

THE CAPITAL JOURNAL.

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SATURDAY, MARCH 30, 1889.

THE pay of the United States senators is to be increased from \$5000 to \$10,000.

THE CAPITAL JOURNAL of Salem has been enlarged to a seven-column folio and is on the up grade generally.—Itemizer.

WE are pleased to note that our valued exchange, the CAPITAL JOURNAL, has been enlarged and greatly improved every way. It is a splendid paper.—Dayton Herald.

THE CAPITAL JOURNAL has been enlarged to a 7-column folio and is giving its readers a great deal of live local and general news. The editorial department is ably conducted. We wish it success.—Hillsboro Independent.

A SMALL colored boy, three years old, who hails from Texas, is a living phonograph. Everything that is recited to him once in any language whatever—speeches, stories, mathematical calculations, statistics, songs, history, poetry—he repeats in the exact manner he hears it, even if weeks have elapsed. He talks with his visitors in eleven different languages and dialects.

THE Southern Pacific has contracted to bring 50,000 passengers from the New England States to this coast during next September. Oregon will come in for a good share of these people. There is plenty of room for them to secure good homes here in a glorious climate, rich and marvelous productive country.—Drain Echo.

THE CAPITAL JOURNAL has enlarged. This indicates that Salem is no longer a dead city and the JOURNAL has done its share to bring about this prosperity. A good paper is essential in advancing the best interests of a city and if the people would appreciate this fact, Oregon would have more good papers than she now has.—Baker City Democrat.

THE map makers will be busy with North America during the next half a century. To the far-sighted observer it has long been manifest that a community of interests must eventually weld all of North America, including the West Indies, into one colossal nation—the mightiest, the richest, the freest and the happiest within the ken of history. Natural conditions, mutual benefits, and the general gravitation of human affairs, point to the gradual absorption by the United States of all the vast regions on her northern and southern boundaries.

In three years we shall reach the four-hundredth anniversary of an event which has been pronounced the greatest in human history—the discovery of America, by Christopher Columbus. The celebration of this anniversary was recently taken into consideration by the house committee on foreign affairs. It approved a plan for permanent exhibition under the joint auspices of the forty-six states and territories, and the sixteen independent nations of the American continent. To carry out this plan, a national board of promotion composed of the governors of the states and territories, mayors of leading cities has been formed to take the exhibition in charge. Washington is peculiarly well fitted to be the site of such a permanent exhibition.

PERHAPS the oddest obituary ever written was that written by Husseton Compton, who died at St. Joseph, Mo., a few days ago at the age of 101 years. It was dictated by himself on his ninety-sixth birthday. Here it is as it will stand on his monument:

Husseton Compton lived to a very great age, and when he died no one could point a finger at him and say the man did not try to be honest. He did try to be honest. He was honest if his deeds looked to people what his intentions looked to his own mind, and no man can know better than he. He suffered many wrongs, owing to the confounded civil war and other things, but though he was robbed and maltreated, and by maltreating some one else he would have got even, he scorned such low-lived selfish tricks.

Mr. Compton had two sons who

served in Quantrell's band and the outrages to which he was subjected by Federal soldiers embittered his life.

A Story on Bennett. When a man becomes great some one immediately tells a story on him. Here's one on Nelson Bennett

the contractor who has so many law suits and dollars: "While he was building the famous Stampede tunnel, he issued an order forbidding the driver of the dump cars to allow any one to ride in or out of the tunnel on a car. One day Bennett was in the 'heading,' clad in overalls, gumboots and an overcoat whose better days were o'er, and started to walk out to the mouth of the tunnel just as the dump car was leaving. Bennett jumped aboard the small platform which the driver stood on, and was promptly told to 'get off o'here.' This somewhat surprised the contractor, and he remarked, 'guess you hav'nt been driving here very long.' 'Naw I hav'nt,' said the driver, 'but you get off'n this car P. D. Q. d'ye hear?'

'But I have a right to ride on these cars,' said Bennett. 'Not while I'm drivin' 'em you don't,' said the driver, 'skip' and Bennett meekly 'skipped' and walked slowly out. When he reached the mouth of the tunnel he met Nat Turner, superintendent of the business, and told him his adventure. When the driver came up again Turner stopped him and introduced him to Bennett. The driver expecting that he would be discharged immediately announced his intention of quitting right there, but Bennett would not hear to it, he complimented the fellow very highly for his rigid enforcement of the rules, and seemed to enjoy the joke fully as much as the rest of the force who heard about it.—Democrat.

Why She Didn't "Ho'er." A young woman from the country was suing her ex-sweetheart for breach of promise, and the lawyers were, as usual, making all sorts of inquisitive inquiries.

"You say," remarked one, "that the defendant frequently sat very close to you?"

"Yes, sir," was the reply, with a beetle flush.

"How close?"

"Close enough so's one cheer was all the settin' room we needed."

"And you say he put his arm around you?"

"No, I didn't."

"What did you say then?"

"I said he put both arms around me."

"Then what?"

"He hugged me."

"Very hard?"

"Yes he did. So dur'n hard that I come purty near hollerin' out."

"Why didn't you holler?"

"Cause."

"That's no reason. Be explicit, please. Because why?"

"Cause I was afeard he'd stop."

The court fell off the bench and had to be carried out and put under the hydrant for the purpose of resuscitation.—Siftings.

Talmage has a simple and easy plan for converting the world to Christianity. It is for each Christian to secure one convert and each one of the converted to do the same. He calculates that if this is done every year for a decade the 1,400,000,000 people of the earth could be brought into the Christian fold and that the close of this century will witness the dawn of millennium.

"Isn't it strange," remarked a lady, "that the Miss Smiths are so gross?"

"Not at all," was the reply, their father was a grocer."

"What class of women are most apt to give tone to society?"

"The belles."

Sixteen thousand prisoners' names were dropped from the rolls the past year on account of death.

RELIGIOUS INTELLIGENCE.

Good Night. Good night—the little lips touch ours, The little arms enfold us; And oh, that thus through coming years They might forever hold us.

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Who in the weary years to come, When we are bid from sight, Will clasp these little hands and kiss These little lips "good night?"

"SCRAPS." Nevada stage-route horses wear snow shoes.

There are 7900,000 negroes in the United States.

The Empress of Austria has a lady doctor in her suit.

Females are now eligible as school trustees in British Columbia.

A western circus manager says the tent show is on the decline.

New York state sent into service during the rebellion 480,000 men.

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Girls are employed as shingle packers in the mills at Bay City, Mich.

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TRANSPORTATION.

THE YAQUINA ROUTE. OREGON PACIFIC RAILROAD

And Oregon Development company's steamship line, 25 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 1:00 P.M. Leave Corvallis 1:40 P.M. Arrive Yaquina 5:30 P.M. Leave Yaquina 8:45 A.M. Leave Corvallis 10:55 A.M. Arrive Albany 11:45 A.M.

STRAINS. FROM SAN FRANCISCO: Willamette Valley, Thursday Dec 4. Willamette Valley, Monday 17. Willamette Valley, Sunday 30.

STRAINS. FROM YAQUINA: Willamette Valley, Wednesday Dec 12. Willamette Valley, Monday 24. This schedule is subject to change 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 inland to coast. For information apply to HILMAN & Co., Freight and Ticket Agents 200 and 202 Front St., Portland, Or. or to C. H. ROGUE, Act. Gen'l Frt. & Pass. Agt., Oregon Pacific R. Co., Corvallis, Or.

C. H. HASWELL, Jr., Gen'l Frt. & Pass. Agt., Oregon Development Co., 300 Montgomery St., San Francisco, Cal.

TIME TABLE—RIVER DIVISION. The elegantly equipped steamboats, Wm. M. Hoag, Capt. Geo. Hanke, the J. S. Bentley, Capt. J. T. Cooley, the Three Sisters, Capt. W. P. Short, are in service for passenger and freight traffic between Corvallis and Portland and intermediate points, making three round trips each week as follows:

NORTH BOUND—Leaves Corvallis Monday, Wednesday and Friday at 8 a. m. Arrives at Salem Monday, Wednesday and Friday at 9 a. m. Leaves Salem Tuesday, Thursday and Saturday at 8 a. m. Arrives at Portland Tuesday, Thursday and Saturday at 9 a. m.

SOUTH BOUND—Leaves Portland Monday, Wednesday and Friday at 6 a. m. Arrives at Salem Monday, Wednesday and Friday at 7:15 p. m. Leaves Salem Tuesday, Thursday and Saturday at 8 a. m. Arrives at Corvallis Tuesday, Thursday and Saturday at 9 a. m.

For freight and passenger rates apply to the captains and purveyors of the respective boats, or to W. M. Hoag, General Agent, 200 and 202 Front Street, Portland, Ore. Brokers, Agents, Salem; L. M. Adair, agent, Albany; C. A. Miller, agent, Corvallis; or to the general freight and passenger agent, Corvallis, O. & C. Trains connect at Albany and Corvallis.

F. W. BOWEN, Superintendent. Wm. HOAG, General Manager.

Overland to California VIA Southern Pacific Company's Line. THE MOUNT SHASTA ROUTE.

Time between Salem and San Francisco Thirty-six hours. CALIFORNIA EXPRESS TRAIN—RUN DAILY BETWEEN PORTLAND AND S. F.

South. Lv. Portland Ar. 10:45 a. m. 6:44 p. m. Lv. Salem Lv. 7:55 a. m. 7:45 a. m. Ar. San Fran. Lv. 7:00 p. m.

LOCAL PASSENGER TRAIN—(DAILY EXCEPT SUNDAY). 8:00 a. m. Lv. Portland Ar. 3:45 p. m. 11:10 a. m. Lv. Salem Lv. 12:25 p. m. 2:40 p. m. Ar