

\$2.50 per Year, in Advance.

SALEM, OREGON, JANUARY 17, 1874.

Volume V.-Number 48.

News ay Telegraphy.

Wasserston, Jan. L.—I. Is positive to the control of the property of the original estimate, \$50,000; for torpedo and harbor detences, and for preservation of same, \$170,000; reduced from original estimate of \$300,000. For contingencies for fortifications, \$70,000; reduced from \$100,000. For surveys and recomoisances of military divisions and departments, \$50,000; reduced from the original estimate of \$75,000; reduced from the original estimate of \$75,000; reduced from the original estimate of \$75,000; reduced from the original estimate of \$125,000. No appropriations are recommended by the bill for the fortifications at Line Point, at the entrance of the harbor of San Francisco.

New YORK, Jan. S.—The proposed demonstration in Union Square, that morning, proved a failure. Not more than 300 men appeared in little groups. No one appearing to organize the meeting and a somewhat heavy rain prevailing, the men soon scattered.

Mixipurs, Jan. S.—Much excitement has been created here by the report of the Grand Jury of the Criminal Court with regard to the Poorhouse, which they declare is a disgrace to civilization. The sick, the well, the same, the insane, black and white, criminals and simply unfortunate beings, are mixed together indiscriminately, without regard to sex. They are half-starved, filthy, half-clothed, and are beaten and abused by the keeper and his deputies.

New YORK, Jan. S.—Ex-Sheriff Brennan has been sentenced to thirty days is juil for contempt of Court in allowing General little would be seen the contempt of Court in allowing General little would be seen the same of the contempt of Court in allowing General little weather moderates.

granting all such free pardons who returned to duty before January 1, 1874, and have returned to their respective companies.

The two young men, theories kelly and Charles Intimed, who were arrested some time age for a marrierous assault on a Mr. F. W. Aberton, at Walla Walla, W. T., were committed to juit in de-lant of \$2,000 ball.

Immell, who were arrested some time age for a muricrous assault on a Mr. F. W. Aberton, at Walla Walla, W. T., were committed to juil in default of 2,000 bail.

The bark Mary Glover, which sailed from Nanaimo with a load of coal for San Francisco, got about sixty miles outside of Cape Flattery when she commenced leaking so badly that she was forced to put back to Royal Bonds.

A lady named Mrs. Showers, residing on the center of Fourteenth and Alder streets, on Saturday morning fell and broke one of her limbs.

Bans. J. Filzpatrick diesiantle Fourtand Griy Jani on Sunday evening. He was under arrest on a charge of drunkenness.

Doring the week ending on Westnesday last, the cars took from Eugene City and Hallett's station littleen housired ions of when.

Doring the week ending on Westnesday last, the cars took from Eugene City and Hallett's station littleen housired ions of when.

On Wednesday evening of Meritage noar the month of the Umpana, helosging to Hinsdale a Co., is nearly completed.

Wm. F. Winter, a wall-known resident of Portland, died on Friday last.

On Wednesday evening of last week Seattle was illuminated for the first time by gas.

Bixteen vessels were recently noticed entering the harbor in Port Townsend in one day.

A force of Chinese is employed near Lewiston, digging a race for a florm mill.

The wharf of the Oregon Resembin Oc., is literally insteal down with wheat, flour and other prisibates, awaiting shipment.

Three bindred tons for the have a fready been put up at the Dalles, besides what the O. S. N. Co. have housed.

W. S. Labd is attil confined to his house by Illness, but not considered dangerous.

The Willamette Chief, the new steamer of the W. R. T. Co. was successfully launched yeaternay, afterneous in the presence of a large conceurs, and afterneous in the presence of a large conceurs, and afterneous in the presence of a large conceurs, and afterneous in the presence of a large conceurs, and afterneous in the presence of a large conceurs, and afterneous in the presence of a larg

The W. R. T. Company.

The Willamette Transportatiou Company has launched another fine new boat at Portland which will soon be ready for the river trade. It is necessary to maintain a fair opposition in freighting to secure reasonable rates and this company comes in as the competing force which serves as a check upon the railroad and the other river line, which are virtually operated in the same interest. We are in favor of reasonable competition and no company can be trusted with control of trade or transportation without a certainty of becoming an exacting monopoly.

We are assured that the owners of the Canal and Locks can at any time receive sixty thousand dollars per annum for a ten years' lease of those works and yet they prefer to operate them in connection with a good line of river boats, and that should make friends for them with the people and with the merchants who are dependent on the prosperity of the people for their success.

Our only hope for sustaining competing steamers on the ocean lies in supporting the opposition line of river boats which can be depended on to furthish them with business. It is not to be expected that the merchants of Portland will feel the same interest in cheapening freights to San Francisco that country merchants and those of other towns do, therefore, it is in the interest of our merchants as well as producers to furnish a fair share of support for the company which offers the only hope for ocean competition. The ocean scamer trade to the Columbia river is a monopoly and a paying one, and our State has a heavy pecuniary interest in securing a wholesome competition there, as well as in maintaining the competition which now exists on the Williamette. a wholesome competition in maintaining the competition in maintaining the competition the will amount of the

exists on the Williamette.
Still again, we realize the great need that the upper Williamette shall be cleared of obstructions and made as nearly as posstile open to navigation during the early as posgraph of the control of the carry fall months, and that is a matter the W.
R. T. Co. is more interested in than any
one clse. The other line is perhaps satisfied if the freights go by the railroad, and, at all events, it is not a competitor against the road, therefore, it is necessary to secure additional transit for freights. This is afforded by means of the Canal and Locks and the boats which run in connection with them, and they must be supported by a fair share of public patronage. — Duily Statesman.

We are considered.

the has been a contributor to DeBow's Recease, and is fully acquainted with the questions which undermined and have provided by the provided provided the positions of the positions of the provided provided the positions of the provided design to the pr