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**SATURDAY, MAY 19, 1888.**

**REPUBLICAN STATE TICKET.**  
 Congressman,  
**BINGER HERMANN.**  
 Supreme Judge,  
**W. P. LORD.**  
 Presidential Electors,  
**ROBERT MCLEAN,**  
**WM. KAPUR,**  
**C. W. FULTON.**  
 Prosecuting Attorney Third Dist.,  
**H. H. HEWITT.**

**MARION COUNTY REPUBLICAN TICKET.**  
 REPRESENTATIVES,  
**J. B. WALDO,** Marion.  
**T. T. GREE,** Silverton.  
**J. G. WILSON,** Salem.  
**B. LAYMAN,** Woodburn.  
 WM. ARMSTRONG, South Salem.  
 SHERIFF,  
**E. M. CHOUAN,** Salem.  
 CLERK,  
**F. J. BABCOCK,** Salem.  
 RECORDER,  
**J. B. STARR,** East Salem.  
 TREASURER,  
**A. G. CONNIT,** Astoria.  
 AUDITOR,  
**A. T. BLAIR,** Silverton.  
 COMMISSIONERS,  
**A. H. CHRISTIAN,** Marion.  
**W. T. DEEM,** Hubbard.  
**H. W. YOUNG,** Silverton.  
 JUDGES,  
**W. J. CLEVELAND,** East Salem.  
**W. D. C. BYLAND,** Woodburn.

**THE SILVER DOLLAR.**  
 The silver question is as much of a bugbear to the average politician as the tariff question. He sees a mass of short weight dollars accumulating in the treasury vaults, and the secretary of the treasury compelled, by our present coinage law, to add to this idle mass of silver coin by minting from \$2,000,000 to \$1,000,000 every month, and his reasoning faculties suggest to him that there is something wrong somewhere. All are ready with the suggestion of a remedy. Gov. Penney, in his financial speeches, demands the coinage of the entire silver product of the country. He asserts that this absorption of the royal metal would enhance its value to such an extent that the silver dollar, now worth 73 cents, would speedily acquire par value. This same talk was used ten years ago when our coinage law was under consideration. The soundest financiers in both houses of congress insisted on putting more metal into the standard dollar, so as to give the gold and silver mint a closer parity of value. But Mr. Bland, (the father of the bill,) and his fellow republicans insisted that the compulsory coinage clause would restore the value of the white metal, and the market afforded for the product of our silver mines at the various mints and assay offices would soon bring the dollar of 412 grains to its normal value. The bill was passed, its passage being aided by a clamor in the newspaper press, nearly \$100,000,000 have been coined under its provisions, and yet the price of silver has been steadily declining ever since.  
 In another column we give an extract from a vituperative and intemperate article in the Portland News. According to that authority Grover Cleveland is the cause of the silver plthora in the treasury vaults. Through his malign influence the dollar of our fathers is discredited, and by his obstructive policy it is withheld from the channels of circulation. The editor, while writing his screed, works himself into such a state of wrath that he demands the impeachment of the president for obstructing the laws.  
 This may do for campaign literature, but financial science condemns such writing as the flimsiest nonsense.  
 FRED GRANT weakens in his controversy with Adam Badeau and offers to pay the amount demanded. Badeau refuses to compromise and the suit will go on.

**LIMITED PARTNERSHIPS.**  
 Horace Greeley devoted many years of his editorial labors to the advocacy of the co-operative system, because the wages system was condemned in his eyes as a species of modified slavery. The best energies of the mechanical employe are not brought out. The capitalist employer does the thinking, while his workmen are only paid for the use of their muscles. This is contrary to the rules of political economy, because the most useful faculties of the producing class are not brought into action.  
 The wage system also creates antagonism of interest. The business of capital is to obtain labor at the lowest possible cost, which unfair practice the laborer resents by rendering as little service as possible for his daily stipend. The truth of this was shown at a meeting of master builders held in New York some time ago, where one of the employers said that before the war laying 2000 straight brick was an average day's work, but now, under the rules of the bricklayers' union, a day's work was limited to laying 1000 brick.  
 The great journalist above named, with a similar class of facts uppermost in his mind, compared the wage system to the vagary of the carman who should hitch one mule in front of his dray and the other to the tail end, and then set the animals to pulling in opposite directions. "Such an antagonism of forces," he said epigrammatically, "prevents all progress."  
 Many a big book has been written on this subject, but we will content ourselves for the present with producing the following testimony from an Ohio manufacturer who writes as follows in the Ages of Steel:

I am almost persuaded that the best way to secure the undivided interest of an employe is to share with him the profits of the concern. You thus make him your partner; he is elevated in his own estimation and in reality; he feels a certain pride in the work turned out, not only in his department, but of the entire factory. He has risen in him a feeling that he is in a certain sense responsible for anything that may go wrong about the establishment, and he will use his best mental and physical endeavors to do the particular piece of work he is doing as well as it can possibly be done. I believe also, that the system of profit sharing is a solution of the labor question. The system brings employer and employe together. They are friends, co-laborers, in a common cause. What is for the best interest of the one is for the best interest of the other; and should any difference arise between them, they will not go into a corner and sulk and nurse their grievances until a mole heap becomes a mountain, but will come together like partners as they are, and will adjust their differences without trouble. I am not saying that either employers or employes in this country are yet ready for this new order of things. But they will grow into it, for I believe that the time will come when the system will be very generally adopted in this country.

Our debaucher young friend of the Statesman must learn to be more guarded in his sayings. Here we have him commending a political speaker, who is rising to prominence in the state, because he does not "feed his audience on dry tariff rot." Since all our campaign orators—republicans as well as democrats—have made this subject the staple of their argument, this unflattering estimate of their labors is poor encouragement for their continuance in well doing. If tree wool is to be the ruin of the sheep industry in Oregon, "dry tariff rot" must be fed to us till the danger is past.

Charles Dickens.  
 The following letter from the author of "Old Love Letters," "The Banker's Daughter," "Baron Rudolph," etc., to Dickens, the reader of his father's works who appears here on Tuesday night, next, (May 22) is self explanatory.  
**THE LOTUS CLUB.**  
 New York, March 2, '88.  
 MY DEAR DICKENS—I have heard so many pleasant words, pleasantly spoken by you, in London (after sundry dinners), that I had no right, perhaps, to be surprised yesterday, when I heard you read. But I was very much surprised at your dramatic force and variety, and your never-flagging spirit. Even the hard training of the professional stage gives powers like these to but few men; and nothing could have given them to you but the enthusiasm and affection of a son. I heard your father read, and the memory of it doubled my pleasure yesterday. Wishing you as many pleasures and as few trials as possible, in the long tour still before you, I am, as ever,  
 Sincerely yours,  
**BRODSOX HOWARD.**  
 Subscribe for the JOURNAL.

**Democratic State Ticket.**  
 For Presidential Electors,  
**W. F. REPPINGER,**  
**W. R. BILLYEU,**  
**E. R. SKIPWORTH.**  
 For Congressman,  
**JOHN M. O'BARIEN.**  
 For Supreme Judge,  
**JOHN BURNETT.**  
 For Prosecuting Attorney 3d District,  
**G. W. BELT.**  
**DEMOCRATIC COUNTY TICKET.**  
 Legislators,  
**FRANK FELLER,**  
**W. H. DOWNING,**  
**T. L. DAVIDSON,**  
**CHARLES MILLER,**  
**W. F. DUGAN.**  
 Sheriff,  
**HENRY SCHOMAKER.**  
 Clerk,  
**W. I. BAY.**  
 Recorder,  
**C. D. COLEMAN.**  
 Treasurer,  
**G. G. VAN WAGNER.**  
 Commissioners,  
**F. X. MATHIEU, L. HARDING.**  
 School Superintendent,  
**JOSEPH A. SELLWOOD.**  
 Surveyor,  
**A. GOBALET.**  
 Assessor,  
**HENRY PARKER.**  
 Coroner,  
**J. A. ROTAN.**


**STAIGER BROS.,**  
 Importers and Dealers in  
**Boots and Shoes!**  
  
**LATEST STYLES!**  
**LEADING LINES!**  
**LOWEST PRICES!**  
 General Agents for Oregon of  
**W. B. Forsythe's Infalible Corn Cure.**  
 243 Commercial Street,  
 (Opp. E. Good's old stand.)  
**SALEM, OREGON.**  
**FARMERS, -- LIVERYMEN**  
 And others in need of  
**Team or Carriage Harness:**  
 It will be to your interest to call upon me before purchasing elsewhere, as I have the largest and most complete stock in the city. Prices reduced to suit the times. Just received a fine line of  
**Carriage Harness from A. F. Bissler & Co.**  
**OF CHICAGO.**  
 For which I am sole agent. These harness are all made first.  
**First Class Pittsburg Leather.**  
 Warranted. The finest line of Harness, Buggy Harness, and Whips in the city. All these goods I am selling at very close figures. Thanking the public for their liberal patronage in the past, I shall endeavor by strict attention to business to merit a continuance of their favors in the future.  
**E. S. LANPORN.**

**A. E. STRANG,**  
 No. 306 Commercial Street,  
**SALEM, OREGON.**  
 DEALER IN  
**STOVES and RANGES**  
 Plumbing, Gas and Steam Fitting.  
 Tinware and Artistic Metal Work a Specialty.

**Proposals For Wood.**  
 SEALED PROPOSALS WILL BE RECEIVED at the office of the secretary of state until 12 M of May 20, 1888 for the delivery of or before July 15, on the capital grounds, of 100 cords of oak and 75 cords of fir wood.  
 Oak must be either grub or sound body timber cut from thirty trees and not more than six months old.  
 Fir must be cut from live trees.  
 All wood must be four feet long, reasonably straight and not less than 2 1/2 inches in diameter.  
 Separate bids will be received at the same time and place for cutting into three lengths the above wood, and storing the same in the capital building; storage to be compensated by September 1st.  
 All bids will be opened at the above office at 2 P. M., May 20th, 1888.  
**GEO. W. McBRIDE,**  
 Secretary of State.

NEW ADVERTISEMENTS.  
**THE BEST STOCK OF STOVES**  
 IN THE CITY IS AT  
**R. M. WADE & CO'S,**  
 282 to 286 Commercial Street, SALEM.  
 Garland Stoves,  
 Charter Oak Stoves,  
 Brighton Ranges,  
 AND MANY OTHER LEADING STYLES.  
 Also a Complete Stock of Hardware and Farm Machinery, Wagons and Carriages.

**J. D. McCully,**  
 IS RECEIVING A FINE LINE OF  
**SPRING CLOTHING!!**  
 HATS,  
 --AND--  
**FURNISHING GOODS, ETC.**  
 240 COMMERCIAL STREET, SALEM, OREGON.

**WM. BROWN & CO.**  
 DEALER IN  
**BOOTS**  
  
**SHOES**

**Leather and Findings!**  
 CASH PAID FOR  
 Wool, Hides, Pelts and Furs.  
 No. 211 Commercial Street,  
**SALEM, OREGON.**

**HACKS -- AND -- BUGGIES!**  
 A fine line of hacks, buggies, carts, carriages, buckboards, etc. Both our own make and the best eastern made buggies.  
 Every one Warranted!  
**JOBBING and HORSESHOEING.**  
 Call on the undersigned, wagon and carriage makers and blacksmiths, 282, 312, and 314 Commercial street, Salem.

**Capital Lumbering Company!**  
 MANUFACTURERS OF AND DEALERS IN  
**Every Variety of Oregon Lumber.**  
 Dressed and Undressed.  
 --CONSTANTLY ON HAND--  
**Shingles, Laths, Pickets, Fence Posts,**  
**BOXES, Etc.**  
**SALEM OREGON.**

MISCELLANEOUS  
**H. W. COX,**  
 (Successor to The Port Drug Co.)  
 100 State Street, Salem, Oregon.  
**FULL LINE**  
**Drugs and Medicines**  
 CHEMICALS & PATENT MEDICINES  
 Toilet Articles,  
 Perfumeries,  
 Druggist Sundries,  
 Physicians Prescriptions and Family Recipes a Specialty.  
 AGENCY FOR THE CELEBRATED FULL HAVANA FILLER  
**Red Letter 5c. Cigar.**  
 The best five cent cigar in the market.  
 H. W. COX,  
 100 State Street, Salem.

**A New Deal In Wood.**  
 I am now in the market soliciting the trade of all who buy their yearly supply of wood in the summer months. I am prepared to saw, split and store all cord wood sold to my customers in lots from six cords to any large amount desired. A large and well selected stock of all kinds of wood. May and June I offer extra inducements and it will pay you to call and get my prices right away. All wood corded at your place of residence or business and then sawed and stored. I also offer extra inducements to those who wish to buy in single cord lots by the year. My office is with G. W. Johnson, 235 Commercial street, where I will be glad to see all of my old customers and many new ones. Buy once with this system of handling wood and you will always continue to do so.  
 GEO. D. GOODRUE.

**DUGAN BROS.,**  
**PLUMBERS!**  
 GAS AND STEAM FITTERS,  
 --And dealers in--  
 Steam and Plumbing Goods,  
 132 State Street,  
**SALEM, OREGON.**  
 FOR BARGAINS IN  
**FURNITURE**  
 --GO TO--  
**ROTAN & WHITNEY,**  
 State Street, Salem, Oregon.

**THE YAQUINA ROUTE.**  
**OREGON PACIFIC RAILROAD**  
 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.  
**Willamette River Line of Steamers:**  
 The "Wm. M. Hoag," the "N. S. Bentley," the "Three Sisters," are in service for both passenger and freight traffic between Corvallis and Portland and intermediate points, leaving company's wharf, Corvallis, and Messrs. Hullman & Co's wharf, 30 and 32 Front street, Portland, three times each week as follows:  
**NORTH BOUND:**  
 Leave Corvallis, Monday, Wednesday and Friday, 9 A. M.; arrive Salem, Monday, Wednesday and Friday, 3 P. M.; leave Salem, Tuesday, Thursday and Saturday, 6 A. M.; arrive Corvallis, Tuesday, Thursday and Saturday, 3:30 P. M.  
**SOUTH BOUND:**  
 Leave Portland, Monday, Wednesday and Friday, 6 A. M.; arrive Salem, Monday, Wednesday and Friday, 2:15 P. M.; leave Salem, Tuesday, Thursday and Saturday, 6 A. M.; arrive Corvallis, Tuesday, Thursday and Saturday, 3:30 P. M.  
**TIME SCHEDULE, (Except Sundays):**  
 Leave Albany, 1:30 P. M.  
 Leave Corvallis, 2:15 P. M.  
 Arrive Yaquina, 5:50 P. M.  
 Leave Yaquina, 6:30 A. M.  
 Leave Corvallis, 10:30 A. M.  
 Arrive Albany, 11:30 A. M.  
 O. & C. trains connect at Albany and Corvallis.  
 The above trains connect at YAQUINA with the Oregon Development Co's Line of Steamships between Yaquina and San Francisco.

**SAILING DATES.**  
**STEAMERS, FROM SAN FRANCISCO:**  
 Willamette Valley, April 29  
 Willamette Valley, May 19  
 Willamette Valley, May 29  
 Willamette Valley, May 31  
**STEAMERS, FROM YAQUINA:**  
 Willamette Valley, May 5  
 Willamette Valley, May 15  
 Willamette Valley, May 25  
 This 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.  
 Passenger and Freight Rates Always the Lowest. For information apply to Messrs. HULLMAN & Co., Freight and Ticket Agents 30 and 32 Front st., Portland, Or. or to  
 C. C. HOGUE, Act'g Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co., Corvallis, Or.  
 C. H. HASWELL, Jr. Gen'l Frt. & Pass. Agt., Oregon Development Co., 30 & 32 Montgomery st., San Francisco, Cal.

**GENERAL BLACKSMITHING**  
 --AND--  
**HORSESHOEING!!**  
 All the improved methods of shoeing, shaping shoes, to cure diseases of the feet and for the correction of faulty action, extraction and interfering, used. I guarantee satisfaction in all cases. Refer to any well known horseman in Oregon.  
**JOHN KNIGHT, The Horseshoer,**  
 306 Commercial street, Salem, Or.