Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

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REPUBLICAN PLATFORM.

First—We reaffirm our devotion to the republican doctrine of protection for home industries against injurious foreign competition, and we recognize the McKinley bill as the ablest expression of that principle enacted in fulfillment of republican promises and as affording equal protection to the manufacturers, the mechanics, and the workingmen of America, from an unjus and degrading competition with the pauperized and poverty-stricken labor of European countries, and preserving American markets for the products of American labor.

Second—We denounce the democratic doctrine of free trade in so-called "raw materials," while insisting upon a high protective tariff on goods manufactured therefrom, as calculated to benefit entirely the foreign, at the expense and to the great injury of the American producer. We regard the reciprocity clause of the McKinley law as a wise and masterly stroke of republican statesmanship, under the operation of which protection guards the home market, while reciprocity reaches out to the foreign market. While protection establishes, builds up, and maintains American industries, reciprocity opens a new outlet for the surplus products of our farms, workshops and factories.

Third—We favor such legislation by congress and in this state as will encourage, protect, and promote the interests of agriculture in all of its departments. Protection of labor and rights of laborers such as will grant to toil its full and just rewards, is among the first obligations of government.

Fourth—We demand protection for the wool industry equal to that accorded to the most favored manufacturer of wool so that in due time American wool growers will supply all the wool of every kind required for consumption in the United States, and we denounce the Springer free wool bill now pending in congress as unjust and unpatriotic.

Fifth—Thoroughly believing that gold and silver should form the basis of all circulating medium, we endorse the amended coinage of the last republican congress by which the entire production of the silver mines of the United States is added to the currency of the people.

Sixth—We commend the patriotic services of our senators and representative in congress, and approve their efforts and measures for the general benefit of the state, and we especially commend their industry in behalf of measures for the opening up and improvement of the Columbia river, and we deplore all factional opposition to these measures.

Seventh—that we are heartily in favor of the passage by congress of a bill providing for a boat railway at the dalles of the Columbia river, which has been twice passed through the senate through the efforts of Senators Mitchell and Dolph; that we believe it to be the most practicable plan for relief of the producers and for the development of that vast territory of country tributary to the great Columbia river, and we are in favor of liberal appropriations for internal improvements, especially for all rivers and harbors.

Eighth—We demand the appropriation by congress of a sum sufficient to complete the work at the Cascade locks, and that the work of completing the same be let by contract.

Ninth—That we are in favor of a fair and equal distribution of taxation, and believe that all property not exempt by law should contribute its due proportion in payment of the legitimate expenses of the government, and to this end we are in favor of such amendment to our assessment laws as will secure the assessment and taxation of all property at its true cash value.

Tenth—We are in favor of an early survey of the unsurveyed public lands of the state, in order that the same may be claimed and occupied and titles thereto speedily procured by boda fide settlers under the laws o the United States.

Eleventh—We favor the development of our state by the construction of railroads and other systems of transportation, and we hold all corporations to be strictly responsible to their liabilities under law, and we recognize the right of the legislature to exact all responsible limitation on corporate power.

Twelfth—The producers and laborers of the country should not be taxed to maintain convicts in idleness, and the state should give such employment to its criminals as will relieve the taxpayers without forcing free laborers from their vocations or reducing their wages by unnatural competition.

Thirteenth—We endorse the action of tate railroad commission in its efforts to secure cheap transportation, and we congratulate the shippers upon the success it has attained, and we recommend that the law be so changed as to provide for the election of the commissioners by the people.

Fourteenth—The republican party, ever mindful of the service of the heroic men who served the Union, favors liberal pensions to the sailors and soldiers of the republic and a generous care of their widows and orphans.

Fifteenth—We favor economy in the administration of national and state affairs, the prompt and effective restraint of combines or capitalists for purposes unlawful or at variance with sound public policy; ample educational facilities for the whole people by the maintenance inviolate of our public school system; reservation of public lands of United States for homesteads of American citizens, and restoration to the public domain of all unearned railroad grants; and we contemplate with pride the progress of republican legislation and administration in all of the directions named.

Sixteenth—While inviting to our shores the worthy poor and oppressed of other nations, we demand enactments of law that will protect our country and people against the influx of vicious and criminal classes of foreign nations, and the importation of laborers under contract to compete with our own citizens, and earnestly approve the frigid enforcement of the existing laws by the present administration.

Seventeenth—We are opposed to the immigration of Chinese laborers to the United States, and demand such existing laws s shall effectually and forever exclude Chinese laborers from American soil.

Eighteenth—We are in favor of an amendment to the constitution of the United States providing for the election of United States senator by a direct vote of the people.

Nineteenth—Good roads being essential to the welfare of all communities, and especially to the farming community, we avor such amendment to the ex sting laws as will enable the several counties of the state to levy a tax not to exceed five mills for road purposes.

Twentieth—We take pride in commending the work of the last republican congress, which, in the face of democratic filibustering, passed the McKinley tariff law, reducing the surplus revenues many millions of dollars; increasing the free list by adding thereto many of the great necessaries our daily life [illegible] here in sufficient quantities to supply the demand; and otherwise readjusted the tariff laws; passed the customs administration act; pension laws; land grant forfeiture act, restoring many million acres of land to the public domain; the postal subsidy act; the anti-lottery act; the anti-trust law and many other great measures, in the interests of the general welfare of the American people.

Twenty-first—We congratulate the country upon the success and prosperity that have marked the administration of President Harrison. It has brought dignity, vigor and statesmanship to the conduct of our foreign affairs, and will settle many grave international complications upon a basis which secures every American right, and has indicated to the nations of the earth that it is able to and will protect the rights of the United States and of the people thereof in every quarter of the globe.

Twenty-second—We favor the prompt construction of ample defenses for all the United States, the building of an efficient navy, and the maintenance of the Monroe doctrine.

A WARNING-DON'T USE BIG WORDS.

In promulgating esoteric cogitations or articulating superficial sentimentalities and philosophical or psychological observations, beware of platitudinous ponderosity. Let your statements possess a clarified conciseness, compacted comprehensibleness, coalescent consistency and a concentrated cogency. Eschew all conglomerations of flatulent garrulity, jejune babblement and asinine affectations. In trying to impress upon others the superiority of the Wisconsin Central Lines, and why you and so many others use this thoroughfare from St. Paul and Minneapolis and Duluth and Ashland to Milwaukee, Chicago and points east and south it is not necessary to use jawbreakers. Let your extemporaneous descantings and unpremeditated expatiations have intelligibility and veracious vivacity, without rhodomontade or thrasonical bombast. Sedulously avoid all polysyllabic profundity, psittaceous vacuity, ventriloqual verbosity and vandiloquent vapidity, shun double entendres, prurient jocosity and pestiferous profanity, obscurent or apparent. In other words talk plainly, naturally, sensibly, and truthfully say the Wisconsin Central Lines is THE route, and that ends it.

This office has been favored with a complete catalogue and price list of the Evergreen Nurseries, of Evergreen, Wis. This nursery is well known throughout the west, having been many years established. The proprietor, Mr. Geo. Pinney, has probably distributed more evergreens and forest trees through this state than any other man in the country. Although he raises and sells millions of forest trees annually, his specialty is evergreens. He plants hundreds of pounds of the seeds every year, and now has nearly three hundred varieties on his lists, fully equalling the largest nurseries in Europe, which supply the nurseries and parks of royalty. Of course, having such a large trade and growing them in such large quantities, he is able to give better prices for the same quality of trees than any other nurseryman in the country. It is well worth the while of any person to send for his lists.

NOTICE TO CREDITORS.

Notice is hereby given that the undersigned has been duly appointed administratrix of the estate of Andrew Pardy, deceased, by the county court of the state of Oregon, for Benton county. All persons having claims against said estate are required to present the same, properly verified, to me at my residence, south of and adjoining the city of Corvallis, in said Benton county, Oregon, or at the office of Jeffreys & Holgate, attorneys, in Corvallis, Oregon, within six months from date of this notice. FANNIE E. PURDY,

Administratrix of the Estate of Andrew Purdy. Deceased.

Dated at Corvallis, Or., March 4, 1892.

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Mr. Loeber's Invention and the Remarkable Claims Made in Its Behalf—Another Addition to the Literature of Aerial Navigation.

Charles G. Loeber, a lawyer of Union street, in this city, has invented a system of aeriel navigation which he claims will solve the question and permit vessels of any size and weight to go through the air with the greatest of ease, safety and rapidity if constructed on his principle. His invention is based on his discovery of means which make the air unyielding to force and impact, and this unyielding state of the air he has named anthexis, from the Greek, meaning that which sustains force without yielding. It must not be inferred from the statement that Mr. Loeber is a lawyer that he has developed his system and perfected his invention without an acquired knowledge of its surroundings. He has given aeriel navigation his careful study for over a quarter of a century, and especially has studied the quality of the air or atmosphere, and one of his notable inventions is an air pump.

This new invention has had as yet no practical test, because no machine for navigation has yet been constructed. The inventor claims, however, that he has satisfied himself of its correctness beyond a doubt. He naively states that his position is the same as that of most inventors. He lacks the funds. Not that he is without means, but the amount needed to build a vessel of the proper size for conveyance would be $50,000, and he says that $50,000 is a large amount to some men. He also wants the privilege of control in the matter of construction, which means a great deal to capitalists. At the same time he is as hopeful and also as buoyant as his machine will be, according to his statements, and believes that the opportunity will come for him to make, as he says, an epoch in history.

When questioned as to the principle on which he works he said to a reporter:

"If I were to detail to a thorough scientist, the strongest kind of a personal friend, in the strictest confidence, the principle I work upon, there would enter into his acceptance of it an element of doubt, because it is opposed to all the present ideas of aerial navigation. The air is a power substance, but its power is occult and made manifest only by the use of means. The balloon is the means to obtain two opposite vertical air columns and the excess of the lower over the upper air column; vacuous space in the pneumatic tube is the means to obtain the full pressure force of one air column. A third means which I have discovered brings forth anthexis. Anthexis is the foundation and embodiment of my invention of the air car. I can say no more than this at present."

The startling part of Mr. Loeber's proposition is that he proposes his air car shall be made of iron or steel to prevent fire; that its extreme length shall be 79 feet; mean breadth, 27 feet; height, 35 feet; length and breadth of wings, 40 and 27 feet; total wing area, 2,160 square feet, and that it shall have a net carrying capacity of 600 tons. The minimum unyielding air support underneath the wings, he says, will be 1,188 tons and the area of the machine will be 40 square feet. The means through which anthexis are brought forth are constant, he says, and the control of the rudder absolute. Three hundred miles an hour speed, according to his statement, are as easily obtainable in the air as are thirty miles an hour on land. The normal height of the car in the air will be above mountains, so as to keep it out of the zone of cyclones and an automatic register denoting the height of the car, coupled with a simple rule fixing the heights for the various cars, will make collisions practically impossible.

This is comforting to know. That this invention, if carried out, will practically bring the millenium, Mr. Loeber does not hesitate to say. As illustrations of the feasibility of his plan and the existence of anthexis, he uses the vulture, which, when weighted with a load heavier than itself, is able to rise in the air to any distance. Were not the air unyielding the bird would have no fulcrumage, and the air would slip by it. The bird does not obtain this by the exertion of force, as is shown by the motionless wings of the eagle poised in air. In the case of the laden vulture the force needed would be a force equal the weight of the vulture and its prey, added to that needed for fulcrumage and its flying force. This would make flight impossible, he claims, unless nature had provided a better means than simple force, and this, Mr. Loeber says, he has discovered.

When called upon to account for his discovery he claimed it was due to providential good fortune, added to many years of unremitting study expended on a subject as to which little or nothing was already known, and all of which had to be elaborated by original conception and design. He says a trial of the test car could be made in less than six months, and then large cars could be built and air conveyance made as a regular method of transportation.

Who knows but the aerial navigation and transportation company, carrying passengers across all the continents and wastes of waters, without seasickness or the dangers of dying of indigestion through the diabolical railway station sandwich, may be a thing of the near future, while the men who doubt, as did those opposing ocean steamers and locomotive transportation, may have to recant as they did and be glad to take a day off in the summer time for a cool evening in Siberia and return. All this is possible, according to Mr. Loeber, and his standing in the community as a man of reason in other matters warrant some degree of faith in his sincerity and sense. —Brooklyn Eagle.

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