles in the room in the Smithsonian institute at Washington.

Pitcher's Castoria.



1890. Happy New Year. 1890.

A Year of Great Things for

CORVALLIS.

All Aboard! The Wheels of Progress Well Oiled!

The Train of Improvements will be Successfully Engineered by Public Enterprise, who arrived here two months ago, and after a careful examination of the Proposed Route

Reports it clear of all obstructions, save in some sections small relics of mossbackism. To guard against the possibility of danger or detention from this source, Public Enterprise has provided his train with a patent appliance known as Public Opinion, which is a specially constructed car weighing 1000 Tons, run by electricity, and has given universal satisfaction in all cases, crushing out mossbackism wherever found.

This Splendidly Equipped Train will Start from the Depot Grounds Of

The Corvallis Street Railway Co. in Job's Addition

Running the entire length of this beautiful property, past Central Park, thence to Belmont, the great railway addition, which will soon be placed on the market, continuing over the route of the Corvallis Street Railway to Main street, passing

THE LARGE NEW FLOURING MILLS

Also the Works Recently Purchased for the Large Foundry and Factory for the Manufacture of Farm Machinery.

The train pulling out into the open country will follow the route now being established by the Engineers' Corps for the water canal which will be begun this year, and furnish ample water for the many factories sure to come here.

Tickets for the Entire Trip Will be

Free to Purchasers of Lots and Blocks in Job's Addition.

Whic are sold at \$100 and \$125 per lot cost, or in easy installments. Regular fare to all others. Upon return in the fall the Overland Express will stop at Belmont, and the owners of lots in Job's Addition and Belmont will provide an elegant dinner for the railroad officials from the profits made on their investments before starting.

You will make a Great Mistake if You fail to make This Trip. Maps, Plats, etc., and full particulars, together with Prices of Lots in Job's Addition, to be had of RALSTON COX, MANAGER, Corvallis, Oregon.

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VIA Southern Pacific Company's LINE

THE MT. SHASTA ROUTE.

Time Between ALBANY and SAN FRANCISCO 35 HOURS.

California Express Trains Run Daily PORTLAND and SAN FRANCISCO.

Local Passenger Trains, Daily, except Sunday

Lev Albany 8:00 a. m. Eugene 9:00 a. m. Ar Eugene 12:40 p. m. Lv Albany 11:25 a. m. Ar Portland 3:45 p. m.

Lebanon Branch. 8:30 p. m. Lv Albany Ar 6:30 a. m. 9:06 p. m. Ar Lebanon Lv 5:45 a. m. 11:50 p. m. Lv Albany Ar 9:25 p. m. 2:30 p. m. Ar Lebanon Lv 8:40 p. m. 7:30 a. m. Lv Albany Ar 4:26 p. m. 8:22 a. m. Ar Lebanon Lv 3:40 p. m.

Pullman Buffet Sleepers.

TOURIST SLEEPING CARS.

For accommodation of second-class passengers, attached to Express Trains.

The S. P. Co.'s Ferry makes connection with all the regular trains on the East Side Division from foot of F street.

West Side Division.

BETWEEN PORTLAND AND CORVALLIS.

Mail Train, Daily Except Sunday.

LEAVE PORTLAND 7:30 a. m. CORVALLIS 12:25 p. m. CORVALLIS 1:30 p. m. PORTLAND 6:30 p. m.

At Albany and Corvallis connect with trains of the Oregon Pacific Railroad.

Express Train, Daily Except Sunday.

LEAVE PORTLAND 4:50 p. m. McMINNVILLE 8:00 p. m. McMinnville 5:45 a. m. Portland 9:00 a. m.

THROUGH TICKETS to all points

South and East via California.

For full information regarding rates, maps etc., call on company's agent at Corvallis or Albany.

E. P. ROGERS, Asst. G. F. & P. Agent. R. KOEHLER, Manager.

THE YAQUINA ROUTE.

Oregon Pacific Railroad and Oregon Development Co.'s

STEAMSHIP LINE.

235 Miles Shorter; 20 Hours Less time than by any other route.

First class through passenger and freight line from Portland all points in the Willamette valley to and from San Francisco, Cal.

The Oregon Pacific steamboats on the Willamette river division will leave Portland, south-bound, Monday, Wednesday and Friday at 6 a. m.

Arrive at Corvallis on Tuesday, Thursday and Saturday at 3:30 p. m.

Leave Corvallis, north-bound Monday, Wednesday and Friday at 8 a. m.

Arrive at Portland Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday, both north and south-bound boats he over at night at Salem, leaving there at 6 a. m.

TIME SCHEDULE (except Sundays.)

Leaves Albany 1:00 p. m. Leaves Yaquina 6:45 a. m. Leave Corvallis 1:40 p. m. Leave Corvallis 10:25 a. m. Arrive Yaquina 5:30 p. m. Arrive Albany 11:10 a. m.

Oregon & California trains connect at Albany and Corvallis. The above trains connect at Yaquina with the Oregon Development Co.'s line of steamships between Yaquina and San Francisco.

This Company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all Willamette valley points can make close connection with the trains of the Yaquina route at Albany or Corvallis, and if destined to San Francisco should arrange to arrive at Yaquina the evening before date of sailing.

Passenger and freight rates always the lowest. For information apply to D. W. Cummins, freight and ticket agent, Corvallis, or to C. C. HOGUE, Acting Gen. F. and P. Agent, Oregon Pacific Railroad Co., Corvallis, Or.

C. H. HASWELL, Jr., Gen. F. and P. Agent, Oregon Development Co., 304 Montgomery St., S. F., Cal.

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NORTHERN PACIFIC Railroad.

Two fast trains daily! No change of cars!

Shortest line to Chicago and all points east, via ST. PAUL and MINNEAPOLIS.

The Northern Pacific railroad is the only line running Passenger trains, second-class sleepers free of charge, luxurious day coaches, Pullman palace sleeping cars, palace dining cars make 75 cents.

See that your tickets read via the Northern Pacific railroad and avoid change of cars.

Leave Portland at 10:40 a. m., and 2 a. m., daily; arrive at Minneapolis or St. Paul at 5:05 p. m. third day.

PACIFIC DIVISION.—Trains leave Front and G streets daily at 11:05 a. m. and 2 a. m.; arrive at New Tacoma at 6:15 p. m. and 8:30 a. m. connecting with company's boats for all points on Puget Sound.

CHAS. S. FEE, Gen'l Pass. Agent, St. Paul.

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