

TOPICS OF THE TIMES.

The reform school bill should pass the legislature by all means.

This state needs a reform school. Let the present legislature establish one.

The people and papers of Prineville strongly support the Minto pass road proposition.

Let Oregon publish her own school books. Let her keep the money at home and in the pockets of her people.

The present session of the Oregon legislature has not been in vain. It memorialized congress to pass the interstate commerce bill, and congress has passed it.

The senate, it is to be hoped, will see fit to pass Chamberlain's bill appropriating money for the construction of the wagon road across the Cascade mountains through the Minto pass.

A CHICAGO blonde enjoys the detestable distinction of having fallen in love with a murderer while he was on trial and desiring to marry him on his way to the gallows. It is the only greatest attempt on record to be a hempen widow.

The legislature has adjourned till Monday. No one should find any fault with them on this account. The more time they spend in this manner, the less objectionable legislation will there be put through. And the committees want time to work, and the state printer to catch up.

The Salem Statesman states that the legislature will be asked to appropriate \$15,000 to build a wagon road through the Minto pass into Eastern Oregon; a very proper thing to be done. It would be highly beneficial to the general interests of the people on both sides of the mountains.—Union Scout.

The present legislature will be asked to establish a state weather service. There is no necessity for such service. The government furnishes us enough signal service to meet all immediate demands, and there is no need for the state to throw away any money on such a useless scheme. This is one of the bills that should be summarily consigned to the rat-hole of neglect.

J. P. WAGER is one of the ablest men in the senate. He is there as a true representative of the people's interests. He holds his seat by virtue of the votes of both political parties, and he has both the ability and courage to stand up and do good service for the people he represents. He can't be bought with money nor scared with threats, and the people need him right where he is. He is not liable to be expelled.

The Rev. Dr. Talmage is emphatic in his remarks. In a recent sermon he thus alludes to the "dishonest dollar." "You put one dishonest dollar in an estate, but it will not stand. You may take a dishonest dollar and put it down into the very depths of the earth and you may roll on top of it rocks and mountains, and on top of those rocks and mountains you may put all the banks and moneyed institutions piling them up heavens high; but that one dishonest dollar down in the depths of the earth will begin to rock and heave, and upturn itself until it comes to the resurrection of damnation. You cannot hide a dishonest dollar."

A BILL has been introduced in the house amending the law regarding state lands, and fixing the minimum price of school lands at a dollar and a quarter an acre. This bill should be supported, as most of the school land throughout the state is worth two dollars per acre has been sold, while there are thousands of acres of land that is worthless except for pasture, that can be disposed of at a dollar and a quarter an acre, which is the government price generally for land. The money would go on interest as soon as the land is sold, and be far more valuable to the school fund than the third class land lying idle and profitless. The reduction in price does not prevent the agents of the board appraising the land at more than the minimum price, if it is worth more.

IDEAL TRANSPORTATION. Mr. Henry V. Poor has published a pamphlet on the interstate commerce bill for the purpose of showing that it ought to be defeated and the railroads left to regulate their own rates. He presents interesting statistics illustrating the rapid increase in the amount of freight transported in the twenty-one years ending 1885 and the no less marked decrease in the rates charged. He regards the figures as a "complete vindication of the railroad companies from the charges of oppression and misconduct."

No one denies the increase in business or the reduction in rates. Neither is there any question as to the value of the railroads in the development of the country. They are simply indispensable. But it does not follow that railroad managers have not been guilty of abuses of which discriminations form an important feature. And the door is still open to these abuses, to commit which those who control the roads are incited by selfish interest.

Mr. Poor substantially takes his ground that the New York farmer should help pay for a western farmer's transportation. He says: "An ideal system of transportation in a country like the United States would be one by which the producer should suffer no disadvantages on account of his distance from the market—one by which the wheat-growers in Dakota should receive the same profit from their crop as the growers in the Genesee valley." This is the principle that the railroads, according to Mr. Poor, are to be admired for approximating in practice.

It may be submitted that this is altogether too "ideal" to permit the railroad men to attempt to carry out. As the gist of Mr. Poor's argument hinges on this point, it may safely be left to answer itself. Mankind has not reached the point where it can abolish the quid pro quo principle in economic matters.

OBJECTIONABLE BILL. EDITOR STATESMAN:—Bills have been introduced into the legislature to increase the state school tax from four to five mills, and to prohibit corporations from employing Chinese labor. I have been told by a member of the late state administration that Oregon is now paying a higher school tax than any other state in the Union. Every few years some "professor" gets the member from his county to offer a bill to increase it another mill,

and as the amount looks small, it goes through. We now have a four mill state school tax, with a new bill to increase it to five, against a tax of less than two mills for all the other expenses of the state government.

The proposition to forbid corporations from employing Chinamen, if adopted, would likely postpone the completion of the Oregon & California railroad, which, it has been understood, would be finished the coming summer. The whole state is looking to the completion of the Oregon and California connection, and it will be a serious blow if our legislature throws obstructions in the way. All the white men obtainable are now employed upon the California branch, and six hundred Chinamen are also employed. If on the Oregon line the Chinamen are discharged, it is likely to be some years before the connection will be made between the two roads, and those who wish to come to Oregon or go to California can stay at home or take a sea-sick trip by steamer, or a hard and disagreeable ride by stage, while produce and merchandise can go through on wagons, or not go at all.

And what reason is there for prohibiting corporations or citizens from employing Chinese, or any body they see fit to? What right has the state to prohibit either from employing whom they choose? Suppose it should enact that we shall not give employment to Englishmen, Scotchmen, Irishmen, Germans, Africans, or native Oregonians? Has it not as much right to do that as the other? Or are there no rights a legislature is bound to respect? FREEMAN.

BANKRUPT RAILROADS.

According to the Railway Age there were forty-five wrecked railroads, with 7,687 miles of main line, sold under foreclosure in 1886. The properties were capitalized at \$374,109,700, or about \$50,000 a mile. They were really worth less than half that amount. Most of them were bankrupt before they began business, their substance having been consumed in the profits of the managers under the guise of "construction companies."

The projectors cared little who held the inflated evidences of mortgage ownership after they had transferred everything of value into their own pockets. Some of these roads were built after the following manner. The right of way was largely procured for nothing from farmers or other land-owners having property to be benefited. Many of these were also induced to take stock. Cities and villages subscribed in many cases more than they could afford to. After securing as much as possible in this way the process of selling bonds was entered upon, and if this lagged, what shares remained undisposed of were thrown in as a premium. In one instance bonds were sold at 60 cents on the dollar and \$1,000 worth of stock presented with every \$1,000 bond.

Out of the money thus obtained the managers paid themselves as contractors excessive prices for building. Every engine and car bought was mortgaged for all that could be placed on it. A road of this description, of course, fell under the hammer as soon as the managers could get out of the way.

Other methods are adopted of wrecking roads that have really sustained themselves by obtaining enough money from the public to pay returns on their inflated securities. These are wrecked by the managers selling them supplies at ruinous rates, loading them down with worthless properties by means of lease obligations, etc. Probably not one of these roads, honestly built and capitalized, would have become insolvent.

IMMIGRATION BOARD AGAIN.

Recently, it has been the habit of certain newspapers in different localities of the state to scold at the State Board of Immigration because few of the newcomers have found their way into this or that particular region. We cannot see that these papers have any good grounds for this attitude of hostility towards the board, on this account. If these papers will examine the figures relating to the growth of population, as prepared by Hon. R. B. Laughlin, who has charge of the new apportionment bill, and which figures were published in the Oregonian some time in December '86, it will be found that the distribution of immigrants has been very equally divided up between the several counties. But in any event the State Board of Immigration does not make any distribution of newcomers. Most of the immigrants come into the state having made a choice of location, and the board, as the commissioners say, does not seek to influence them or alter that choice.

Eastern Oregon people have good reason to scold, but certainly not at the State Board of Immigration, but at the railway company, which has steadily refused to make a reduction of fares in favor of the new-comer. The blame lies at the door of the railway company, and not with the board. The board has sought time and again, as published letters show, to have this reduction in fares of immigrants made, but without avail.

But all this aside, we want these immigrants. We want half a hundred thousand within the next fifteen months. We can get them by the expenditure of a little money for an Immigration Board, which will steadily and judiciously advertise this state abroad.

IMMIGRATION MATTERS.

From those who have had occasion to collect population data for presentation to the legislative assembly, aside from the report of the State Board of Immigration, we are assured that 25,000 or 30,000 people have been added to Oregon's list of permanent residents, during the past twelve or fifteen months. And from the most reliable sources from all portions of the state, it is safe to say, that these people have added several millions of dollars to the money value of Oregon. It is the testimony of shrewd business men that the money brought by immigration during the past twenty months, saved Oregon from a bad financial stress and strain. It is admitted on all sides that Oregon is in a position to-day; that there is an unprosperous amount of ready money in circulation, and it is admitted in the same breath, that the crop of wheat, hops, oats or fruit cannot be credited with this unusual amount of ready money. The crops were good last year, and the year before, were good for that, money was scarce, and but for all of that, money was constantly the cry of hard times was constantly

heard. No; the truth of the matter is, immigration into the state has supplied this pro-ferous condition. No one can look through the report of the State Board of Immigration, without realizing that the great bulk of this immigration has been the result of work done in that department. In the 400,000 pieces of immigration literature spread abroad throughout all portions of the union, and the old world; in the exhibition of our productions in the car to 200,000 people in eight different states; in the replies of the board to thousands of inquiring letters, we find the cause of the great bulk of this immigration. This effort ought not to be relaxed in the least. It ought to be increased.

TAX UPON INSURANCE COMPANIES.

A tax is required from each outside insurance company upon premiums received in the state, as follows, viz:

Table listing insurance companies and their respective tax rates: Alabama 2 per cent. and fees, Arkansas 2 1/2, Connecticut 2, Delaware 2 1/2, Illinois 3, Indiana 2 1/2, Iowa 2, Kansas 2 1/2, Kentucky 2, Michigan 3, Maine 2, Massachusetts 2, Minnesota 2, New Jersey 2, New York 3, Pennsylvania 2, Rhode Island 2 1/2, Tennessee 2, West Virginia 2, Wisconsin 2.

We notice several insurance bills—introduced presumably by request of agents of outside insurance companies—which provide for a tax of only one per cent, and while we do not blame them for trying to keep their taxes down, yet it is a duty that our legislature should not shirk to see that they bear their share of the taxes, and with the high rate of taxation in this state these companies should be required to pay as much here as they have to pay in other states. The tax commission appointed by the last legislature recommended that they be required to pay three per cent, and this after carefully considering the matter, and we trust that the present legislature will look carefully after this and see that this state does not lose \$20,000, by putting merely a nominal tax upon these companies.

INVESTIGATE.

At the regular session of the legislature in 1885 the Keady liquor bill was mutilated by some scoundrel, and there was also a "clerical error" in the journal in the same act. At the same session house bill 190, in relation to railroad sidetracks, was stolen by some thief. At the special session of the same legislature senate joint memorial No. 6, in relation to the forfeiture of a wagon road land grant, was mutilated by some hired rascal. At the regular session in 1882 the constitutional amendment resolution, in relation to prohibition of the liquor traffic, was the victim of a "clerical error" and there have been other "mistakes" made, of minor importance.

Where there has been so much guilt, some one must be guilty, and the proper station in life for the guilty party is in the state penitentiary, making stoves.

This matter should be promptly investigated, and the guilty party or parties, sent where they properly belong. No innocent man is afraid of investigation. If the minions of justice can find the authors of these alleged "mistakes," a severe example should be made of him, for the warning of other rascals. Let the legislature investigate. It is understood that there is a movement on foot to sift this matter to the bottom.

SCHOOL BOOKS.

There is no job in the bill to provide for the publication of a state series of school books. It is a plain business proposition, and the expenditure of the money is put into the hands of the state board of education, the work to be executed by the state printer at the low rates allowed him by law, the material to be advertised for and furnished by the lowest bidder, and the binding to be under the supervision of the secretary of state. There is no room for a job or a gouge. If the people will study up this important question, and if their representatives will look into the matter, and consider the saving, the bill will go through without a dissenting vote, as it should. There is no possible objection to it, outside of the gilded arguments of this book monopoly and outside publishers. Now is the time for the state to begin this work.

READ UP.

Let us have a reform school if it is needed, and we think it is, but, gentlemen of the legislature, locate it somewhere else than at the capital city. Salem already has more than her share, and should not utter one protest against their establishment elsewhere.—Oregon City Enterprise.

Probably it would not hurt the writer of the above paragraph to read the constitution of Oregon, unless he writes on the theory that the less you know about a subject, the more you can say about it. The constitution of Oregon locates the state institutions at the capital of the state, and not the legislature. More than this, Oregon City should not be hoghish. She has the fish ladder. Salem don't want that.

TOUGH SOCIETY GIRLS.

The rehearsals of the "Messiah" have proved again a fact which would appear peculiar. It is said the so-called "delicate butterflies," the society girls, are more hardy and courageous than their sisters who are more regular in their habits. Whenever a rehearsal comes in extremely cold weather, as for instance, last Monday afternoon, there is a marked falling off in the attendance, but the society girls of the chorus are always present, while the others stay away. They are accustomed to exposure incident to wearing of full dress which the others cannot endure. It is a repetition of the experiences of the war, when the gay youths of the city made much more hardy soldiers than the stronger men who had always lived on farms and gone to bed at 9 o'clock at night.—(St. Louis Globe.

LITTLE WOMEN.

The seven-year-old daughter of a very busy mother, who in consequence of her husband's early death, was obliged to carry on his business, was asked one day by a friend what she was able to do in the way of help.

"I can only pray to God and hem the dusts," was the child's reply in all seriousness, but it showed that she had learned to do the duty that lay nearest her, and as years went on she developed into the steady, reliable, cheerful girl to whom the whole household looked for help, and seldom, if ever, in vain.

Very pleasant are the hours spent by our little Mary in the kitchen, still under "mother's wing, or that of some trusty and reliable servant. How she enjoys picking the bits of stems from among the currants, stoning the raisins, buttering the cake tins and cutting any spare dough or paste that may be over when the pies are made into rounds with the top of a wine glass! And what a crowning joy it is when she is allowed to have a whole gooseberry or a tiny apple to make into a dumpling for her own dinner or a nursery feast! And what an important personage she is when on busy days she may even be trusted with washing up the breakfast things.

All little girls were allowed the early visits to the kitchen, with real participation in its work, the world would not hear so much about undomesticated wives and housekeepers, who cannot teach their servants what they have never learned themselves.—(Cassell's Family Magazine.

USING UP THE AIR.

You may have heard that the southern country is booming. They've got faro banks and saloons, and crooks, and cable cars, and real estate agents, and subscription lists, and Marcus Meyer, and other evidences of civilization. And I'm told it isn't San Francisco capital that is doing it either. In fact, it is undeniable that the new settlers despise us to some extent, and are already beginning to dream of making the Golden Gate the extreme entrance to Los Angeles. Those are eastern people with money. They've come out to settle, and to develop things and have a good time. A young couple who arrived lately went to a real estate agent the other day to inquire concerning an investment. The lady was apparently as deeply interested as the gentleman.

"I have an elegant piece of property at Pasadena," said he. "Pasadena is the modern Garden of Eden."

"It's very pretty, and I'd like to live there; but there are so many people there for their health, you know."

"Consumptives, you mean. Yes; but there are sick people everywhere."

"Yes, but consumption requires a great deal of pure air, I am told, and I'm afraid the consumptives will use up all the good air, and we'll get sick."—(S. F. Chronicle.

THE SWISS ALCOHOL LAW.

BRUSSELS, Dec. 16.—According to the new law conferring the monopoly of the production of alcohol on the state high duties will be levied on foreign alcohol; and the production of Swiss distilleries will be controlled by the Federal authorities. The owners of distilleries will be allowed to employ only substances recognized as wholesome, from which the potato is excluded. They will have to furnish the alcohol at cost, and have for profit only the refuse. The confederation will furnish alcohol to the trade from 220f to 150 the hectolitre. Of the clear profit one-fourth is to go to the Federal treasury, and three-fourths will belong to the treasuries of their respective cantons according to the number of inhabitants.

The cantons will have to abolish all indirect taxes, established on the trade in alcoholic and other drinks, such as wine, cider and beer. Each canton will have to prove to the Federal authority the employment of 10 per cent of its annual share of profit in the suppression of the abuse of alcoholic liquors. The monopoly is expected to produce annually about 10,000,000f.—(Corr. London Times.

COUNTY ROADS.

Mr. Chamberlin, of Marion, has introduced in the senate a bill to authorize the county courts to each appoint a road and bridge commissioner. Such a law would be a beneficial one. It would systematize the work of improving and keeping in repair county roads and the construction and care of county bridges. It would take a burden off the shoulders of the members of the court in counties as large as Marion or Multnomah. The pay of the commissioner would be small, only for the number of days required for his work.

A DIVERSION.

Some of the honorable senators have become incensed at certain references made to their actions by Senator Wager, of Umatilla and Morrow, in his paper, the Pendleton East Oregonian, and they have brought this personal matter to the attention of the public body, the senate, whose time belongs to the people and is paid for by them. If Mr. Wager has asserted what he cannot prove, his is a responsible journal, and there is recourse to the courts.

A fine line of ladies' bordered and embroidered handkerchiefs just received at Friedman's. You can buy a very fair article of calico at 23 yards to the dollar at Friedman's. Best indigo blue calico at thirteen yards to the dollar at Friedman's. Best German yarn at 20 cents per skein. Guarantee full weight, one-fourth lb. Get your Saxony yarn at Friedman's for 8 cents per skein. Remember our great reduction sale continues but six weeks longer, at 124 State street. Gentlemen can buy reversible rubber coats for \$1.00 at Friedman's. 1-19 if.

Private families supplied with 5-gallon kegs of beer at \$1 per keg, delivered to any part of the city, by S. Adolph.

Patrons these merchants that advertise in the STATESMAN, and you will get full weight and your money's worth.

Members of the third house have found that they can get the finest cigars and best drinks at Talcott & Aiken's.

OREGON PACIFIC RAILROAD. ONLY OVER POPULAR PICTURESQUE RANGES.

—Fast time! Sure connections! New equipment!— 225 MILES SHORTER! 20 HOURS LESS TIME

Accommodations unsurpassed for comfort and safety. Fares and freights much less than by any other route between all points in Willamette Valley and San Francisco. ONLY ROUTE VIA YAQUINA TO SAN FRANCISCO.

—Daily passenger trains except Sundays.—

Table showing train schedules between Yaquina and San Francisco, including departure and arrival times for various routes.

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Full Cream Cheese. Golden Medical Discovery. Point Reyes Pickled Rolled Butter. CAL. PEELD PEACHES. BOSTON BROWN BREAD. Selfrising Flour.

CHOICE

King's Partly Cooked Rolled wheat. WELLS BROS. 201 COMMERCIAL ST.

AT

THE SALE OF UNMATCHED SUITS, OVERCOATS, BLANKETS, COMFORTERS, AND ALL WINTER GOODS IN CLOTHINGS, BOOTS AND SHOES WILL BE SOLD AT ACTUAL COST, AT THE FARMERS' STORE, 93 STATE STREET, UNTIL FURTHER NOTICE.

1-16-108 Forstner, Tiffany & Co.

CONTINUED.

WHITE IS KING.

The White Sewing Machine Co. have brought out lately a new machine, and as an advertisement, will sell for THIRTY DAYS.

SEWING MACHINES

AT— \$33 --- \$35 --- \$40 --- \$45.

These machines are: Frame work, all metal; nickel plated attachments in a velvet-lined box. Beasts every machine in Beauty and Improvements.

When the agency is established the machines will be sold from \$40 to \$65. Come and see them at FORSTNER & TIFFANY'S, upstairs, 12-17-dw-1m.

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I announce that I have yet over 100 elegantly carved marble head stones, which

MUST SELL

Within ninety days, regardless of price. Having engaged in other business I must sell my marble interests. No shoddy work, and only first-class material. Call at once and secure your choice at bargain rarely offered.

WILLIAM STAIGER, Salem, Oregon

Save the Children. They are especially liable to sudden Colds, Coughs, Croup, Whooping Cough, etc. We guarantee Acker's English Remedy a positive cure. It saves hours of anxious watching. Sold by Geo. E. Good, druggist.

Babies

that are fretful, peevish, cross, or troubled with Windy Colic, Teething Pains, or Stomach Disorders, can be relieved at once by using Acker's Baby Soother. It contains no Opium or Morphine, hence is safe. Price 25 cents. Sold by Geo. E. Good, druggist.

The Best is The Cheapest!

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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.

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Pierce's LITTLE PEPPERS

FOR WEAK LUNGS, SPITTING OF BLOOD, SHORTNESS OF BREATH, BRONCHITIS, SEVERE COUGHS, CONSUMPTION, and kindred affections, it is a sovereign remedy. Send ten cents in stamps for Dr. Pierce's book on Consumption, or a BOTTLE of this medicine, for \$1.00, or 6 BOTTLES for \$5.00, by mail.

\$500 REWARD

is offered by the proprietors of Dr. Sage's Catarrh Remedy for a case of catarrh which they cannot cure.

If you have a discharge from the nose, offensive or otherwise, partial loss of smell, taste, or hearing, swollen eyes, dull pain or pressure in head, you have Catarrh. Thousands of cases terminate in consumption. Dr. Sage's CATARRH REMEDY cures the worst case of Catarrh, "Cold in the Head," and Catarrhal Headache, 50 cents.

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