

**The Daily Reporter.**

D. C. BRILLIANT & CO. PUBLISHERS.

McMinnville, Or. - Oct. 13, 1886

**REPORTER DIRECTORY.**

STATE OFFICERS.	
United States Senators	Wm. S. Dole
Representative in Congress	J. E. Mitchell
Governor	B. H. Sherman
Governor's Secretary	J. F. Moody
Secretary of State	C. B. Morris
Assistant Secretary	R. P. Easton
State Treasurer	F. E. Hodgin
Assistant Treasurer	Ed. Horch
Supr. of Public Instruction	A. F. Wheeler
State Printer	E. B. McElroy
Chief School Land Road	W. M. Burns
Supr. Insane Asylum	E. F. McCormack
Supr. Penitentiary	Dr. Joseph
Warden Penitentiary	Geo. Collins
Supreme Judge	Geo. E. Jackson
	W. F. Lord
	E. S. Strahan
	W. W. Thayer
JUDICIAL OFFICERS.	
First District	L. R. Webster
Second District	Robert Bean
Third District	H. P. Stone
Fourth District	E. D. Shattuck
Fifth District	Frank J. Taylor
Sixth District	M. L. Olmsted
CITY OFFICERS.	
Mayor	Ben. J. W. Coville
Recorder	J. J. Spencer
Treasurer	J. L. Rogers
Marshal	Geo. Kaufman
Street Commissioner	C. A. Wallace
COUNCILMEMBERS.	
Wm. Campbell	D. C. Narver
Geo. W. Jones	J. S. Nash
S. A. Manning	T. A. Turner
COURT OFFICERS.	
Sentences	E. P. Reed
	J. W. Watts
Representatives	(R. E. Laughlin
	F. S. Little
Judge	Chas. Laflott
Sherriff	L. Loughery
Treasurer	Geo. W. Bridwell
Assessor	T. J. Harris
Commissioners	W. W. Nelson
	Wyatt Harris
	J. S. Hibbs
	Geo. Dursey
School Supt	J. A. C. Freund
Coroner	Jeff. D. Fenton
Sherriff Inspector	D. C. Narver
	A. J. Nelson

**Puppies.**

When life in its evening glow  
Brings smiling life the heart with gloom,  
And in looking, it seems, the twin  
Buds of joy and fragrant bloom,  
Oh! how the bosom weakens,  
That life has opened by death,  
Each to come that dote the right,  
And no need to pluck more  
Than a few leaves to another year  
A mother's pillowd night.

Push me the puppy that grows  
With its mother's shadow  
"I said that its juice will close  
Eyes by life's sorrow overweighed,  
I've washed too long—my soul and the  
Oh! how that over its weary eyes,  
For from a young with its faintest  
Oh! how that over its weary eyes,  
Oh! how that over its weary eyes,  
Oh! how that over its weary eyes,  
—Thayer's Magazine.

Fond Mother—What a dear, sweet little fellow Bobby is! He asked me last night if he were to die and go to Heaven if I thought that God would let him play with the stars. Father (turning his boot upside down and shaking it violently)—Now, who put that tooth-brush and powder in there? Fond Mother (resignedly)—O, I suppose it was Bobby.—N. Y. Times.

"Won't you have another piece of pie, Mr. Featherly?" asked Bobby, hospitably. His mother was entertaining a few friends at dinner and the dessert was being discussed. "Thanks, Bobby," Featherly replied, laughingly; "since you are so polite about it, I believe I will take a small piece more." "All right," said Bobby. "Now, ma, remember your promise. You said if it was necessary to cut into the second pie I could have two pieces."

"There is a decided belief in New York among all persons who have traveled," says Gosh, "that Chicago will pass this city in population. It is said that this year, for the first time, the interior cities have been almost entirely able to carry the crops of the country without sending to New York and getting huge sums of money temporarily for that purpose."

**Jay Cooke's Palace.**

Ogontz, Jay Cooke's Germantown palace near Philadelphia, is another great house on which the Northern Pacific brought calamity, though it was not built out of the profits of that fatal enterprise actual or prospective. It is larger and grander than Villard's, and when I visited it stood in the middle of a park of about 300 acres, with lawns and groves and streamlets and lakeside surrounding it, and an artificial ruin, a museum and leagues of conservatories among its appendages. It went out of Mr. Cooke's possession after the panic of 1873, but it is now restored to him and is occupied I believe as a young ladies' school. It was named after an Indian chief of the Sauwastuk tribe whom Mr. Cooke knew in his boyhood, and was one of the most spacious residences in America. I suppose the principal part is now dismembered; the park cut up in quarters and sections, or building lots; the groves violated and their dryads fled and the artificial ruin, with its water fountains and worn, winding stairway and broken turrets, recast into some shape of utility. It was a princely pleasure house and it was built and inhabited by a man of princely dispositions. With him boundless prosperity was the precursor of overwhelming disaster, but neither changed the simplicity and generosity of his spirit, and he was unshaken by obloquy, as he had been unspooked by praise. I am glad after the long sequestration of his temporalities they have finally been restored to him, though I believe it is not his intention ever to inhabit Ogontz again. The twiner of sweet girl graduates will probably mingle with the twiner of the blue birds and orioles for a good while yet. It is too big for private uses and too beautiful and costly for common ones.—Cor. Brooklyn Eagle.

**A Remarkable Steam Engine.**

An English firm have recently completed a small light compound engine which, in point of weight, eclipses anything heretofore built. This engine is made of steel and phosphor-bronze; all parts are built as light as possible, the rods and shafting and all parts possible being bored out to reduce weight. At a speed of only 300 revolutions a minute they indicate over twenty horse power and weigh but one hundred and five pounds all told. This engine would give fully thirty horse power actual at a piston-speed of 500 feet a minute. The size is three and three-quarter high pressure, seven and a half low pressure, and five stroke. That thirty-horse power can be had from a proper utilization of steam and proper distribution of 165 pounds of metal is certainly most astonishing, especially so considering that the engine is compound. A ship of 2,500 tons displacement was almost unknown fifty years ago; to-day the transatlantic steamer, the highest class of the mercantile marine, has from 8,000 to 13,500 tons displacement, and engines of 5,000 to 10,000 one-horse-power. Several of the transatlantic liners have shown a mean speed of twenty miles an hour and make the passage in less than seventy days.—Popular Science Monthly for May.

An actor always speaks of his parts as being so many "lengths." A length is forty-two lines of written matter, including the cues, which he has to memorize the same as his own speeches. Leading parts, such as the male and female lead, the comedian and the heavy man, will average in a modern play from eighteen to twenty lengths, or about 800 lines. The rapidity with which some actors can commit this to memory is wonderful. Instances have been known where, owing to accident or sudden sickness on the part of another, his substitute has learned a part of 800 lines in three hours.

A lady traveling in a Pullman car, when she retired for the night, stuffed some cotton in her ear as a preventive of carache. In the night it came out and she stuffed one of the pillows in by mistake. The porter next morning was going to have her arrested for larceny, until she explained matters.—Brooklyn Times.

**MISCELLANEOUS BUSINESS.**

**THE GREAT TRANSCONTINENTAL ROUTE. NORTHERN PACIFIC RAILROAD. SHORTEST! BEST! QUICKEST!**

THE DINING CAR LINE. THE DIRECT ROUTE! NO DELAYS! FASTEST TRAINS!

**Lowest Rates** To CHICAGO and all points EAST. Tickets sold to all PROMINENT POINTS Throughout the East and Southeast.

**TO EAST BOUND PASSENGERS!** BE CAREFUL AND DO NOT MAKE A MISTAKE—BUT BE SURE—TO TAKE THE—

**Northern \* Pacific \* Railroad**

And see that your ticket reads via Portland and **St. PAUL or MINNEAPOLIS.**

To avoid changes and serious delays occasioned by other routes. Through Emigrant Sleeping Cars are run on Regular Express Trains Full Length of the Line. Berths Free.

**LOWEST RATES!** **QUICKEST TIME!**

**GENERAL OFFICE OF THE COMPANY,**  
No. 2 Washington St., Portland, Oregon  
A. D. CHARLTON, General Western Passenger Agent.

Oregon Pacific Railroad. Only the popular route. Over the scenic.

Fast Time, Sure Connection, New Equipment

**225 Miles Shortest**  
**20 Hours Less Time.**

Accommodations unsurpassed for comfort and safety. Fares and Freight MICH LESS than by any other route between all in Willamette valley and San Francisco.

**Only Route via Yaquina Bay To San Francisco.**

**DAILY PASSENGER TRAINS.**

(Except Sundays.)

Leave Corvallis at 2 p. m. Leave Yaquina at 7:10 a. m.  
Oregon and California, West side, trains connect at Corvallis.

The Oregon Development Company's

FINE AT

**Steamship Yaquina City**

SAILS

From Yaquina	From San Francisco
Sunday.....Oct. 17	Monday.....Oct. 4
Friday....." 22	Saturday....." 26
Wednesday.....Nov. 3	Thursday....." 28
Monday....." 15	Wednesday.....Nov. 10
Saturday....." 27	Monday....." 22

The Company reserves the right to change sailing days. Fares between Corvallis and San Francisco, Rail and Cabin, \$18; Rail and Steerage, \$8.85.

For information apply to  
**CHAS. C. BOGUE,**  
Acting Gen. F. and Pass. Agent,  
Corvallis, Oregon

**ST. CHARLES HOTEL.**

**F. MOLTNER, Prop.**  
Corner Third and B streets.

**MCMINNVILLE - OREGON**

New house! New furniture! Unsurpassed in the country. Rates—\$1 to \$2 per day according to room. Single meals 25 cents. Lodging, 25 to 50 cents according to room. Board and Lodging, \$4 to \$6 per week. Two Fine Sample Rooms for commercial men. Give me a call and see for yourself.

**Brewster's Patent Bedn Holder.**  
Your lines are where you put them—set under horse feet. One agent will take in 3 days, one dealer will take in 31 days. Sample worth \$2.50 sent. Write for terms.  
**E. E. BREWSTER, Holly, Mich.**  
For sale at this office.

**THIS PAPER** is sent to Philadelphia at the New York Agency of **W. W. AVER & CO.**, our authorized agents.

**OVERLAND TO CALIFORNIA**

via **The Oregon and California R. R.** And Connections.

**TIME, 2 1/2 DAYS.**  
Fare from Portland to San Francisco \$2 to Sacramento, \$30.

Close connections made at Ashland with stages of the California, Oregon and Idaho stage company.

(DAILY EXCEPT SUNDAYS.)  
East Side Division.  
**BETWEEN PORTLAND & ASHLAND**  
Mail Train.

LEAVE	ARRIVE
Portland... 7:30 A. M.	Ashland... 4:15 P. M.
Ashland... 9:30 P. M.	Portland... 4:25 P. M.
LEAVE	ARRIVE
Portland... 4:00 P. M.	Lebanon... 9:20 P. M.
Lebanon... 4:45 A. M.	Portland... 10:05 A. M.

**Pullman Palace Sleeping Cars**

daily between Portland and Ashland. The O. & C. R. R. Ferry makes connection with all the regular trains on the east side division from foot of F street.

West Side Division.  
**BET. PORTLAND AND CORVALLIS**  
Mail Train.

LEAVE	ARRIVE
Portland... 7:30 A. M.	McMinnville... 10:12 P. M.
McMinnville... 10:13 A. M.	Corvallis... 12:25 P. M.
Corvallis... 1:30 P. M.	McMinnville... 3:43 P. M.
McMinnville... 3:44 P. M.	Portland... 6:15 P. M.

At Corvallis connect with trains of the Oregon Pacific for


**Yaquina Bay. Express Train.**

LEAVE	ARRIVE
Portland... 4:50 P. M.	McMinnville... 8:00 P. M.
McMinnville... 5:45 A. M.	Portland... 9:00 A. M.

Local tickets for sale and baggage checked at the company's up-town office, corner of Pine and Second streets. Tickets for principal points in California can only be procured and baggage checked at company's office, Corner F and Front streets Portland.

Freight will not be received for shipment after five o'clock p. m. on either the east or west side divisions. **E. P. ROGERS,** **R. KOEHLER,** **G. F. & P. Agent.**  
Manager.

**CITY STABLES.**



**HENDERSON BROS.**  
Ample room to care for horses. Live teams at as reasonable rates as any where in Oregon. New stable Third St., McMinnville