

The record of railway building for the first half of 1889 shows that even in this day of plentiful capital it is easier to plan than to execute. At the beginning of the year the number of railway enterprises projected and under way appeared phenomenal, and predictions were made that the number of miles of new track laid during the year would closely approach, if not equal, the record of 1887, when 13,000 miles were added to the railway mileage of the country.

Half the year is gone, and the cold figures show that while some new track has been laid by a good many railways the total mileage falls far short of the early predictions. In thirty-one states and territories new main lines to the extent of 1,322 miles were laid by 123 lines, the average being 12.3 miles to each line, as against 20 miles for the same period in 1888 and 27 miles in 1887. This indicates unmistakably that few long lines are being built, and that the new railway building is confined chiefly to the construction of short branch lines in the states and territories in which no more trunk lines are needed at present.

The greatest railway activity is in the South, the five states of North Carolina, Georgia, Mississippi, Tennessee and Texas alone showing the completion of new track in excess of 100 miles each. Mississippi leads with 171 miles, Georgia comes next with 142 miles, while North Carolina follows with 106, Tennessee with 105 and Texas with 101 miles each. Ten Southern states are credited with 784 miles, or more than half the new mileage for the season. Of the Northern states Pennsylvania ranks highest with 87 miles, Colorado next with 72 miles and New York third with 71 miles.

These figures, which foreshadow a total of new railway mileage for the year not exceeding 5,000 miles at the utmost, indicate very clearly that railway investors have grown very conservative. There is plenty of money, but its owners are putting it into something besides new railroad enterprises. This is not much to be regretted, however, as time will thus be given for the country to grow up to the capacity of the railways already in existence. It is better that those already built shall become profitable and dividend paying than that new lines beyond the requirements of the country be built to be thrown into inevitable bankruptcy.

SOME VITAL STATISTICS.

Some Life Insurance Company has been compiling statistics of mortality, disease, etc., etc., and the *American Analyst* has wrought the result into a little article which would be very interesting if it did not furnish one of Josh Billing's cases of knowing "so much that isn't so."

The *Analyst* says, for example, that "the conditions in the Southern states are apparently less favorable to life than in other parts of the Union." As a matter of fact, nothing of the kind is the case. For proof we cite the Tenth Census of the United States.

The death rate per thousand inhabitants in the eight most distinctly Southern states is given in the census report as follows: Alabama, 14.20; Arkansas, 18.46; Florida, 11.72; Georgia, 13.97; Louisiana, 15.44; Mississippi, 12.89; North Carolina, 15.39; and South Carolina, 15.80. These are the swampy, malarial states, commonly accounted most pestilential in climate. Compare their death rates with those of eight other states commonly accounted salubrious in climate: Indiana, 15.78; Kansas, 15.22; Massachusetts, 18.59; New Hampshire, 16.09; New Jersey, 16.33; New York, 17.38; Rhode Island, 17, and Illinois, 14.63.

The death rates given for the Southern states named include negroes as well as whites, a fact which enormously swells the average, for the reason that the negro death rate is much higher than the white. In many cases doubling it.

The census figures are merciless in their destruction of preconceived notions. Virginia and Tennessee, for example, are commonly thought to be very healthy states while Louisiana and South Carolina are deemed very much the reverse; yet the death rate is 16.38 in Virginia and 16.80 in Tennessee, against 15.80 in South Carolina and 15.44 in Louisiana. The highest death rate recorded for any state or territory is that of the District of Columbia, which reaches 23.66; the lowest that of Arizona, which is only 7.20. All these figures represent averages for ten years, and include the mortality due in Southern states to two or three yellow fever epidemics of terrible severity.

General W. S. Rosecrans, register of the United States treasury, has a peculiar one-sided expression of face which has a history to it. Few people know that General Rosecrans was the first man who ever refined petroleum. He experimented with it 40 years ago. People said he was a fool but he went on with experiments. Presently, as though to prove what they said, his petroleum blew up and burned his face in a serious way. He has suffered from that injury ever since.

George D. Prentice once wrote: "It cannot be that the earth is man's only abiding place. It cannot be that our life is a mere bubble, cast up to eternity to float a moment on its waves and then sink into nothingness. Else why is it that the glorious aspirations which leap like angels from the temple of our hearts is forever unsatisfied? Why is it that all the stars that hold their festival around the midnight throne are set above the grasp of our limited faculties, forever mocking us with their unapproachable glory? And finally, why is it that forms of human beauty presented to our view are taken from us, leaving the thousand streams of our affections to flow back in Alpine torrents upon the rainbow that never fades, where the stars will be spread out before us like islands that shimmer in the ocean, and where the beautiful beings that now pass before us like shadows will stay in our presence forever?"

NEW ADVERTISEMENTS.

STOCKHOLDERS MEETING.—Notice is hereby given that the annual meeting of the stockholders of the Capital Gold and Silver Mining Company of the city of Salem, Oregon, will be held at the office of the Company in said city, on the second Thursday, the 8th day of August, 1889, at 3 o'clock p. m., for the election of directors and for such other business as may come before the meeting.
J. H. STRICKLER,
Secretary.

FOR SALE.—Four yoke and a half of good work Oxen, together with yokes and chains; are well broke cattle, and will be sold at a bargain for cash, being a part of the estate of John Robinson, deceased. Appl. to John W. Pugh, Administrator of the Estate at Shedd, Oregon.

LOST.—A latest improved Winchester rifle, size 40-95, on the road from Albany to Independence on 1 within three miles of Albany. Any one will be suitably rewarded for returning it to this office.
WAYNE WILLIAMS.

WOOD SAWING.—Wood sawed on short notice, anywhere in the city. Regular prices. Orders left at Brownell & Standard's will be promptly attended to.
GEO. H. WARREN.

FURSALE CHEAP.—I have a good span of horses and a two horse farm wagon new, and of the Newton make which I offer for sale cheap. The horses are gentle, true and sound. A woman can safely drive them. They are six and seven years old respectively. Will sell all together or will sell the wagon separate from the horses. For further information call at DENYER'S office or at my residence one mile north of Albany in Benton county.
W. H. WARNER.

OLD IRON.—Fifty tons of old iron castings, in any quantity, wanted immediately at the Albany Iron Works.

SAND, & C.—Persons desiring sand, loam or gravel from the premises of F. L. Such in Benton county, can procure tickets for the same at my office, Crawford's block, Albany, Oregon.
CHAS. E. WOLVENTON.

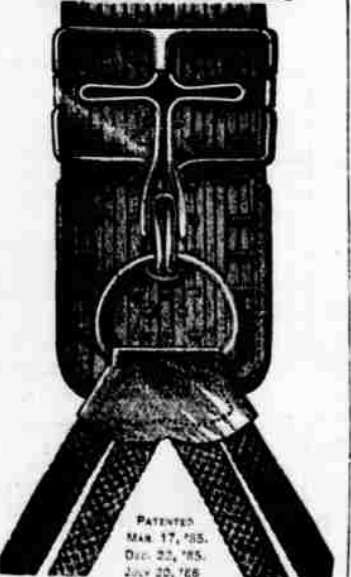
WANTED.—A good milch cow, part Jersey, must be gentle and a good milker. Address, stating price, etc., Lock Box 78, City.



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A large line in this department of the best in the market.

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Staple and Fashionable lines, among others a fine stock of the John B. Stetson hats.

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