



Judge Cooley denies that he had repudiated the Republican party.

The fire marshal should make a tour of inspection among some of the old ramshackle shanties about town.

October 12, the 400th anniversary of the discovery of America by Columbus was celebrated quite generally throughout the United States and in many foreign countries, both in Europe and South America.

The firemen showed great activity and promptness on the occasion of the fire last Saturday. The city is likely to burn up some time, in spite of their efforts, but the firemen can stop a conflagration under ordinary conditions.

The series of reminiscence articles of "My Father as I Recall Him," by Mamie Dickens, the oldest and favorite daughter of Charles Dickens, will begin in the next number of *The Ladies' Home Journal* by an entertaining narration of Dickens' personal habits, and an inner glimpse of his home life.

Judge W. H. Calkins, of Tacoma, formerly a prominent Indiana politician, has received a letter from Judge Walter Q. Gresham, saying that the statement that he would vote the Democratic ticket and take the stump against Harrison was made wholly without his authority. In a loyal manner he refers to the bright prospects of Republican success in Indiana.

A young crank in Portland tried to kill the girl he loved last week. Such love, however, is a species of insanity, and sometimes young women make a great mistake by giving the least encouragement to the too ardent class of lovers. They are not safe, and though a young lady may have some fun by dilly-dallying with their affections, it is as dangerous as smoking a powder hotse.

Penroyer says, and with truth, that he stands politically just where he has stood for many years, and has always expressed himself openly as to his principles. He relates the story of the fox that had his tail cut off, and he says he is not going to cut off his own tail as the other Democrats did, just to please them. This incites the Salem Statesman to remark that the Democrats have cut off his tail for him, just behind his ears (that is, they think they have.)

Albert Tozier, a newspaper man at Portland, said at the meeting of the Press Association at the Dalles: "Give us an open river to the sea; let the Oregon and Washington papers unite on this one great question and demand—yes, command the powers that be to remove that great obstruction to the commercial interests of the Inland Empire—the rocks in the Columbia known as the cascades, and also that other human obstruction, Thomas H. Handbury."

E. H. Stone came over last week with 170 pounds of fine honey which he sold at fifteen cents a pound. He began in the spring with twenty hives and now has forty. His season's crop has been 400 pounds, besides enough for his bees to winter on. His home is a flower paradise, there being over 500 kinds including 140 varieties of roses. Mrs. Stone is now in Wisconsin visiting her mother and will not be back until next summer. When we came to Dallas in 1888, Mr. and Mrs. Stone were keeping a boarding house where M. Morrison lives near the depot—Itemizer.

THE STEAMER ELMORE.

The matter of putting the steamer Elmore on the route from Tillamook City wharves to Astoria, is being considered, and we take the liberty of quoting from a letter from Elmore, Sanborn & Co., as follows:

"We note what you say regarding the trade for Tillamook, running our steamer up to your city after the season is over. We were in hopes that the Tillamook merchants would see their way clear to guaranteeing us a certain amount of freight, so that we would be able to keep her on the entire season. We are now considering the matter, and immediately after the canning season is over shall make up our minds as to whether or not we can afford to run her through the year, or take her off the route entirely. We would much prefer to keep her on, if she could be made to pay expenses during the winter. Of course, you can readily understand that we cannot afford to run her at a loss. If your merchants would give us half their business we have no doubt but what there would be sufficient freight to meet her expenses, that is including what passenger trade we would be able to secure. If we run her there, we shall do so as often as the weather will permit. If we can make the trip oftener than every five days, we shall do so."

"We wish you would talk with the merchants of your city regarding the above, and see if they are willing to come to some kind of an understanding. We should think it would be as much to the interest of Tillamook City and your merchants as it is to us. We can surely give what you have always wanted, that is, QUICK DISPATCH."

We believe that if the merchants of this place will give the steamer Elmore a liberal share of patronage, that a through rate to Portland as low as by any other means, can be secured, and that the transportation facilities of this place will be greatly improved. We are informed by a representative of the company that the freight is taken from the U. P. boats in Astoria, not being put on the wharves at all, and that there is no possible danger of freight being damaged by the transfer. The U. P. brings the freight from Portland at such times that the steamer Elmore will be at the Astoria wharves to receive it. There is no doubt but there will be all the work that both the Elmore and the Augusta can do this winter, as the business of the city has greatly increased, and quick transportation is all that is needed to make the city grow and increase in prosperity in the future.

Nothing has kept the city and surrounding country back so much as the slow and uncertain transportation facilities. In the interests of Tillamook, we recommend that some attempt be made to get the Elmore to run in here regularly. The merchants, by a united effort, with the help of the Board of Trade, and other influential citizens, ought to contrive some way of getting better shipping facilities. It can be done as well as not, and at present the business interests are suffering great loss for lack of it. Many people are deterred from coming to Tillamook because of the uncertain means of transportation. A boat like the Elmore would obviate this. A person can leave Portland at midnight and be in Tillamook city the next evening, being only 14 to 18 hours on the journey. Freight can be brought here with the same despatch. The Elmore is a boat of about the same draft as the Augusta, has powerful machinery that enables her to handle safely on a rough bar, and can make the short turns in Har-

quartion slough expeditiously. It is necessary some action should be taken, else we might as well crawl into our holes and hibernate until next spring.

CAPITAL AND LABOR.

Capital is the product of labor; this no one can deny; hence, if capital is the product of labor, how can there be any conflict between capital and labor?

The facts in the case are: there is no conflict between capital and labor, for capital is the essence of labor, and the man who has good health and plenty to eat is to that extent a capitalist, the man who has \$100 is to that extent a capitalist, and the man or woman who owns a farm, be it large or small, is, to a great extent a capitalist. Nine-tenths of the successful business men of our country, to-day, are only successful workmen who have gained their wealth by hard labor and wise investments. A great many people are crying "Monopoly" and "Calamity" to-day on account of the capitalists. This is very wrong, for if you destroy capital you take away the nation's wealth and have nothing but poverty. No person who ever gave the subject a moment's thought, would think of doing such a thing. Some argue that they do not want to destroy capital, but they want it distributed in equal amounts among the people. Suppose this was done. How long would it be until a good many persons would not have one dollar, and others would have their thousands, yes, millions? Any sensible person knows it would not be twenty-four hours. No one can deny that the country in general is in better circumstances to-day than it was eight or ten years ago, for the purchasing power of a dollar, in a great many instances, is twice as great as it was then. To illustrate: Ten years ago, we had to pay \$320 for a self-binding harvester; now we can buy a better machine for one-half the money, \$160. Ten years ago we had to pay 19 to 12 cents a pound for sugar; now we can buy the same grade for 5 to 6 cents per pound. A great many more things might be named, but you see enough to show you that prosperity is in our midst and not calamity.

A great many are imbued with the idea that the government can make or create money. This I deny. This government cannot create one solitary cent. If it can create money, why does it collect taxes from you and me? If the sovereign impress of our government on a piece of paper makes it a dollar, what is the use of wasting sovereignty on one-dollar bills? why not make one-thousand-dollar or one-million-dollar bills, and make us all millionaires at once? I tell you, it will not do. We do not want any more inflation. Every dollar we get is the product of intellectual labor. Money is a commodity, and for all we get we must give something in exchange. We want our government run on a sound money basis. We do not want any wild-cat money. We want Gold and Silver, and currency based on these precious metals. For my part, I am willing to trust the nation's affairs with the Republican party, for the party that saved our nation in time of war, will save it in time of peace. The party that believes in free schools, free speech, free ballot, and an honest count; the party that believes in pensioning every deserving Union soldier; the party that believes in protection to American manufactures and American laborers, and honest money is, the party that ought to sail the Ship of State.

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