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The Democratic Times.

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Senator, A. C. Stanley; Representatives, J. T. Rowditch, R. A. Miller; County Judge, E. DePratt; Commissioners, Benj. Haymond, S. A. Carlton; Clerk, W. H. Parker; Sheriff, H. W. Dean; Treasurer, N. Fisher; Assessor, J. M. Childers; School Superintendent, Wm. Priest; Surveyor, F. A. Engelbach; Coroner, R. Pryce.

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MEETING OF COURTS, ETC.

The Supreme Court of Oregon meets at Salem, regular terms commencing on the first Mondays in March and October.

Circuit Court for Jackson county meets the second Monday in January, first Monday in May and October; for Josephine, second Monday in April and first Monday in November; for Klamath, second Monday in June and first Monday in September; for Lake second Monday in February and third Monday in August.

For Jackson county the County, Probate and Commissioners courts meet every month, commencing with the first Monday; for Josephine county, the first Monday in January, April, July and September; for Lake county, every alternate month, commencing on the first Monday in January. For Klamath county the first Wednesday in March, June, September and November.

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Attorney-at-Law & Real Estate Agent.

Ashland, Oregon.

All business placed in my hands will receive prompt attention. Special attention given to collecting.

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JACKSONVILLE, ORN.,

Will practice in all the Courts of the State. Office in the Court House, first door to the left of entrance.

E. DePEATT.

ATTORNEY & COUNSELOR-AT-LAW,

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Will practice in all Courts of the State. Office in Odd Fellow's building, up stairs.

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ATTORNEY & COUNSELOR AT LAW,

Jacksonville Ogn.

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ATTORNEY & COUNSELOR-AT-LAW,

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All business in my line will receive prompt attention.

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PRICE & GEARY,

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Free Buses to and from the Hotel.

No Chinese employed and no deviation in charges.

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G. KAREWSKI.

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" " " 11 " 17 "	5.00.
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These goods were bought in the East and cannot be excelled in quality or price.

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Santa Maria, Wednesday	Feb. 2	Santa Maria, Friday	" 28.
Yaquina City, Tuesday	" 8	Yaquina City, Thursday	Feb. 3.
Santa Maria, Monday	" 14	Santa Maria, Wednesday	" 9.
Yaquina City, Sunday	" 20	Yaquina City, Tuesday	" 15.
Santa Maria, Saturday	" 26	Santa Maria, Monday	" 21.
Yaquina City, Friday	March 4	Yaquina City, Sunday	" 27.

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Leave Yaquina 6:30 A. M. Arrive at Corvallis at 11:28 A. M. Arrive at Albany at 11:50 A. M. Leave Albany at 12:40 P. M. Arrive at Corvallis 4:27 P. M. Arrive at Yaquina 5:45 P. M.

Oregon & California trains connect at Albany and Corvallis.

The Company reserves the right to change sailing days.

Fares, rail and cabin, $15. Rail and steerage, $9.85. For information apply to

C. CHOGUE,

Acting G. F. & Pass. Agent, Corvallis, Or

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Write for Catalogue. Address either FRANK BROS. IMPL. CO., Portland, Or., or CRONEMILLER & BIRDSEY, Agents, Jacksonville, Or.

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IMPORTERS AND DEALERS IN

MACHINERY!

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SAW MILL.

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Pianos and Organs exchanged for farm produce or cash, or sold on the installment plan.

ORGANS TAKEN AS PART PAY FOR PIANOS.

Call and examine our goods before purchasing, for we will not be undersold.

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Wholesale & Retail Dealers in all Varieties of

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Artistic Furniture a Specialty.

Ash Bedroom Sets from $30 00 upward. Everything in our store marked way down. Call and examine before purchasing.

COR. FIRST & YAMHILL STS. Portland, Or.

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JOHN MATZEN, Prop.

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Fresh Bread and Yeast

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Send for quotations for raw Furs and Skins to

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STEAM FLOURING MILLS

HAVING RECENTLY BEEN REFITTED with all modern improvements, are now turning out a first-class article of flour, which is put up in ¼ barrel sacks, and every sack is warranted to contain 49 pounds of flour. If you don't believe this, just compare a sack of our flour with any other brand offered for sale in this market and note the difference in weight.

Flour and Mill-Feed

Constantly on hand and exchanged for wheat

BARLEY ROLLERS.

Having added a set of Barley Rollers to my mill, I have set apart every Saturday to Roll Barley for customers. The work will be done on short notice, so that parties can return with their grist the same day. I am prepared to roll barley at all times and in the best manner. This process is far ahead of the crusher.

G. KAREWSKI

MEDICAL.

A CHILD'S SKIN.

Ears and Scalp Covered with Eczematous Scabs and Sores Cured by Cuticura.

My little son, aged eight years, has been afflicted with Eczema of the scalp, and at times a great portion of the body, ever since he was two years old. It began in his ears, and extended to his scalp, which became covered with scabs and sores, and from which a sticky fluid poured out, causing intense itching and distress, and leaving his hair matted and lifeless. Underneath these scabs the skin was raw, like a piece of beefsteak. Gradually the hair came out and was destroyed, until but a small patch was left at the back of the head. My friends in Peabody know how my little boy has suffered. At night he would scratch his head until his pillow was covered with blood. I used to tie his hands behind him, and in many ways tried to prevent his scratching; but I was no use, he would scratch. I took him to the hospital and to the best physicians in Peabody without success. About this time some friend, who had been cured by the Cuticura Remedies, prevailed upon me to try them. I began to use them on the 15th of January last. In seven months every particle of the disease was removed. Not a spot or scab remain on his scalp to tell the story of his sufferings. His hair has returned, and is thick and strong, and his scalp as sweet and clean as any child's in the world. I cannot say enough to express my gratitude for this wonderful cure by the Cuticura Remedies, and wish all similarly affected to know that my statement is true and without exaggeration.

CHARLES McKAY,

Oct. 6, 1885. Peabody, Mass.

I have seen Mr. McKay's boy when badly affected with the Eczema. He was a pitiful sight to look at. I know that he has tried our best physicians, and did all a father could do for a suffering child, but availed nothing. I know that the statement he has made you as regards the curing of his boy by your Cuticura Remedies are true in every particular.

WILLIAM J. McCARTHY,

34 Foster St., Peabody, Mass.

Sold everywhere. Price: Cuticura, 75 cents; Cuticura Soap, 35 cents; Resolvent, $1.00. Prepar'd by the POTTER DRUG AND CHEMICAL CO., Boston.

Send for "How to Cure Skin Diseases."

PIMPLES, Blackheads, Skin Blemishes and Baby Humors, use Cuticura Soap.

IN ONE MINUTE.

Rheumatism, Neuralgia, Sciatic, Sudden, Sharp and Nervous Pains and Weaknesses relieved in one minute by the Cuticura Anti-Pain Plaster. All druggists, 25 cents. Potter Drug Company, Boston, Mass.

How's Your Liver?

Is the Oriental salutation, knowing that good health cannot exist without a healthy Liver. When the Liver is torpid the Bowels are sluggish and constipated, the food lies in the stomach undigested, poisoning the blood; frequent headache ensues; a feeling of lassitude, despondency and nervousness indicate how the whole system is deranged. Simmons Liver Regulator has been the means of restoring more people to health and happiness by giving them a healthy Liver than any agency known on earth. It acts with extraordinary power and efficacy.

NEVER BEEN DISAPPOINTED.

As a general family remedy for Dyspepsia, Torpid Liver, Constipation, etc., I hardly ever use anything else, and have never been disappointed in the effect produced; it seems to be almost a perfect cure for all diseases of the Stomach and Bowels.

W. J. McELROY, Macon, Ga.

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Four-tined pitchforks	8 65
White Lead, 25 lb. keg	2 00
Linseed Oil, per gal	90
Turpentine, " "	90
Winchester Rifles, (octagon barrel)	18 00
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Buck Saws, (complete distance plates)	1 00
Gun Powder, per lb	50
Shot, per lb	12½
Wads, per box	25
Caps, " "	10
Cartridges, per box	Retail 1 00
Bolts, per doz	15
Horse Shoes, per lb	12
Axes	1 25
Ax Handles	20
Miner's Picks	1 00
Hatchet Files	10
Crosscut-saw Files	35
Door Locks	50
Cow Bells	25

Other Goods in Stock at same Low Rates.

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FRUIT TREES

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SARDINE CREEK NURSERY

D. F. MILLER, Prop.

Fruit Trees of Every Description

furnished to order; also

SHADE & ORNAMENTAL TREES

CHOICE PEACHES A SPECIALTY

Address: D. F. MILLER, Gold Hill, Or.

Western Stage Co.

ASHLAND, LINKVILLE

and FT. KLAMATH LINES.

Stages leave Ashland daily (Sunday excepted) on arrival of mail train from Portland, arriving at Linkville at 6 o'clock P. M.; also leave Linkville for Ashland every morning except Sunday.

Connect at Linkville with tri-weekly stages for Fort Klamath and Lakeview.

New coaches and new stock throughout, and special care given to make the travelling as comfortable as possible. Best route to Eastern Oregon for travelers and tourists. For information apply to THOS. GRAVENOR, Agent, Ashland, Oregon.

Ashland office at Willard & Eubanks' hardware store. Agent at Linkville, G. W. Smith, Linkville Hotel.

YOU can live at home, and make more money at work for us, than at anything else in the world. Capital not needed; you are started free. Both sexes; all ages. Any one can do the work. Large earnings sure from the first start. Costly outfit and terms free. Better not delay. Costs you nothing to send us your address and find out; if you are wise you will do so at once. H. HALLETT & CO., Portland, Maine.

GOV. PENNOYER'S INAUGURAL ADDRESS.

Gentlemen of the Legislative Assembly:

Having now taken the oath of office as Chief Executive Magistrate of Oregon, I cannot but feel the greatest distrust of my own abilities towards a proper and faithful discharge of its high and responsible duties. We are at the very threshold of an era in the history of our government which will call for and imperatively demand the highest order of statesmanship, the most deep-seated patriotism, and the profoundest devotion to our constitutional form of government. While Providence is still vouchsafing to us fitting seed-times and abundant harvests, and while we are blessed with a most salubrious climate and fruitful soil, yet there is abroad within our own State and all over the land a feeling of discontent, not by any means confined to the over-crowded population of our large cities, but pervading the great masses of the working classes of the country. The farmers and the day laborers toil early and late, barely receiving enough remuneration for the absolute necessities of life, and all trades and industries not favored by special legislation are languishing, while, on the other hand, wealth continues to accumulate more rapidly than ever before in the coffers of the favored moneyed classes. The accumulation within the last three decades of great wealth in the hands of the few, the unprecedented growth and arrogant assumption of overshadowing monopolies and the bestowment of the great bulk of the burdens of government upon the laboring and producing classes, is charged, and with great measure of truth, to a long-continued and persistent series of vicious class legislation of the federal government. Added to this, is the further fact that while our population is very rapidly increasing, and while a large stream of immigration is still pouring in upon us, this country has not in the future any new and fertile fields upon which to pour its overcrowded peoples.

Now, population will become denser and new issues of great moment and new questions of policy will devolve upon those who have hold of government. Feeling, then, the great responsibility which the march of events has placed upon those entrusted with government at this period, I approach the discharge of the duties assigned me with feelings of awe, but with the fervent hope that the God of our fathers, whose guiding hand has been plainly witnessed in the past history of our country, may still lead it in the ways of justice, peace and prosperity for long ages yet to come. The retiring Executive, who has graced the office during his term with both dignity and ability, has just now given you the required information concerning the condition of the State, and it now devolves upon me to recommend such measures as by me are deemed expedient. In doing this I shall strictly confine myself to the recommendation only of such practical legislation as shall in my judgment be in strict accordance with the Constitution we all have sworn to support, and as shall be conducive to the best interests of the State and people.

RIVER IMPROVEMENTS.

From the very first settlement of Oregon until now, the great river upon the northern boundary of the State, which should be open to unrestricted competition, has been, and is yet under the control of a private corporation. The works begun by the general government at the Cascades about a decade ago have been delayed, and even now there is no knowledge as to when they will be completed. The federal government, which has control of commerce, and whose duty it is to finish these works in the most expeditious manner, is acting the niggard in regard to them. While it has been most munificent to private corporations, giving to the Northern Pacific railroad a grant nearly equal in extent to which it could build and equip its entire road, and have thirty millions of dollars left, it doles out with stingy hand a few thousands of dollars for work of needed public improvement, imperatively demanded by the pressing necessities of the people. To procure the speedy completion of these necessary works of public improvement the hands of our representatives in congress should be stayed in order that they can secure from congress, which has been so liberal to private corporations, some measure of that liberality for the benefit of the whole people. During the late canvass I suggested that in order to expedite the opening of the Columbia river the State should build a portage road from The Dalles to Celilo. The position I then assumed was taken upon the understanding that no other work between those points would ever be undertaken by the general government but the building of locks and canal; that such government would not undertake the building of a ship railroad, and that such a railroad would be unlawful. With this understanding, and with our experience as to the slowness with which the locks at the Cascades have progressed, I suggested the interference of the State. But since that time I have learned that not only have the government engineers advocated the building of a ship railroad at the upper portage, but that congress is in a mood to undertake such an enterprise; that such a work is feasible; that it could be completed in about two years, and that its cost would not exceed one or I one-third millions of dollars. With these facts before me, with the knowledge of the further fact that it is the duty of the federal government instead of the State to do this work of public improvement, I am forced to the conclusion that it would be the best policy on the part of the State to use its utmost exertions to work in co-operating with our representatives in congress for the procurement of the necessary aid from the general government. The session of congress now being held is the short session, in which it would be almost impossible to secure such appropriation. But I have the assurance of Senator Mitchell that he will, during this session, procure the necessary governmental survey for such a road, so that at the first session of the next congress such a measure can be introduced with some show of success. In order to show congress how much we are interested in this matter it might be advisable that a special envoy of the State, charged with but the one specific duty of appearing in behalf of the State before the proper committee for the purpose of securing such appropriation, should be appointed. The State should put forth its best exertions towards the securing of such aid and towards securing the whole amount in one appropriation. But while the State is putting forth every effort to stimulate the federal government to do its bounden duty towards the undertaking and speedy completion of facilities for overcoming the obstructions at the upper portage of the Columbia, it would at the same time be a most judicious step, in view of the uncertainty of procuring favorable federal legislation where the people instead of corporations are concerned, for it to prepare itself to build a portage railroad between the Dalles and Celilo in case congress should turn a deaf ear to our petition or adopt a policy which would postpone its completion for an indefinite period. A 1-mill tax for the next two years would raise a sufficient sum, which could be on hand at the next session of the legislature, with which to commence the building of such railroad by the State if then deemed necessary. If then it was not imperative on the State to proceed with this work the fund could be covered into the treasury to the common school fund or to be used for the completion of the capitol. It is of more importance to the State to have the Columbia river opened to free navigation than it is to have a dome upon the Capitol. This measure of public necessity I would suggest, and it is worthy of your hearty endorsement.

FREIGHT REGULATIONS.

A law was passed by the last legislature fixing the maximum rates of fare over railroads within the State, but establishing no maximum rates of freight. A law of this kind is absolutely needed. The people of Oregon and of the eastern portion of our State especially are subject to a most oppressive tariff rate of transportation on the products of the soil, so burdensome as to deprive them of the fair result of their hard, persistent and unremitting labor. It is the undoubted right and the imperative duty of the State to interpose its protecting care to that class of our fellow citizens who constitute the mainstay and support of the commonwealth. Under the law, as it now exists, rates of freight established by the railroads have to be posted publicly every six months. It would be proper that the rates established on the first of this year be taken into consideration by the legislature, and that the rates on the main products of the country be fixed at a figure not exceeding the rates charged on railroads in the Atlantic States where there is healthy competition, while establishing reasonable rates on all other articles on the schedule. This is a feasible suggestion, but should the legislature devise a better and more effective scheme, I would most cheerfully give my assent thereto.

SWAMP LANDS.

The gift by the general government of March 12th, 1860, to the State of Oregon of all the swamp and overflowed land within its limits was a Greek gift. The result of that gift has been that some of the fairest and most productive portions of our State, susceptible of supporting a large population, have been appropriated by a few individuals; immigrants that would have helped build up our free institutions have been turned away; and a few cattle barons claim the soil. A prompt and decisive step should now be taken by the State. It would be much better for the State if it was forced to accept the alternative that every single acre of the swamp land grant, not now gone beyond its control, should be turned back at once to the federal government, to be taken up by settlers under the homestead and pre-emption acts, than that it should pass into the hands of a few large land owners. A thrifty, enterprising yeomanry is a richer endowment to the State than a few thousand dollars in the treasury, as the price of turning large areas of our most valuable lands over into the possession of a few large alien stock-raisers. But the State should secure all of its swamp lands to which it is entitled and parcel them out in small quantities to actual settlers.

It would be proper therefore that the title to all the lands claimed prior to the passage of the law approved Oct. 17, 1878, in regard to which a strict compliance with the act of Oct. 26, 1870, had not been made, and upon which the 20 per centum had not been paid prior to the time that the law of 1878 took effect, and all land subsequent to the passage of said law that are claimed contrary to the provisions of that law limiting the amount to be purchased by one individual to 320 acres, be declared to be in the State and not in any individual who has filed thereon without any authority of law, and that all certificates of sale issued subsequent to the time at which the law of 1878 took effect, should be canceled and declared to be of no force or effect whatever. The State then should provide a proper officer, empowered to act with the agent of the general government in determining what lands are swamp and overflowed lands, in order that the vexed matter may be speedily settled, the State secured of its rightful gift, and its lands secured, as now provided by law, to actual settlers in quantities not exceeding 320 acres.

WAGON ROAD GRANTS.

From the report of the investigating committee made at the special session of the last legislature, in relation to the several wagon-road grants, the belief is raised that those grants must have been secured by false affidavits and fraudulent representations made to the executive officers who accepted and certified to the construction of such roads, a great portion of which appears to have never been built. The last legislature memorialized congress, asking that those grants not already patented should, by act of congress, be declared abolished, vacated, annulled and considered lapsed, and in regard to those already patented, that suits be instituted to vacate such lands, and that those acquired in good faith, instead of complying with the expressed wish of the legislative assembly to declare by act of congress the lands not already patented annulled and considered lapsed, and to institute suits in regard to those already patented, Senator Dolph introduced a bill providing for the determination of all the matters pertaining to such grants, suits in the federal courts. The question, therefore, before this legislature is to whether the action of the last legislature shall be sustained and our delegation in congress instructed to carry out the will of the previous legislature, or whether it will acquiesce in the plan of settlement proposed by the aforesaid bill. In either event provision should be made by the legislature, in case any suits are instituted, by which the State could be represented in such suits for the protection of its interests. As this State has no attorney-general, suitable provision should be made by the legislature for such contingency.

RIVER AND HARBOR OBSTRUCTIONS.

There is no State of the Union that possesses nobler tide-water navigation than our own. For more than a hundred miles large sea-going vessels can float upon tide-water rivers. These rivers are the pride of the State. They are the great natural thoroughfares of commerce made by the Almighty for the benefit of all mankind, and the legislature should take good care that they should not be impaired in any degree by other thoroughfares of commerce, builded by man mainly for the enrichment of private corporations. It would be eminently proper to pass a general law, preventing the obstruction of our tide-water rivers in any manner, by bridging or otherwise, between ports of entry and the open sea. There may be instances where a railroad corporation, by locating itself just below a large city, might ask the privilege of bridging the river so as to leave the bulk of its own wharves below the bridge and the bulk of the wharves of the city above the bridge. To grant this privilege would be to give to that company the means of enhancing the value of its wharves at the expense of the wharves of the city. This would be a species of class legislation which ought never to receive legislative sanction. For the last third of a century corporations have come before our State and federal legislatures and have generally received what they desired, regardless of individual rights. It is high time that a cry of halt was made. It is high time that a change of policy should be had and that no longer should private rights be ruthlessly sacrificed at the shrine of corporate greed.

This is all I had purposed saying upon this topic, but a recent event requires further attention. Senator Dolph, on the second day of the present session of congress, introduced in the senate of the United States "a bill to authorize the construction of a bridge across the Willamette river at Portland, Oregon." This bill authorizes the Willamette River Bridge Co., its successors and assigns to build a bridge "at a point between the cities of Portland and East Portland, to be selected and determined by the said bridge company or the company constructing said bridge," and it requires a draw in such bridge of only about one hundred and twenty-one feet in the clear. Within two weeks after the introduction of such bill and without knowing whether it would become a law or not the War Department took steps to comply with such a bill. The remarkable celerity of Senators and of the War Department in measures when railroad corporations are concerned is in most striking contrast to their painful slowness in pushing works of public improvement. The people of Oregon can justly demand an explanation at the hands of our senior Senator in regard to this measure. It is proposed to build this bridge at the lower end of the city of Portland, and with a draw in the clear of only one hundred and twenty-one feet. That Senator is aware of the fact that government engineers have reported that a draw bridge built much further up the stream should have a draw of not less than two hundred feet; that upon a judicial investigation forty-two persons, mostly navigators and pilots, affirmed the same thing and that it was judiciously determined (7 Sawyer, 127) that a "bridge, whatever the width of the draw, will be an obstruction, if erected in the midst of this (Portland) harbor."

With these grave facts before our Senator, he has introduced the foregoing bill and is pushing it with vigor and swiftness. But his zeal in furthering the wishes of railroad corporations has outrun his knowledge of law. He proposes that Congress shall authorize the construction of a bridge across the Willamette river. Congress can give consent to, but it cannot authorize the construction of such a bridge. "The National Government possesses no powers but such as have been delegated to it. The States have all but such as they have surrendered. The power to authorize the building of bridges is not to be found in the Federal Constitution. It has not been taken from the States. It must reside somewhere. They had it before the Constitution was adopted, and they have it still." (3 Wallace, 713.) While therefore Congress cannot authorize the building of a bridge, this measure serves to show that railroad corporations will resort to the extremest measures for the furtherence of their selfish greed, regardless of either public interests or private rights. While the State Legislature should cheerfully grant them the right to bridge the Willamette where it would be no material obstruction to commerce, it should, by the passage of a general law, as has been suggested, prevent them from obstructing commerce between a port of entry and the ocean. The people of the whole State are all equally interested in preventing the destruction of private rights by corporate power.

ASSESSMENT AND TAXATION.

There is no matter to which your attention will be called during the present session of any greater importance than the matter of assessment and taxation. The utter inefficiency of our present system was so marked that the last Legislature appointed a commission to revise the laws relating thereto. That commission has done the State great service by procuring and presenting data of great interest, and of suggesting a law in many respects very much superior to the law now in force. But with all deference to the very able gentlemen who constituted the majority of that Board, I doubt not that the views of this Legislature upon this question will coincide exactly with the views of the minority, and for the reasons he has so tersely and ably set forth. Of course it is impossible to attain perfection in a tax law but that can be nearest attained by taxing all property in the State, real and personal, at its full value, and allowing no deductions whatever. That feature of the Vermont tax law should be added which requires that each person shall give, under oath, a just statement of his property, under the penalty of having his assessment made, as nearly as it can be, by the assessor, and then doubled. I would impress upon you that this feature of tax law should not be by any means omitted. Our present law requires the property owner to make a statement under oath, but as there is no penalty for non-compliance, such provision is a dead letter. There could then be no evasion, under such compulsion, on the part of any one, from bearing his just proportion of taxation, and as the volume of the taxable property would be largely increased under such a law, the rate would be correspondingly decreased. The honest taxpayer's burden by this plan would be very materially diminished, as the dishonest one could no longer evade the law. Provision should also be made for the taxation of foreign corporations doing large business in this State without much of either real or personal property within the State, and provision should also be made for the taxing of the stock of alien owners pastured during certain portions of the year within State limits, which have heretofore escaped taxation.

LEGISLATIVE APPORTIONMENT.

A new apportionment of the number of Senators and Representatives for the Legislative Assembly is a duty which must be fulfilled at this session of the Legislature. Not only is it demanded by a spirit of fairness and justice, but it is expressly demanded by the Constitution. This should be done in an impartial manner.

PILOTAGE.

One of the most beneficial expenditures that was ever made by the Legislature was that for the building of a pilot schooner. The result of that action on the part of the State has been that the price of towage on the Columbia river bar is now not one-half what it was one year ago. This Legislature should make the appropriations necessary for keeping such schooner in first-class condition, and should be most careful that the Pilot Commissioners selected by it should not be under the control of any monopoly that may be interested in driving the Oregon pilots from the river. The Oregon pilots should be sustained in the field.

THE SALMON INDUSTRY.

During the last season the law of Oregon relating to the time in which salmon should be caught and packed, on the Columbia river, has been openly violated by nearly all of the large canning establishments on the river. It has been suggested that a change in the law should be made, and that a Fish Commissioner should be appointed. Neither one is needed. The law is good enough and effective enough as it is. All that is needed is its strict enforcement. If, during my term of office, such a general and open attempt is made to violate the law, I shall consider it my imperative duty to bring, if possible, all offenders to punishment. The law should be enforced against rich corporations as well as against poor individuals. Laws should also be passed preventing the catching of fish on the Oregon shore of the Columbia river by either seines, fish traps or fish wheels. As about forty thousand dollars are paid in duties on articles used in salmon fishing, the Federal Government should be petitioned to establish salmon hatcheries.

CONVICT LABOR.

The employment of convict labor in competition to free labor is a grievance which should be remedied. In this State, however, this labor is under contract that has six years yet to run. At the expiration of that time the State should devise the means, if possible, whereby the labor of our prison convicts may not be brought any longer into competition with free labor.

LAWS REGULATING MONOPOLIES.

A law should be passed fixing the maximum rates to be charged by all telegraph companies within the State; the maximum rates to be charged by tug boats on the bar in regard to all vessels for Oregon ports, with restrictions as to discrimination of such vessels, and also the passage of a general law, giving to the legislative bodies of all incorporated cities the right to fix the charges of all gas, water, electric light and telephone companies. But this latter law should define the manner in which charges should be fixed, so that the city Legislature should have neither the right to deprive the various corporations of a just compensation, or sanction an extortionate charge upon the public. The law should prescribe that such legislative bodies should have the power to ascertain the exact amount of capital invested and then be compelled to fix the rates so as to afford a compensation amounting to certain per cent. on the capital invested, and a fair remuneration for necessary expenditures.

RATE OF INTEREST.

The merely casual observer cannot fail to notice that the most prosperous class of a community is the money-loaning class. The profit on money loaned out at the present legal rate of interest is much greater than is the profit on money invested in farming and other ordinary pursuits. And, as the law should allow no favored classes, it would be proper that the legal rate of interest on money be fixed so that the money-lenders' profit may not be so much greater than the profit of men in other avocations. The law should endeavor to do something like equal justice to all classes. Money is clothed by law with an attribute which no other species of property possesses—that of being a legal tender for debts—and being thus favored by law, it is but just that its profits should be controlled by law. The legal rate of interest should therefore be fixed at not over 7 percent. per annum, allowing contracts, however, at 9 per cent., but forbidding any stipulation in any transaction by which the borrower would be compelled to pay over $10 attorney fees in case of a forced collection.

CONSTITUTIONAL AMENDMENTS.

The last Legislature proposed three amendments to the Constitution, one relating to the salaries of State officers, one relating to prohibition, and one changing the time of our State elections from June to November. Action upon those amendments is required of you at this session, and if they are agreed to by you, it will be your duty to submit the same to the voters of the State for final action. The suggestion has been made that a convention should be called to revise the Constitution. But it is not at all necessary that a convention should be called. We have a safe, conservative Constitution now, and the necessary changes, if any, can be made by the slower and better way—that of legislative suggestion.

ABOLISHMENT OF OFFICES.

Inasmuch as the Federal Government has passed an oleomargarine law, the office of Dairy Inspector, created by the last Legislature, can be abolished. The vigilance of the United States revenue officers will doubtless be sufficient to prevent the fraudulent sale of oleomargarine as butter, thus making it unnecessary for the State to be at any expense in that regard. It is also an unnecessary expense to any longer retain a paid agent at Washington to act in reference to swamp land matters. The State Board can probably as well manage its own affairs by correspondence with the departments at Washington. It would also be proper to abolish the Board of Immigration. If the early pioneers of forty and fifty years ago could find Oregon without a trail, through the forests or over the deserts, immigrants that desire to come here now can undoubtedly find their way. Again, our people are becoming too nomadic already, without artificial aid. And then, too, gentlemen of the Legislature, it is not in good conscience for us to invite immigrants here where, unless some change be made, they may be compelled to compete with coolie slaves for the support of themselves, their wives and their children. The best immigration scheme that can possibly be devised by this Legislature is to provide for the removal of the curse of Chinese labor, if possible, and then the hardy immigrants of our own race will flock here without invitation and help build up our free institutions and enlarge the glories of our State.

FREE SCHOOLS.

Free schools are the chief bulw