East Oregonian.

WEDNESDAY, JANUARY 16, 1889.

CONGRESS.

(Continued from First page.)

Payson's remarks aroused great indignation among friends of the Oklahoma bill, but they were unable to obtain the flour to reply to him.

Randall indignantly denied that any bargain had been made with Weaver, and declared that the resolution had been reported in order to permit the House to transact business.

After further debate the resolution was agreed to—yeas 155, nays 52.

The House then proceeded to the consideration of routine business.

On the call of the States, Cowles, of North Carolina, introducdd a bill authorizing the eternal revenue features of the Mill's bill, and moved its reference to committee on appropriations. The members of the ways and means committee opposed the motion. The motion to refer the internal revenue bill to the committee on appropoiations was agreed to—yeas 129, nays 92.

Brower, of North Carolina, introduced a bill to repeal the tobacco tax, and moved its reference to the committee on war claims. The yeas and nays were ordered. The motion to refer Brower's bill to the committee on war claims was lost—yeas 102, nays 117—and the bill was referred to the ways and means committee.

The House then proceeded to the consideration of business pertaining to the District of Columbia. Several bills were passed and the House adjourned.

Among the bills introduced in the House under the call of States were the following: By Vandever, of California, constituting San Luis Obispo a port of entry and delivery. By Plumb, of Illinois, to refund the interest bearing debt of the United States. By Bland, of Missouri, for free coinage of silver.

Bonds to be Recognized.

MEXICO (via Galveston), Jan. 15.—A syndicate has been formed in Philadelphia to secure recognition of the so-called Carbajal bonds, of which $12,000,000 worth are in existence. The Secretary of State says these bonds will not be recognized.

Railway Wreckage for 1888.

From the Philadelphia Times.

If the number of railways and the amount of capital obliterated by foreclosure sales could be taken as an index of the condition of railway business the showing for 1888 when compared with that of former years would be a hopeful one. Nineteen roads, with a mileage of 1,596 miles and capitalized at $64,555,000, were sold under foreclosure during the year. In but three of the last thirteen years was the wreckage smaller—in 1881, when sixteen roads, with a total length of 867 miles; in 1882 eighteen roads, with 1354 miles, and in 1883 fifteen roads, with 710 miles, were sold. Measured by the capital invested 1886 was the most disastrous year of the thirteen, the foreclosed roads of that year being capitalized at $374,109,000. The next in the list was 1887, with $328,181,000 of foreclosed capital. The foreclosures of 1878 involved $311,631,000, those of 1885 $278,494,000 and so on down the list, the foreclosures of the thirteen years beginning with 1876 involving 423 railways, with a total mileage of 43,770 miles and a combined capital of $2,544,92[illegible], or twenty-eight per cent. of the entire mileage and thirty per cent. of the present railway capital of the country.

These figures place the average annual rate of foreclosure for the entire period at thirty-two railways with 3,357 miles of track and $195,763,461 of capital and a year in which only one-half of the average mileage and one-third of the average capital passes into foreclosure might be supposed to be an exceptionally prosperous year. Unfortunately the foreclosures do not tell the whole nor even an important part of the story. Most foreclosure sales are the insolvency of several years' standing and represent the actual railway failures of a former period. Very rarely indeed do railways pass into the hands of the receiver and the autioneer in the same year.

The record of railway receivership in any given year will probably furnish a more accurate test of the condition of railway interests than the record of foreclosures. Tested by this standard the year 1888 appears to have been as disastrous in the matter of railway wreckage as the average of the past thirteen years. Twenty-two railways, with 3270 miles of track and capitalized at $186,814,000, passed into the hands of receivers during the year. It is evident from these figures that increased railway prosperity need not be looked for until the building of lines for which no adequate business exists and the waging of ruinous rate wars cease. The showing of the past year certainly does not encourage people with money to invest to put it into railway stocks or bonds.

For Harrison and Morton.

From the Salem Statesman.

Hons. C. W. Fulton, Robert McLean, and William Kapus, the presidential electors chosen by the people of Oregon at the election in November, met as provided by law at the capitol building Monday to cast their ballots for President and Vice-President of the United States. Governor Pennoyer extended them the courtesies of his own office, which they accepted, and there recorded Oregon's three votes for Benjamim Harrison for President, and Levi P. Morton for Vice-President. Hon. C. W. Fulton was empowered to carry the vote to Washington.

How Can Parents

allow their children to cough and strain and cough and calmly say: "Oh, it is only a little cold," and keep giving them cheap and dangerous medicines until they are down with lung fever or consumption, when they can be so easily relieved by BEGGS CHERRY COUGH SYRUP? It has no superior and few equals. F. J. Donaldson, Druggist.

The king of Holland has inflammation of the brain, and death cannot be long deferred.

HOME OFFICE.

Columbia Fire & Marine Insurance Company,

Portland, Oregon.

OFFICERS.

FRANK DEKUM .... President.
W. K. SMITH .... Vice President.
J. A. CHILD .... Secretary and Manager.

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FRANK DEKUM	Portland, Oregon
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READ THIS!

It is of interest to Every Taxpayer in Oregon.

DEAR SIR:

Would say in reply to yours of even date that the sum of $77.00 paid to me by the Columbia Fire and Marine Insurance Company, of Portland, Oregon, for School Tax in District No. 1, represents more money than paid to this office by all the Foreign Insurance Companies doing dusiness in this city.

FRED A. DALY,
School Clerk District No. 1.

THIS PROVES OUR ASSERTION

That to protect yourself you should give your Insurance to the Columbia Fire and Marine Insurance Company, of Portland, Oregon—organized under the laws of Oregon. Has a guaranteed capital of $500,000 for your protection, which is ten times the AMOUNT OF DEPOSIT required of Foreign Companies, who pay NO taxes, and SEND ALL THE PROFITS out of the State, thereby increasing your taxes. Think of this and give our Company a part of your INSURANCE.

Yours, respectfully,
JOHN A. CHILD, Secretary.

Office: Second St., Next Door to Child's Drug Store

Subscribed Capital, $500,000.

LIST OF STOCKHOLDERS

Columbia Fi[illegible] and Marine Insurance C[illegible]

Of Portland Oregon. Capital Stock, $500,000.

D. P. Thompson President Commercial National B[illegible] Portland, Oregon.
Frank Dekum, [illegible]s. Portland Sav'gs Bank, Portland, Or.
W. K. Smith, [illegible]ice-Pres. Ainsworth Nat'l Bank, Portl[illegible] Oregon.
E. S. Kearney, [illegible]apitalist, Portland, Oregon.
Jacob Wortman [illegible]Pres. First Nat'l Bank, McMinnville, O[illegible]
R M Wade, VicPres Knapp, Burrell & Co, Portland, O[illegible]
John Hale, Rai[illegible]ad Contractor, Palace Hotel, S. F.
R M Steele, C[illegible]atalist, St Johns, Mich.
C A Dolph, At[illegible]rney-at-law, Portland, Or.
John Donnerb[illegible], Plumber, Portland, Or.
John B David [illegible]orthwest Coal and Transfer Co, Portland
W B Honeym[illegible], Capitalist, Portland, Or.
J E Smith, Co[illegible]ractor, Portland, Or.
A H Breyman [illegible]Pres First Nat'l Bank, East Portland, Or.
John Sommer[illegible]lle, Merchant, East Portland, Or.
G P Rummel, Furrier Merchant, Portland, Or.
John A Hon[illegible]man, Honeyman Bros' Foundry, Portland
Geo H Willia[illegible], Ex U S Att'y Gen'l, Portland, Or.
C C Beekma[illegible] Banker, Jacksonville, Or.
Walter F Bu[illegible]ll, Capitalist, Portland, Or.
S P Sturgis, [illegible]ashier First Nat'l Bank, Pendleton, Or.
T L Charma[illegible] Druggist, Oregon City, Or.
H H Northu[illegible] Attorney-at-Law, Portland, Or.
John A Chil[illegible] Druggist, Portland, Or.
James F W[illegible]on, Attorney-at-Law, Portland, Or.
Virginia W[illegible]on, Portland, Or.
Frederick B[illegible]kel, Capitalist, Portland, Or.
Staver & W[illegible]ker, Agricultural Implements, Portland, Or.
Levi Anke[illegible] Pres First Nat'l Bank, Walla Walla, W. T.
W H Stine [illegible]ashier First Nat'l Bank, Walla Walla, W. T.
A R Bufor[illegible] Ass't Cashier First Nat'l Bank, Walla W[illegible] W. T.
L K G Sm[illegible], Merchant, Portland, Or.
J S White [illegible]cMinnville, Or.
Charles B[illegible]rhkoop, Manufacturer, Portland, Or.
J C Morel[illegible], Attorney-at-Law, Portland, Or.
Louis Soh[illegible] President First Nat'l Bank, Vancouver, W. T.
R L Durh[illegible], Cashier Commercial Nat'l Bank, Portland.
S A Durh[illegible] Washington county.
Mary B Sp[illegible], Eugene City, Or.
C A Alisky, Alisky, Baum & Co, Confectioners, Portland
Asahel Bus[illegible] Banker, Salem, Or.
H Thielsen [illegible]irector Oregon National Bank, Portland, Or.
H E Johns[illegible] Banker, Walla Walla, W. T.
H C Allen, [illegible]ith Snell, Heitshu & Woodard, Portland, Or.
Geo B Mar[illegible], Vice Pres. Oregon Nat'l Bank, Portland, Or.
E L Eastha[illegible], Manager Bank of Oregon City, Oregon City
H C Steve[illegible], Railroad Agent, Oregon City, Oregon.
W T Wrig[illegible], Cashier First National Bank, Union, Or.
L. L. McA[illegible]hur, U. S. District Attorney, Portland, Or.
Bamford [illegible]bb, Grain Dealer, Pomeroy, W. T.
C. E. Smi[illegible], Capitalist, Portland, Or.
S. G. Cra[illegible]dall, Cashier First Nat'l Bank, Pomeroy, W. T.
E L Canb, Cashier First Nat'l Bank, Vancouver, W. T.
I W Case Banker, Astoria Or.
Clopton & Jackson, Insurance Agents, Pendleton, Or.
John Wo[illegible]man, Cashier First Nat'l Bank, McMinnville, Or.
H C Worman, Ass't Cash'r Com'l Nat'l Bank, Portland
W H Mc[illegible]oy, Druggist, Spokane Falls, W. T.
Rufus Mallory, Attorney-at-Law, Portland, Or.

Subscribed Capital, $500,000.

Clopton & Boyd, Agents, East Oregonian Building, Pendleton, Or.