

TOPICS OF THE TIMES.

SALEM wants a train every day in the week.

THERE are many arguments in favor of the establishment of a state reform school. This is one of the duties of the present legislature now in session.

ONE of the most important acts of this legislature, and one of the most beneficial to the state in general, will be its adjournment. This legislature is not an exception to the general rule.

A COUPLE of thousand dollars more per year will be distributed in Salem when the government's uniformed carriers get to work. The numbers on the houses will be of more use then.

A CORRESPONDENT on this page gives the points of the law on the question of state printing. This matter has been referred to us before. There is no doubt that it is both unjust and unconstitutional to send any of the state printing out of the state.

SALEM is likely to have the free delivery system in the near future. She now wants Sunday trains, so that she will not be shut out from the outside world for one day in the week. Salem should be treated with the consideration that her commercial importance and position as the capital of the state deserve.

MR. GEORGE D. ROBINSON, who has just stepped down from the gubernatorial chair of Massachusetts, after a clean and administration of three years, has a record which politicians in other latitudes would do well to emulate. Elected successively to town offices, to both branches of the state legislature, to congress for several terms, and finally to the governorship, it is said that he never sought a nomination, but in every instance responded to a distinct call of the people. Moreover, he is a poor man, and has lost rather than made money in the political arena. He does not want the Massachusetts senatorship, but Massachusetts ought to want him in preference to any of the active republican candidates.

A CONNECTICUT court has decided that blacklisting an employee shall stand outlawed along with boycotting an employer.

The blacklist is a weapon used by employers to prevent the engagement, in the line of industry of an employee discharged for cause. In its beginning it is used by railroads to protect each other from careless or dissolute workmen, who had by neglect endangered or destroyed life or property. While this use might have been proper enough in extreme cases, like all arbitrary rules it degenerated to become the mere vehicle of revenge, and has kept many a decent laborer from earning his bread honestly.

THE PORTLAND BRIDGE QUESTION.

WHEATLAND, Jan., 14, 1887.

EDITOR DAILY STATESMAN:—Allow me to give you some reasons why the Portland bridge question is of vast importance, not only to the farmers of the Willamette valley, but to the farmers of eastern Oregon, and of every part of the northwest whose grain and other produce reaches the sea by way of Portland.

I have a farm in Marion county, and I am well acquainted with shipping matters in Portland, as I am there frequently, and I am interested in the shipment of produce. It is well known that previous to the placing of bridge piers opposite Morrison street in Portland, steamships and sailing vessels frequently went to the Taylor street, Yamhill street, Salmon street and Jefferson street wharves and for San Francisco, Alaska, and other ports. The Great Republic, which ran between San Francisco and Portland, had her regular landing at the foot of Salmon street, and many ships landed above Morrison street. But since the piers were put in the river (even without any spans between them) the danger of passing them has been so great that no steamship has gone above them, and during the five years those ships have been there I don't believe five ships have gone above the piers, and these were China vessels which lay in port during the summer, waiting for Pacific winds. Since spans have been placed on those piers a number of Astoria and other steamboats have changed their landings from wharves "above" to wharves "below" Morrison street. Practically, sea-going vessels—which take our wheat and other produce to foreign ports—have forever bid good bye to that part of the harbor above Morrison street, and many steamboats have done likewise. These facts are well known to all people who know anything about the shipping interests of Portland.

Now it is proposed to bridge the Willamette river so as to cut off from sea going ships all the wharves above I street in Couch's addition. I street is three blocks below the O. & C. railroad ferry, and the railroad bridge will be below nine-tenths of the wharves of Portland, if we except the wharves of the O. R. & N. Co., and nearly all their wharves will be below the bridge. In fact it would appear that incorporation has left barely enough of their wharves above the site of their proposed bridge to accommodate the few steamboats they run on the upper Willamette, while they propose to make the several thousands of feet of wharves and wharves above I street, practically useless for the exportation of wheat, wool, flour and other products of the northwest. The result of this will be to confine shipping to the O. R. & N. Co.'s vast warehouses and wharves below I street, and a few wharf owners will monopolize the business. This last statement don't sound as if it meant much, but an example will demonstrate that it means a great deal.

Some eighteen months ago Mrs. Irving began the construction of a large wharf and warehouse in East Portland, just south of J. B. Montgomery's warehouses and wharf. Montgomery tried to stop her construction, even appealing to the legislature through the Portland Board of Trade, claiming that the new wharf extended too far into the river. Montgomery failed, and Mrs. Irving's wharf and warehouse were completed, with the result that the cost of storage and wharfage on wheat, etc., on that side of the river was immediately reduced 37 1/2 per cent.

Therefore, if three-fourths of the present wharves are rendered useless, will not the monopoly pay for the construction of the bridge, by increased charges on products of the farmers? Of course the Portland members of the legislature

will work hard for the interests of the railroads, as they always have done, and I don't blame them, for the railroads bring millions of dollars into Portland; but the country members of the legislature should stand by the farmers who have paid for the railroads in freight charges. Just as the people of the whole country are watching for the vote on the famous inter-state commerce bill, so the farmers of Oregon will watch to see who are the friends of the people in our own legislature. A FARMER.

BRIDGING THE RIVER.

Says yesterday's Oregonian: In the Dolph bridge bill it is provided that the plan of the bridge shall be submitted to the secretary of war for his examination; that the secretary's approval must be had before the work of construction can begin, and that such approval must be based on a satisfactory showing to the secretary that the plan is in substantial conformity with the conditions required in the act.

The bill, which would have appeared yesterday but for the overcrowded condition of our columns, we print to-day. The Oregonian does not share Gov. Penney's chief objection to it, namely, that it is an invasion of the sovereignty of the state for congress to authorize the bridge, since it believes that the United States have rights of permanent sovereignty in Oregon, and also thinks it not unreasonable that, inasmuch as the government is continually called on for money to improve the navigation of our rivers, it may properly have something to say about structures which may interfere with or obstruct their navigation. But it does think that all bridges should be rightly constructed, and that draws of sufficient width should be provided.

Herein, as it seems to the Oregonian, the Dolph bill ought to be amended. Since the secretary of war is required to see that the bridge is constructed in substantial conformity with the conditions of the act, the act itself should be so framed as to secure, through the secretary's approval, a proper bridge. An opening of 175 feet on each side of the central pier, in every bridge built north of Ross island, would leave no reasonable ground for objection to construction of any number of bridges that traffic might require. On the Mississippi river the openings are from 160 to 200 feet. True, it will require more money to build bridges with the wider draws; but it is very questionable whether we ought to permit the construction of cheap bridges like the one at Morrison street, built to make as much money as possible on a slender investment, without regard to interests of shipping, of docks, or of harbor. There is a general demand for a railroad bridge; and now is the time to see to it that proper conditions as to its construction shall be required. [Make it 180 feet. That is narrow enough.]

THE STRENGTH OF NATIONS.

In the current number of the Century Magazine Mr. Edward Atkinson starts out, after the manner of the student of comparative anatomy, in his investigations as to the "Relative strength and weakness of nations." By the collection of data from which comparisons can be made in areas, populations, products, railways, governments, economic systems, progress, etc., he thinks that we can arrive at least at a proximate knowledge of the policy which it is best for a nation under given conditions to adopt in order to prosper most. Already Mr. Atkinson has gone far enough to show that the United States enjoys, as a whole, a more advantageous system of things than any other country, but if he did not expect to point out how that system could still be greatly bettered he would scarcely go on with his work.

The comparative tables in the first installment are interesting in themselves. The reader can see at a glance, for instance, that the area of Texas is larger than that of either Germany, Austria, or France; that Florida is larger than England and Wales, and that Ireland is smaller than Indiana. The area of Europe is about the same as that of the United States, but the former has a population of 334,000,000, while the latter has 60,000,000. He can see the improved and constantly improving condition of the laboring classes and of production here, and many other cheering indications of the situation. Mr. Atkinson is inclined to attribute the rapid increase in our material welfare to free purchase and sale in land, absence of barriers to trade between the states, the common schools, the right of all to vote, local self-government and one or two other things not so readily understood. The author has approached a great subject, and it is to be hoped that he will successfully deal with it.

THE STATE PRINTING.

EDITOR STATESMAN:—The constitution of the state of Oregon, article 12 section 1, provides for the election of a state printer, by the qualified electors of the state, and among other things appertaining to his office, is set forth in said section (in speaking of his duties) to-wit: "He shall perform all the public printing for the state, which may be provided by law. The rates to be paid him for such printing shall be fixed by law, and shall neither be increased nor diminished, during the term for which he may have been elected." The state I believe has always elected a state printer, who certainly under the constitution as quoted, was and is entitled to do "the public printing." Then if this be the law, why is it that it is not carried out in letter and spirit by those having charge of "the public printing," which said public printing certainly includes the printing and binding of the reports of the supreme court of the state of Oregon; instead of having such work done in San Francisco, by Bancroft & Co., who certainly have had an abundance of the hard earnings of the people of Oregon, in the furnishing of school books at fabulous and exorbitant prices in the years gone by, and it will be strange indeed if Bancroft, Whitney & Co., do not have their lobbyist on hands. The members of the legislature now in session, are here to legislate in the interest of all the people of Oregon, and not for a few speculators inside or outside of the state. Justice.

Finest line of green coffees in the city at Squire Farrar & Co's.

FREE DELIVERY.

Following is a telegram in yesterday's Oregonian:

Washington, Jan. 12.—Senator Dolph to-day filed an application with the postmaster-general asking that the free delivery system be extended to Salem. The department officials state that they will receive all such applications and will thereupon appoint inspectors to make an examination of the cities in which the service is asked, and to perfect arrangements whereby the law can be carried into effect as soon as congress makes the necessary appropriation. The law as passed does not make it compulsory upon the postmaster-general to extend free delivery to cities having more than ten thousand inhabitants or whose receipts are over \$10,000 per annum, but clothes him with discretionary power. It is probable that Walla Walla and possibly Tacoma may be made free delivery offices after the close of the next fiscal year, the gross receipts at the former being for last year something over \$9000, and at the latter a trifle less than \$9000.

It is not at all unlikely that Salem will be granted the benefits of the free delivery system within a short time, as the total receipts of the Salem postoffice have exceeded \$10,000 for two years in succession. In case the free delivery system is extended to Salem, boxes will be stationed in different portions of the city for mailing letters, and it will prove a great convenience to our people. As Salem is entitled to the system, under the act, its benefits will likely not be denied her, especially as our representatives have called the attention of the authorities to the facts as stated.

OUR APPRECIATION.

Several days ago this paper called upon our senators in congress to see that the house bill the provisions of which extend the free delivery system to Salem should not be neglected, but should be put through the senate at this session.

In response to this request Senator J. N. Dolph has sent to this office a copy of the bill, which has passed the senate, and is now a law. The act gives the postmaster general authority to extend the benefits of the system to cities of ten thousand inhabitants, or cities which have postoffices with a revenue of \$10,000 per year. Salem comes in under this latter provision. There is now scarcely a doubt that Salem will soon have the system, as Senator Dolph has brought the matter to the attention of the postmaster general. There will be two classes of uniformed carriers, the second class \$850 per year, and the third class, \$600 per year.

The people of Salem desire to return their thanks to Congressman Hermann and Senator Dolph for their interest in this matter.

SPLENDID EQUIPMENTS.

The Daily Oregonian of yesterday contained the messages of both the retiring Governor Moody and Governor Penney, making in all about fourteen columns of solid minion. The fact is not understood by some that these messages were not transmitted by telegraph, but were set up from the printed copy furnished in advance to the reporters by the state printer upon the orders of the authors; but nevertheless it should be a matter of pride and satisfaction to the managers of the Oregonian that they have the equipments to furnish such amounts of matter on short notice. So complete is the machinery and so systematic the workings of a great newspaper like the Oregonian, that a matter like this does not occasion a jar in any of the departments of the paper. It is simply a matter of the ordering on of extra force in the mechanical department and the payment of the bills, which were not small.

MARSH LANDS.

EDITOR STATESMAN:—There are thousands of acres of marsh lands in Marion county, among the richest in the state, but at present a perfect waste for want of drainage, and this is true in regard to other counties. Now cannot the present legislature make provision for a loan at a low rate of interest, from any available state funds, principal and interest secured by a lien on the lands thus redeemed? Why not encourage internal improvements? Vox Populi.

STINGY WHEELER'S WAY.

"Funny thing occurred down at our house Christmas," said the brakeman. "I'm away almost every night in the year, but Christmas night I got a lay-off and stayed with the wife and babies. Next door to us lives one of the stingiest old codgers that ever was. Wheeler is his name, and everybody calls him Stinky Wheeler. He is an old chap who has no children and no friends, and who is said to be worth a good deal of money. I've had a good deal of sickness in my house this winter, and times have been right hard with us. It was mighty little Christmas we had, I can tell you.

"Well there's one thing we can say, Henry," said my wife to me, "and that is that our house is not hard to warm. It beats all, the way coal does last us here. That half-ton you got a month ago isn't nearly all gone yet."

"That's the way coal lasts when there's nobody to steal it, as we had where we lived last," I replied. "Now there's only one man in this neighborhood I'd suspect of stealing coal, and that's Stinky Wheeler. I wouldn't trust that old codger very far."

"Neither would I," said my wife. "That night after we had got in bed my wife woke me, saying she was sure she heard some one in the coal-house."

"I believe it's old Wheeler," I said. "So do I," my wife replied; "but be careful, Henry, and don't get into any trouble with the old skinkflint," she added as I hastily dressed myself.

"Softly I tiptoed out to the coal-house, and sure enough there was a man there, hard at work with a shovel. It was Stinky Wheeler, and he was throwing coal from his bin into mine!"—(Chicago Herald.)

CHILDREN

Often need some safe, cathartic and tonic to avert approaching sickness or to relieve colic, headache, sick stomach, biliousness and the complaints incident to childhood. Let the children take Simons Liver Regulator and keep well. It is purely vegetable, not unpleasant to the taste and safe to take alone or in connection with other medicine.

ALLEGED SIGNS OF LUCK.

Dream of eggs, sign of money.

Dream of snakes, sign of enemies.

If you sing before breakfast you'll cry before supper.

Dreaming of muddy or rushing water brings trouble.

Finding a horseshoe or a four-leaved clover brings good luck.

If you sneeze on Saturday you do it "for evil."

She who takes the last stitch at a quilting will be the first to marry.

If you cannot make up a handsome bed your husband will have a homely nose.

If you spill the salt some one will be "mad" with you, unless you put some of it in the fire.

Stub your right toe, you are going where you are wanted; your left, where you are not wanted.

If your right ear burns some one is praising you; if your left, your friends are raking you over the coals.

Returning to the house for a moment after having once started out will bring bad luck unless you sit down.

If the rooster crows on the fence the weather will be fair; if on the doorstep, he will bring company.

While at the washboard, if the suds splash and wet the clothes you are wearing you will have a drunken husband.

When, in dropping a fork, it strikes the floor and stands upright, it will bring a gentleman visitor; if a knife, a lady.

If you drop your dishcloth you will have company; also if you sweep a black mark, or if two chairs stand accidentally back to back.

If a baby sees his face in the glass it will be death to him; if he stumbles out of the bed it will save his being a fool.

Break a mirror, sign of death. Death is also foretold by a dog howling under a window; hearing a mourning dove; a strange dove hovering about, or dreaming of a white horse.

If you see the new moon through the glass you will have sorrow as long as it lasts. If you see it fair in the face you'll have a fall; over the left shoulder, bad luck; over the right, good luck.—(From an Exchange.)

A SWEEPING REFORMATION.

Up in Beef Gap, Idaho, there is a new city marshal. He was "Onion Bill" before his election, but now they call him "Chief," and add respectfully his last name, Bridell. Here is a copy of a circular he posted in prominent places in the town and its outskirts. It has had a good effect:

NOTICE.

This is to inform all citizens of Beef Gap and strangers sojourning therein that on and after this date, Monday, Nov. 25, 1886, it will be unlawful in this town for anybody to carouse, cuss or whoop.

On and after this date there will be in this town:

- No more compelling people to drink when they don't feel like it;
No more shooting of plug hats;
No more short-card games of chance;
No more drinking of whisky out of bottles when the bars are open;
No more noisy deviltry;
Any man driving or riding a horse into a public bar will be shot.
Any man or men compelling another man to dance will be shot.
Any man raking down the pot at poker without the cards to back it up will be shot dead.

Tramps, tin-horn gamblers, back-door lunchers, beggars, boneyard bummers, scappers and coffin-paint demolishers are warned away from Beef Gap.

It is the determination of the new administration to usher in an era of new reform, and all good citizens will array themselves on the side of the law. All others will be turned over to the corner.

By the Mayor; BILL BRIDELL, Chief. —[Arizona Star.]

NOT FOR MILLIONS.

The presence in town of Washington Irving Bishop, or as he prefers to write his name, "W. Irving Bishop," has been making everybody talk of mind-reading, spiritualistic phenomena, magicians' tricks, et hoc genus omne. One of the best of the stories was told me by a close friend of the principal actor of the incident. The hero of the story was the proprietor of the Cincinnati Enquirer, Mr. John H. McLean. About a year before the death of the noted "Charley" Foster, who was the high priest of Spiritualism in this country, Mr. McLean and a close intimate visited the rooms of Foster, and the following is an extract of their dialogue:

"Is it true, Mr. Foster, that you can see what is to us unseen? Could you tell the various cards in a pack which I might shuffle?"

"It is all true," said the medium. "Reading a pack of cards is one of the easiest acts in the world to me."

"Are you a wealthy man, Mr. Foster?"

"Well, if an income of \$10,000 a year argues wealth, then I am wealthy," he replied.

"Would you be willing, Mr. Foster, to give me your entire services, in the evenings only, for \$20,000 a year?"

"Why, certainly my dear sir; your proposition transports me. What must I do?"

"Simply come with me to the faro rooms of this and other cities and tell me what is the next card in the cue-box."

(Quick curtain.)—(Baltimore American, Washington Letter.)

AN UNFAILING REMEDY.

Brandreth's Pills cure dyspepsia, indigestion, headache, pain in the shoulders, coughs, tightness of the chest, flatulency, sour stomach, bad taste in the mouth, bilious attacks, palpitation of the heart, inflammation of the lungs. Pain in the region of the kidneys, and a hundred other painful symptoms are the offspring of dyspepsia. One or two Pills every night for a week are sufficient.

TESTIMONY OF CHIEF JUSTICE.

"I have used Simons' Liver Regulator for constipation caused by a temporary derangement of the liver, and always with decided benefit. It is a good medicine for the derangements of the liver, such has been my personal experience in the case of H.—H. H. WALKER, Justice of Georgia."

CASTORIA for Infants and Children. Castoria cures Colic, Constipation, Sour Stomach, Diarrhoea, Eructation, Kills Worms, gives sleep, and promotes digestion. Without injurious medication. THE CASTOR COMPANY, 182 Fulton Street, N. Y.

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THE REMAINING STOCK OF Pictures, Mirrors, Etc., Will be sold at a GREAT REDUCTION for the NEXT TEN DAYS, AT G. F. SMITH'S. Remember the place, No. 103 State street, the Red Front.

The Best is The Cheapest! F. D. McDowell, Watchmaker and Jeweler. DEALER IN Diamonds, Watches, Jewelry, Clocks, Spectacles, Silverware. Call and see our fine assortment of LADIES' GOLD WATCHES. No second hand goods. Very respectfully, F. D. McDowell, 221 Commercial street, Salem, Oregon.

The Best! WOVEN WIRE BED. On this coast is manufactured by GEO. M. PARKER. 133 Fifth street, Portland, Oregon. For sale by A. T. YEATON, Salem, Oregon.

Franklin Meat Market. Commercial Street. E. C. CROSS. Proprietor. Can furnish, at wholesale or retail, Fresh Beef, Pork, Mutton, CORNED BEEF, PICKLED PORK, SAUSAGE, VEAL, SUGAR-CURED HAMS, SHOULDERS, BREAKFAST BACON, LARD, AND TALLOW, Game and Poultry, Etc. HIGHEST CASH PRICE. Paid for all kinds of fat stock, game and poultry. Meats delivered on time to any part of the city, free of charge.



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DR. PIERCE'S Favorite Prescription is the result of this vast experience. It is a powerful Restorative Tonic and Nervine, imparts vigor and strength to the system, and cures, as if by magic, Leucorrhoea, or "White," excessive flowing, painful menstruation, unnatural suppressions, prolapus or falling of the uterus, weak back, vertigo, retroversion, bearing-down sensations, chronic congestion, inflammation and ulceration of the womb, inflammation, pain and tenderness in ovaries, internal heat, and "female weakness." It promptly relieves and cures Nausea and Weakness of Stomach, Indigestion, Bloating, Nervous Prostration, and Sleeplessness, in either sex. PRICE \$1.00, OR 6 BOTTLES FOR \$5.00. Sold by Druggists everywhere. Send ten cents in stamps for Dr. Pierce's large Treatise on Diseases of Women, illustrated. World's Dispensary Medical Association, 663 Main Street, BUFFALO, N. Y.

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