

GOLD HILL NEWS.

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F. K. CHURCHILL,
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Saturday, January 20, 1900.

A national debt statistician estimates the present debt of Great Britain at about \$2,990,000,000, and tells how it has been incurred. The American war cost \$581,101,670, the ten years' French war between 1792 and 1802 added \$1,489,947, 935 to that. The war against Napoleon was active between 1803 and 1812, and cost \$1,616,830,505. England's last big war was against Russia and cost \$195,130,865. The present estimate is that Boer war will cost about \$300,000,000. In 1857 a total debt of more than \$4,000,000,000 had been created, of which about \$1,050,000,000 was paid between 1857 and the present date.

Debts are not fully represented by the amount of the principal. One difference between the principal and the interest account is that the principal is a kind of permanent institution, while the sums paid in interest are wiped off the slate as soon as paid. If the amounts paid in form of interest were included in tables of national debts the figures would be staggering. The British debt in round numbers is equal to three-fourths of all the real money in the world. If the British debt and the United States debt had to be paid at the same day the rest of the world would not have a dollar that could be used in payments of debt. But as payments on account of interest are made at stated times, and as bonds can always be extended, there is generally enough money to go round. The direct expenses of war in times of war, and the indirect expense in times of peace, constitute the world's burden. War and its cost adds a couple of hours to every man's day's work, and yet the men who have to bear the bulk of the burden are the very men who make avoidable wars unavoidable.—Bulletin.

The Record, of Philadelphia, says that the number of new railway cars built in this country last year, exclusive of cars constructed by the railroad companies themselves, was 123,893. Of these 117,981 were freight cars, and yet there was hardly a line of road which had sufficient cars to move the freight offered. The increase in business was something unprecedented, and still the impression thrown off was that the year's work was but the beginning of vastly more future work. Our country seems only just beginning its real business expansion.

The reduction in the public debt during December is a very encouraging piece of financing. It amounted to \$5,791,824. The increase in the army up to the 100,000 mark has necessarily, made expenditures high, but the revenue is also growing. Income exceeds outgo at the present time, and this is likely to be the general condition through the whole of the year. The period of deficits is ended and that of surpluses is at hand. This is creditable to the present administration of federal affairs.

The Democrats are making great claims that Tammany and its influence will be for Bryan next year. The six Tammany congressmen

from New York have pledged themselves, however, to vote for the proposed currency bill which Mr. Bryan is so bitterly denouncing.

For the information of a number of inquiries received in regard to the High Line Ditch which is to be constructed in this vicinity we wish to state the preliminary work is nearing completion, and that the work of construction it is expected will begin about the middle of March or the first of April. In regard to wages we are unable to give any definite answer at present.

If you have a sign over your door you are an advertiser. You can't carry everybody to your sign, but The Roseburg Review will carry your sign to the people of this county. Persistent publicity is the price of business prosperity. An advertisement does not sell the goods, but it helps the seller to sell them.

Two S. P. brakeman have been bound over in Lane county being charged with a dastardly crime perpetrated on one Winnie Thorn, who was placed in a box car by force and taken to Roseburg from near Cottage Grove. No punishment is severe enough for villains who would perpetrate such a crime.

The way to get business is to go after it. The man who hesitates is lost. The merchant whose name never appears in the columns of the newspapers is in one sense a failure. He merely exists. Spend your money with the man who isn't afraid to publish his prices and tell you about his goods.

The assessment rolls of 1899 are all at Salem. The total valuation of the assessable property in the state is \$120,287,879, against \$137,533,577 in 1898. Nearly every county reports a shrinkage in its taxable property.

The fact that some of the Boers have gone down to the sea is of course evidence that they are looking for supplies. No one would suspect them of going down there to bathe.

The Wallowa News thinks that "when wool can be produced profitably at 8 cents a pound," sheepmen are "doing fairly well at 16 cents."

The population of Portland is increasing rapidly and the volume of business in every department of trade shows a corresponding increase. The number of dogs harbored by citizens keeps pace with the general increase and is now larger than ever. The council license committee ordered 2900 license tags and receipts for dog licenses at the beginning of the dog-license fiscal year, September 1, which it was supposed would be sufficient for the year. Tags and licenses are both exhausted, and a new supply will have to be ordered. If all goes well and the dog license is not raised, the dogs will before long outnumber the citizens, and the revenue from dog licenses will soon be equal to that from saloon licenses.—Oregonian.

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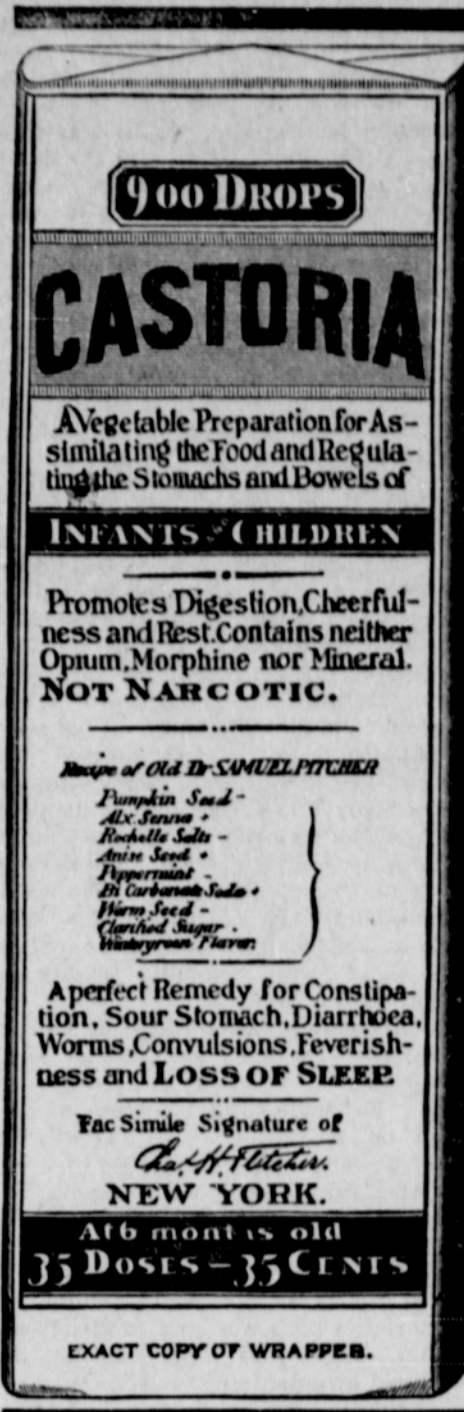
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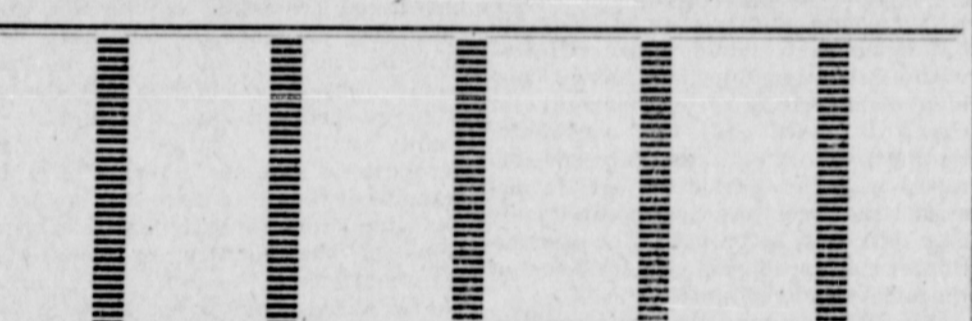
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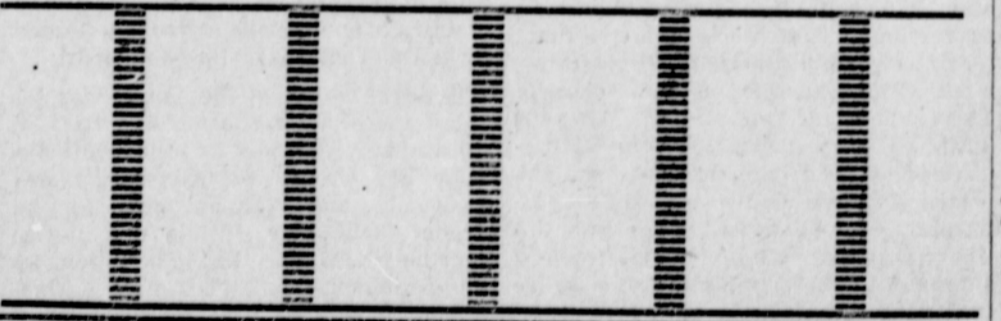
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EXPRESS TRAINS LEAVE PORTLAND DAILY.

7:00 p.m.	lv	Portland	ar	9:15 a.m.
10:09 a.m.	lv	Gold Hill	lv	4:45 a.m.
7:45 a.m.	ar	San Francisco	lv	8:05 p.m.
5:00 p.m.	ar	Ogden	ar	1:10 p.m.
6:05 p.m.	ar	Denver	lv	6:45 p.m.
6:40 a.m.	ar	Omaha	ar	8:50 a.m.
7:15 p.m.	ar	Chicago	lv	6:30 p.m.
7:00 a.m.	ar	Los Angeles	ar	9:25 p.m.
8:15 p.m.	ar	El Paso	ar	2:35 p.m.
4:15 p.m.	ar	Fort Worth	ar	8:40 a.m.
7:55 a.m.	ar	New Orleans	ar	8:40 p.m.

Dining Cars! Observation Cars!

Pullman First-class and Tourist Cars attached to all through trains.

ROSEBURG MAIL—DAILY.

8:30 a.m.	lv	Portland	ar	4:30 p.m.
5:20 p.m.	ar	Roseburg	lv	7:30 a.m.

Between Portland and Corvallis.

WEST SIDE DIVISION.
Mail train daily, except Sunday.

7:30 a.m.	lv	Portland	ar	5:50 p.m.
11:55 p.m.	ar	Corvallis	lv	1:20 p.m.

At Albany and Corvallis connect with C. & E. trains.

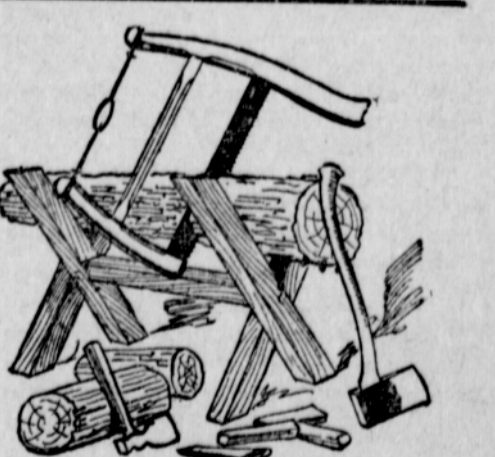
INDEPENDENCE PASSENGER DAILY, EXCEPT SUNDAY.

4:50 p.m.	lv	Portland	ar	8:25 a.m.
7:20 p.m.	lv	McMinnville	lv	5:53 a.m.
8:30 p.m.	ar	Independence	lv	4:50 a.m.

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