The Oregon Register

FRANK S. HARDING, PUBLISHER.

FRIDAY, JANUARY 4, 1889

The state railroad commissioners have issued their second annual report. This report has been made with great care, and contains the following facts: The total mileage in Oregon is 1,212.84 miles, of which 170.3 miles are narrow gauge. The Northern Pacific charges the least freight rate, 2.32 cents per ton per mile, the Oregon Railway and Navigation 2.35 cents, the Oregon and California 3.54 cents, the Willamette Valley and Coast 3.69 cents, the Portland and Willamette Valley 4.12 cents, and the Oregonian 5.5 cents per ton. These rates are higher than those in most other states, but the aggregate business done here is much less; still the commissioners adhere to their opinion that 5 per cent is sufficient dividend for railroads to pay their shareholders, and as they at present only have the power to furnish statements, and make recommendations, they ask for authority to make and revise schedule rates, although they are fully alive to the difficulty of adjusting freight rates, owing to the various classifications, etc. The legislaturs will more than likely be asked to give this commission more power and authority relating to these matters. It is a fact that does not speak well for the railroad corporations that there must be a commission to stand between them and the people. The present commissioners have done a good work, and their usefulness is conceeded by all.

The plan of consolidating the three cities of Portland, East Portland and Albina seems to be steadily gaining ground in popular favor, and the more fully the merits of it are discussed and explained, the less the opposition to it there will be on the part of substantial citizens. As this port increases in importance, it is highly desirable that there should be uniform harbor regulations, and by union riparian improvements could be better carried out. The only dissent comes from Albina, which should not interfere with the plan, for we venture to assert that should this city and East Portland become one, it will not be long before Albina will seek the privilege of joining also. As for Sellwood, that is only a suburb at present, and likely to be for some time to come, for cities are more apt to grow down the river than up, and what benefit Portland is to reap by Sellwood coming in, is problematical. Applying to the legislature for power to consolidate, on a favorable majority of the inhabitants, is the best method of testing municipal opinion on the subject, and if it be in the negative now, it is certain that it will not remain so for any length of time.—*Journal of Commerce.*

There is no provision of law by which a president illegally seated can be removed from office. It was discovered by accident, says the New York *World*, a year after Mr. Hayes had been sworn in, that the republican electoral certificate from Louisiana accepted by the electoral commission was a bald and barefaced robbery by the republican managers; that no lawful certificate had been received from the republican electors of Louisiana; that the one used had been forged, unknown to the Louisiana republican electors, by a clerk who had signed their names and affixed their seals weeks after the time; that the commission had been imposed upon by the republican managers through the aid extended by one of its members in keeping the republican certificate in his possession so that the democrats could not notice that the signatures were in one handwriting. This is the point of the cry of fraud in 1876. But nothing could be done. The president can only be removed by impeachment for high crimes and misdeameanors committed after he is sworn.

Two stories of beautiful women appear at the same time. One is from Chicago, and she took to the fashionable plan of cigarette smoking, and is now a beautiful idiot; the other is a San Francisco woman, who took a sponge bath every morning, and a four-mile walk after lunch. The latter is the mother of two children, and, although thirty, looks like eighteen. Draw your own moral.

Thanks for kind words.

## THE PROPOSED NEW NAVY YARD.

As regards the commission recently appointed by the secretary of the navy, under a provision for that purpose contained in the last naval appropriation bill, to examine the coast north of the forty-second parallel of north latitude, in the state of Oregon and the territories of Washington and Alaska, and to select a suitable site for a navy yard and docks, it may be said that the commissioners had an interview with the Oregon senators at the capitol, and discussed various possible locations. The prominent business men at each location were selected; also such other information as the senators could give them. The commissioners will examine Coos bay, Yaquina bay, Portland, Astoria, Tacoma, Seattle, Port Townsend and other places on Puget sound. The commission will confer with prominent men at each post, and will make a careful examination of the advantages which each presents.

## SUICIDE AND INSANITY.

Whether the tendency of what we call progress is to make life less and less desirable, or whether it makes it so much more fascinating that men live it too fast and too unwisely, is an open question. But certain it is that the prevalence of suicide is alarmingly on the increase everywhere. In England the proportion of suicides in 1876 was 73 out of every million of population, being an increase per year of 10 persons since 1840. In France the suicides increased from 48 persons to the million in 1827 to 102 to the million in 1852, and they have continued at the same rate of increase since. The alarming increase of suicide in this country is a matter of common comment. We invariably account for it by referring to the highly oxygenized condition of our atmosphere, the breakneck pressure of business, and the many tempting prizes of speedy riches which plunge men over-work and excitement. But the singular fact confronts us, according to recent investigations, that in Saxony, in the heart of the continent of Europe, where the methods of life are phlegmatic and slow, the proportion of suicides is far greater than in England, having increased from 149 to the million in 1849 to 391 in 1877. This seems to upset entirely the American over-work theory. For aught we know suicide may be in the nature of a diseased tendency caused by planetary, atmospheric, geological, and other conditions to which the earth is subject in the present century. Of all the valuable things that science accomplishes, the most valuable is that of constantly teaching itself the number of things it does not know. None the less is the reckless pace at which American life is kept up in the race for wealth and power conducive to suicide, since productive of insanity. It has been sometimes doubted whether a perfectly sane man ever committed suicide. Grief and despair undoubtedly produce insanity in many instances before self-destruction follows. None of the lower animals ever resort to self destruction, however intense and hopeless the misery that is loaded upon them, from the fact that they live so closely up to nature that insanity can not be induced from natural causes. Therefore, if people strive so to condition their lives as to avoid the danger of insanity, the decrease of suicide will take care of itself. It is the rapid increase of insanity in modern life that is the real source of alarm, and is arousing the attention of scientists all over the world.—Boston Globe.

A German physician claims that he has discovered a sure cure for the habit of drunkenness. His method is to give subcutaneous injections of a solution of strychnine. The discoverer of this remedy declares that in three or four days after the injection has been made the desire for liquor disappears, and that in ten days the patient will be entirely cured. If this discovery is genuine it will be one of the greatest boons that modern medical science has yielded to mankind.

The law of New Hampshire requires the makers of oleomargarine to color it pink so that it can not by any possibility be mistaken for butter. The Supreme Court of the State has just affirmed the constitutionality of the law.

Blaine or no Blaine? is the burning question.

## WASHINGTON LETTER.

(From our Regular Correspondent.)

WASHINGTON, Dec. 21, 1888.

Mr. Cleveland, it seems, is about to have another fight with the republican party in the senate. He has nominated Mr. Levi O. Bailey, of Indianapolis, to be U. S. attorney for the district of Indiana, and the republican senators say they intend to reject him. The reason given for this is that Mr. Bailey made himself obnoxious personally to Mr. Harrison during the late campaign, but the real reason is, that Mr. Bailey as assistant attorney has been in charge of the judicial political investigation, which many republicans fear may put striped clothes upon some of their Indiana brethern, and is confirmed as attorney would be prepared to push the cases. The republicans figure that if they reject Bailey, and "hang up" any other nomination Mr. Cleveland may send in to fill the vacancy, the place can be kept open until Harrison comes in, and that he can select a man who will not be hard upon the republican bribers who helped to carry Indiana for him.

The latest Blaine rumor is that the Washington *Post* is to be purchased and run as a Blaine organ in order to help him control the next administration. I hope that it may turn out to be true, because if Blaine controls the columns of a newspaper, whether he goes into or remains out of the cabinet, he will make it lively for a great many republicans, and in making it lively for them he will furnish unlimited fun for the country at large.

The republican senators have been making a strong pretense of being opposed to a Christmas recess. To make it more striking they even proposed that the senate should meet daily at 11 o'clock, remaining in session until 5, then taking a recess until 8, this programme to be kept up until their tariff bill is passed. Of course such foolishness was opposed by the democrats, just as the republicans knew it would be, for the house had already passed a joint resolution to take a recess from today until January 4th. The question will be settled in some way by the senate to-day, but nobody has a doubt that the usual holiday recess will be taken.

Ex-Senator Mahone, of Virginia, scored another failure this week. He sent out invitations for a number of Southern republicans to meet in conference here, his object being to get himself endorsed for a position in Harrison's cabinet. When the conference met it was soon learned that about three-fourths of them were bitterly opposed to the little ex-boss, and it was all that he and his friends could do to prevent them from endorsing some other fellow.

A joint resolution re-affirming the "Monroe doctrine" in connection with the building of the Panama canal, has been introduced in the Senate. In view of the report that the French government would undertake to complete the Panama canal, such a resolution was heeded and the sooner it is unanimously passed the better.

Senator Call presented an immense petition from residents of Florida asking for the institution and maintainance in that state of a Federal system of quarantine. He also made a strong argument in favor of such a system.

Ex-Senator Warner Miller seems to be getting alarmed about his chance of getting into Harrison's cabinet. He was here this week, conferring with his friends in order to get them to bring their influence to bear on Senator Quay, who is said to favor Platt, in order to have him remain neutral during his visit to Harrison. What success he met with, nobody knows, as Quay is one of the few men who do not announce beforehand what they intend doing. There is a belief here, however, that Quay will impress upon Harrison the necessity of providing for Platt, unless he wants to get a little taste of the Garfield-Conkling business.

A curious thing happened here last week in connection with the Union Pacific Railroad bill, Mr Ingalls having decided that the bill for the funding of the debt of that road had the right of way, to the exclusion of everything else after the tariff bill is disposed of. C. P. Huntington, president of the Central and Southern Pacific railroads, came here and held a consultation with certain senators, whom rumor says he controls. The next day Senator Mitchell, of Oregon, introduced a bill which is particularly favorable to the Central and Southern roads. And now some people are uncharitable enough to say that Mr. Huntington wrote the bill which Senator Mitchell introduced.

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HENDERSON BROS., PROPS.,

McMinnville, - Oregon.

### Administrator's Notice.

Notice is hereby given that the undersigned, has been, by the county court of Yamhill county, Oregon, duly appointed as administrator of the estate of Samuel McCutcheon, deceased.

Therefore all persons having claims against said estate are hereby notified to present them with proper vouchers to the undersigned, at the law office of Fenton & Fenton, at McMinnville, Oregon, within six months from this date.

Dated January 4, 1889.

C. LODER,
Administrator aforesaid.

FENTON & FENTON,
Attorneys for Estate. 22 51

### Estray Notice.

Notice is hereby given to all whom it may concern that there came to my premises, known as the Abram Convert place, four miles southeast of Dayton, on or about November 15, 1888, a large red bull with line back and white face, no brands or ear marks. The owner is requested to come and take him away and pay damages. 19 N. A. HARRIS.

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| San Francisco | 7:00 pm | Portland | 10:45 am |

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|---|---|---|---|
| Portland | 8:05 am | Eugene | 2:40 pm |
| Eugene | 9:00 am | Portland | 3:45 pm |

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|---|---|---|---|
| Portland | 7 30 a m | St Joseph | 10 05 a m |
| St Joseph | 10 05 a m | Corvallis | 12 25 p m |
| Corvall's | 1 30 p m | St Joseph | 3 52 p m |
| St Joseph | 3 52 p m | Portland | 6 20 p m |

At Albany and Corvallis connect with trains of Oregon Pacific.

Express Train, Daily except Monday

| LEAVE | | ARRIVE | |
|---|---|---|---|
| Portland | 4 50 pm | McMinnville | 8 00 pm |
| McMinnville | 6 45 am | Portland | 9 00 pm |

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Oregonian Railway, L'd, Line.

**Portland & Willamette Valley R'y**

Until further notice trains will arrive and depart from Lafayette as follows, to and from Portland.

MAIL.

| LEAVE | | LEAVE | |
|---|---|---|---|
| Portland | 7 15 a m | Airlie | 1 00 p m |
| Dundee | 9 00 a m | Sheridan | 3 07 p m |
| Lafayette | 9 26 a m | Lafayette | 4 15 p m |
| Sheridan | 10 30 a m | Dundee | 4 40 p m |
| Airlie (ar) | 12 30 p m | Portland (ar) | 6 30 p m |

For further information apply to the Company's Agent at Lafayette, or address General office, corner Second & Pine Sts., Portland Ogn

THE YAQUINA ROUTE.

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—AND—

**OREGON DEVELOPMENT COMPANY'S STEAMSHIP LINE.**

225 Miles Shorter—20 hours less time than by any other route.

First class through passenger and freight line from Portland and all points in the Willamette valley to and from San Francisco.

**Time Schedule** (except Sundays).

| | | | |
|---|---|---|---|
| Leave Albany | 1:30 pm | Leave Yaquina | 6:45 am |
| Leave Corvallis | 1:40 pm | Leave Corvallis | 10:35 am |
| Arrive Yaquina | 5:30 pm | Arrive Albany | 11:10 am |

O. & C. trains connect at Albany and Corvallis.

The above trains connect at YAQUINA with the Oregon Developement Co's. Line of Steamships between Yaquina and San Francisco.

**Sailing Dates.**

| Steamers. | From Yaquina | From San Fran. |
|---|---|---|
| Willamette Val'y | December 12th | December 8th |
| Willamette Val'y | " 24th | " 17th |
| Willamette Val'y | | " 30th |

The company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all Willamette Valley Points can make close connection with the trains of the YAQUINA ROUTE at Albany or Corvallis, and if destined to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing.

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Will run between Portland and Corvallis as follows: North bound leaves Corvallis, Monday, Wednesday and Friday, 6 a. m.; leaves Salem, Tuesday, Thursday and Saturday, 6 a. m. South bound leaves Portland, Monday, Wednesday and Friday, 6 a. m.; leaves Salem, Tuesday, Thursday and Saturday, 6 a. m.

Passenger and freight rates always the lowest. For information, apply to Messrs. HULMAN & CO., Freight and Ticket Agents, 200 and 202 Front street, Portland, Oregon; or to C. C. HOGUE, Acting Gen'l. Frt. & Pass. Agt., Oregon Pacific R. R. Co., Corvallis, Oregon.

C. H. HASWELL, Jr., Gen'l. Frt. & Pass. Agt., Oregon Development Co., Montgomery street, San Francisco, Cal.

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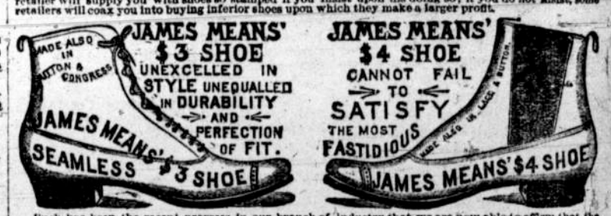
Positively none genuine unless having our name and price stamped plainly on the soles. Your retailer will supply you with shoes so stamped if you insist upon his doing so; if you do not insist, some retailers will coax you into buying inferior shoes upon which they make a larger profit.




Such has been the recent progress in our branch of industry that we are now able to affirm that the James Means' $4 Shoe is in every respect equal to the shoes which only a few years ago were retailed at eight or ten dollars. If you will try on a pair you will be convinced that we do not exaggerate. Ours are the original $3 and $4 Shoes, and those who imitate our system of business are unable to compete with us in quality of factory products. In our lines we are the largest manufacturers in the United States.

One of our traveling salesmen who is now visiting the shoe retailers of the Pacific Coast and Rocky Mountain Region writes from there as follows:

"I am more than satisfied with the results of my trip. I have thus far succeeded in placing our full line in the hands of 'A No. 1' dealers in **every point** I have visited." He goes on to say, "This is a **splendid** region for us to sell shoes in, because most of the retailers are charging their customers at retail about double the prices which the shoes have cost at wholesale. The consequence is that the people who wear shoes are paying six or seven dollars a pair for shoes which are not worth as much as our JAMES MEANS' $3 and $4 SHOES. Our shoes with their very low retail prices stamped on the soles are forcing our retail markets down the high prices which have hitherto ruled in this and other towns, and when a retailer puts a full line of goods in his stock they at once begin to go off like hotcakes, so great is the demand for them."

Now, kind reader, just stop and consider what the above signifies so far as you are concerned. It assures you that if you keep on buying shoes bearing no manufacturers' name or fixed retail price stamped on the soles, you cannot tell what you are getting and your retailer is probably making you pay double what your shoes have cost him. Now, can you afford to do this while we are protecting you by stamping our name and the fixed retail price upon the soles of our shoes before they leave our factory so that you cannot be made to pay more for your shoes than they are worth?

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