

The pope's jubilee presents are valued at \$15,000,000.

During the last two census decades, the wealth of the United States has increased \$28,000,000,000.

Texas will dedicate a \$7,000,000 state house in May. An effort will be made to have President Cleveland and President Diaz, of Mexico, present.

The house in the Washington territory legislature has defeated the capital removal bills. North Yakima lost her prospective "golden plum" by a vote of twelve to eleven.

If the growth of Minneapolis continues it will soon become the great metropolis of the Northwest. It now claims a population of 190,000, a gain of 40,000 the past year. It now does a wholesale trade of \$152,000,000 a year.

Switzerland has adopted a new tariff, increasing duties on almost all articles, and on some by four hundred per cent. Switzerland has been collecting a low revenue tariff, and the bulk of her people are as poor as the traditional church mouse.

A bill will soon be introduced in the legislature of Washington territory asking that the territory have power to issue bonds to the amount of \$400,000, payable in fifty years, and to draw five per cent. interest. Money is needed to pay off outstanding indebtedness and to meet current expenses.

England a generation ago made jute, flax and silk free. Its jute manufacture has gone to India, its flax mills in thirty-five years have dropped from thirty or forty to four or five above Leeds, and those employed from 20,000 to 5000, with like results in other parts of England; and the silk manufacture of England has moved to South France.

Harvard, Yale, Columbia and Williams college teach their students free trade theories. Indeed the majority of our colleges teach the free trade philosophy of revenue and taxation, except those of Pennsylvania. This is not a very significant fact, for a great many colleges teach a good deal that the graduate in after life finds out to be mere scholastic rubbish. The pedagogue is not always, nor often, a statesman.

In an interview at Venice, Don Carlos declared that Spain must become one of the great European powers, that her navy must be immediately strengthened, and that obligatory service was essential. The present monarchy, he said, was unfitted to carry on the work before it, and unless it was replaced, he was strongly of the opinion that a republic would soon come. The Spanish future lay in Morocco and South America. Don Carlos expressed his readiness to fight for the Spanish cause the moment he was called.

Laing, in his travels in Norway, says that the horses in that country have a very sensible way of taking their food. Instead of swilling themselves with a painful of water at a draught, from the fear of not getting any again, and then overgorging themselves for the same reason, they have a bucket of water put down beside their allowance of hay. It is amusing to see what what relish they take a sip of one and a mouthful of the other alternately, sometimes only moistening their mouths, as a rational being would do while eating a dinner of such dry food. A broken-winded horse is scarcely ever seen in Norway.

VIEW ON THE TARIFF.

The New York Times says that Thomas Gale, president of the Onondaga Salt works, is an Englishman by birth, but has been a resident of Salina, near Syracuse, N.Y., for fifty-one years, and has been in the salt business forty years. He is a democrat in politics. "I go to New York," says Mr. Gale, "with a cargo of salt, and meet a man from Europe with a cargo of salt. He comes into New York free. We both sell at the same price. Very well. My cargo has paid a school tax, a highway tax, a poor tax, a law and order tax, a county tax and a state tax. That man's cargo has paid nothing. Shall we do by strangers better than we do by our own citizens, or shall we stop all improvements and all progress? The foreigner takes the money away and improves his surroundings. The land that now pays one-tenth of the tax in the town of Salina through the manufacture of salt, didn't pay a shilling tax fifty years ago."

"Then, again," said Mr. Gale, "if we want cheap salt we must make it at home. English dairy salt sold in 1848, while for the last ten years the price has ranged from 72 to 85 cents per bushel."

A WHISTLING STATION.

"Portland is fast becoming but little more than a whistling station for the railroads," said a prominent hotel man yesterday. The roads make such close connections that the traveler is hurried from one depot to another and scarcely has time to eat a meal here. The result is that the hotels are doing but small business and the landlords are as gloomy as a lot of sextons instead of being jolly like they used to be. It is claimed by the hotel keepers that the trains should stop for at least two hours so as to allow the weary traveler a short period of rest and recreation. This would give the hotels a chance to make a little something out of the tourist. An effort should be made to make Portland something more than a whistling station.

The above complaint comes from the Portland News, of a recent date. This result has been anticipated by us. When that journal was lauding the Southern Pacific and giving Crocker, Stanford and the California journalists columns of "free puffs," we made the bold assertion that those men had no regard for Oregon further than that of vandals. They expected to and would unite to make Oregon tributary to San Francisco and California as she had been in the past. That our only hope for speedy development was in Oregon getting control of one or more of the great transcontinental railroads as California controlled many. We further declared that the Northern Pacific, contrary to all expectations and promises, had done little or nothing to benefit the state; that it is a grinding monopoly, and in every instance has put up freights to the highest point of toleration by an oppressed people. It refuses now to extend its lines into the mines and further notifies the Portland chamber that it is "cheeky," or its equivalent, in asking a reduction of tariff on ores from the Cour d'Alene mines. Further, it is now apparent there will be a combination of issues formed between the several railway corporations whose lines extend into this state, which will work great injury to the state through freight and passenger discriminations; and nothing but the powerful interposition of the law will restrain these corporations from such robbing combination. In view of past experience, Oregon can expect nothing, and must be wary in her railway legislation. The railways must not be allowed to cripple our struggling industries and retard immigration to the state. Congress should do something; the interstate commerce law seems to be a farce, and the commission merely a tool in the hands of railway corporations. If Oregon would make the progress possible and in keeping with her natural resources, she must place herself in an independent position and tear herself away from these soulless monopolies—vampires from abroad, who come here to stagnate our arteries of traffic and feast upon our rich commercial blood, made possible through such stagnation.

JOINT LEASE UNLAWFUL.

It is now claimed that the proposed joint lease of the O. R. & N. railroad by the Union and Northern Pacific railroads is prohibited by the interstate commerce law and the companies may be enjoined from carrying the lease into effect, as interpreted from the following clause: "That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement or combination with any other common carrier or carriers for the pooling of freights of different competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in case of an agreement for the pooling of freights as aforesaid, each party's consent shall be deemed a separate offer."

District Clerks, Attention!

A late Washington telegram says the house has confirmed Carlisle's title to his seat as speaker of the house. Editor INDEPENDENT:—As some changes were made in the school law by the last session of the legislature in reference to the duties of school clerks, permit me to call their attention to them through the columns of your paper. Blanks for making the annual report have just been received from Hon. E. B. McElroy, superintendent of public instruction, and forwarded to each district. These reports must be returned to this office by the first Monday of March, according to section 42, Oregon school laws, page 28. This section of the law has not been changed, but we find that subdivision 5 of section 34, on page 20, adds considerable force to district clerks in the matter of enrolling for school purposes all persons between four and twenty years of age. Clerks should read this section carefully and comply with the provisions thereof. In this section you will find it necessary to visit each habitation, home, residence, domicile or place of abode in the district, and by actual observation and investigation enumerate the census children of the same, etc. After your report is complete, it is to be submitted to the directors and citizens at the regular annual meeting on the first Monday of March, and all corrections necessary shall then be made, and the clerk shall file the original report in his office and shall forward a certified copy of said report to the county superintendent not later than the fifteenth of March, etc.

THE JOINT LEASE FORBIDDEN BY LAW.

The Oregonian says: The one single object of the act known as the "railway lease bill," passed by the legislature of Oregon at the last session, was to authorize the O. R. & N. company to lease their lines to the Union Pacific. It was represented that the consolidation of the Union Pacific and the O. R. & N. lines into a single system would be an excellent thing for Oregon, since it would give the state a continuous line across the continent under a single management, and moreover would enlist the powerful Union Pacific in the work of developing a system of local lines for the Pacific northwest, in competition with the Northern and other roads. These arguments were set forth by agents of the Union Pacific and O. R. & N. companies. Moved by them the legislature of Oregon enacted the "lease bill." To the terms of that bill the O. R. & N. must conform. Under these terms the Union Pacific may take a lease of the O. R. & N., but the Northern Pacific cannot. It is necessary only to examine the act. The act simply extends or enlarges the general powers of the incorporation within the limits it specifies; that is, incorporations are authorized by it to exercise certain power they were not authorized to exercise before. These powers are specifically defined. "In case the object or purpose for which any such incorporation is incorporated in is whole or in part to construct or construct and operate a railroad," then this act authorizes such incorporation to "lease any part or all of its road to any other company incorporated for the purpose of maintaining and operating a railroad, and to lease or purchase, maintain and operate any part or all of any other railroad constructed by any other company, upon such terms and conditions as may be agreed upon between said companies respectively."

Now, if this were all, the O. R. & N. company could lease its lines to the Northern as well as to the Union, or to the Northern and Union jointly. But it is not all. There immediately follows a restrictive condition, to-wit: "Provided, that nothing in this act shall be construed to authorize the leasing of any railroad line to any com-

pany or corporation owning a road which forms a competing or parallel line to its railroad."

Consequently, since the Northern Pacific company owns a road which forms a competing and parallel line to the O. R. & N., the latter company is not only not authorized to lease to the Northern Pacific, but positively forbidden to do so. There can be no doubt that the authorities of the state of Oregon will enforce the law in this particular against the Northern, in conjunction with the Union, should there be an attempt to carry the lease into effect in this form.

Continuing the subject, that journal publishes a letter from Van B. De Lashmitt, in which it is claimed that a majority of the O. R. & N. Co. directors live in Oregon, and if they cannot prevent the proposed lease, they can at least delay its consummation for a sufficient time to allow a special session of the legislature to repeal the lease law. But the Oregonian believes as first stated, that the provisions of the lease law will prevent the proposed combination; but if in the judgment of lawyers it will not, then the remedy possible in a special session must be called to the state's relief, as the cost of such legislative session would be trifling as compared with the damage to the material interests of the state involved in the combination which has been characterized as "scheme to rob north and rob south."

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MARRIED.

BALES-JONES.—At the residence of the bride's parents, on Monday, Jan. 22, 1888, by A. Miller, justice of the peace, Isaac Bales to Julia E. Jones, all of Washington county.

DECEASED.

HATT.—In Forest Grove, January 17, 1888, aged 10 years, 5 months and 5 days, of spinal meningitis.

To all the kind friends in and around Forest Grove, who have rendered so much aid and sympathy in my great affliction, I wish to return my deepest gratitude. May God's richest blessing rest upon all.

HANNAH HATT.

"It Saved My Life"

Is a common expression, often heard from those who have realized, by personal use, the curative powers of Ayer's Cherry Pectoral. "I cannot say enough in praise of Ayer's Cherry Pectoral, which I used, but I do say that it saved my life. I had a severe cold, which developed into a cough, which in turn developed into a pneumonia, which in turn developed into a consumption. I had tried every remedy, but without obtaining relief. A friend advised me to try Ayer's Cherry Pectoral. I did so, and am happy to say that it helped me at once. By continued use this medicine cured my cough, and I am satisfied, saved my life. I am now well, and am able to do my usual work. I am sure that every sufferer from a cough, cold, or pneumonia, should have a bottle of Ayer's Cherry Pectoral. It is a safe and reliable remedy, and is sold by all druggists. Price \$1.00 per bottle, 50 cents for a small bottle."

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