MATE AND ROUSTABOUT.

HOW FREIGHT IS HANDLED AT ST. LOUIS' WHARVES.

Scene at the River Front—A Steamer's Crew—Qualifications of a Mate—Life of a Roustabout—Punching the Slow and Lazy.

Statistics for last year's commerce in St. Louis shows the arrival of 2,361 boats and 1,272 barges at, and the departure of 2,328 boats from, this port, and the receipt of 867,045 tons and the shipment of 637,060 tons of freight, all exclusive of the immense tonnage transferred by ferry, and yet the river has lost interest, and by many is entirely forgotten. All this is very undeserved. Life on the river and in the harbor has all of its attractions still.

The time has been when the river front was lined with steamers, nose to the wharf, while now they can crowd in so as to load from the side; but the scene now is none the less active. The wonder is just as great now where the great piles of freight are stowed away, and there is just as much commotion in loading and unloading. People with tender corns are just as safe in remaining away from a steamer just in or preparing to leave port as they ever were. They are just as apt to have a barrel rolled on these same corns, or to feel the weight of a roustabout's No. 12 shoe.

A large steamer's crew is composed of a captain, two mates, two engineers, two strikers, six firemen, a watchman, three clerks, a steward and ten to twenty assistants and a deck force of twenty to forty. Of these the mate alone has to push and hammer when time is valuable, except on extraordinary occasions and except in the quiet of his own precincts, where only the boards of the boat and those people for whom his words are intended will hear them. The first mate has charge of the loading and unloading, and in the absence of the captain takes command of the boat. A steamer like the City of New Orleans, for instance, will carry 1,500 tons of freight very comfortably. The mate must load and unload this in a very short time, as occasion often requires, but, regardless of the time in which the work must be done, he must look after any weak points in the boat and follow all rules laid down for the even distribution of a cargo. If a steamer has any weak points, they must be loaded first. Otherwise, the mate begins back aft and loads forward in the center, following this rule in the hold and on deck, and being careful to keep the weight in the center. Then he runs out into the wings and along the sides, always keeping the weight so evenly distributed that the steamer will settle down into the water as nicely as if under the pressure of a single piece of machinery at all points. At the same time the freight is loaded with due regard to points of unloading, so that there will not only not be any rehandling, but no strain caused by removing freight from one point and not from another.

The mate must have a clear, cool head, and be a man of some executive ability. Even in an outburst of passion, he must keep his wits about him. He is at something of a disadvantage in not always having the same force to do his work, and thus in not knowing his men's capacities, for even day laborers have such things as capacities. One man may lift 300 pounds and another stall at 150, but the latter may be so much more active that he will move more gross weight in half an hour than the former. This is an object, and in handling men it is of importance to consider it. The mate, however, soon estimates his men. At local landings he has only his regular crew, but in all large ports he has what is known as shore or hour labor. These do all the loading and unloading. The deck crew attends only to keeping things in trim. If the steamer is just in, they are tired out, and that is enough for them to do.

The roustabout generally seems to have a happy life, and he possibly has. There is no reason to doubt appearances, except the idea one not accustomed to it would have in anticipating it. In port and off duty he is a painter, generally—that is, he does a great deal toward making things in his vicinity lurid, by "making Rome howl." When he sleeps, if he sleeps at all, is often a conundrum, though he must sleep some place. It is, however, often "with a load on," and he is fortunate if he turns up for duty with a hide free of scratches and bruises. It is not infrequent that he turns up at the hospital or the morgue. There are, however, good roustabouts, just as there are bad churchmen. The life is not one calculated to make them good, but that never seems to trouble them while on duty, and they never seem to realize that they haven't had a good time and get on shore to warm up and see their friends. In the average steamboat, no provision is made for the rousters' sleeping. They are expected to curl up on deck or among the freight, and make the best of it. They are also expected, on night runs, to turn out as promptly as soldiers on duty when a landing is made. Still they laugh and sing the time away, and "guy" each other in a manner that should be profitable to shore people.

A wealthy passenger looking over the rail and seeing the colored deck hand leaning on the capstan, smoking a pipe, naturally wonders what pleasures the world has for him. The deckhand turns and looks up, and the passenger is surprised that his face bears as contented a smile as his own, and probably more so. The shore laborer is, if anything, more of a curiosity. It is a question if he is any tougher, because, having more opportunities for "doing things up brown," the act of doing it is not so much of a novelty. He will sleep any place, however, just as the deckhand does, and is as free to laugh and joke when he has a 200-pound box on his shoulder as when he has nothing but a few surplus drinks. The mate, though, looks out for this, and if he jokes or the laughter interferes with or delays the work, or if, to get in a good one on another laborer, one of them stops in his work, he interferes. He generally carries a stick, more like a club, and sometimes like a bull prod, and the man who works slow or "soldiers" is very certain to get a punch in the ribs, or in some other part of the body. This is river life in the harbor and through to New Orleans.—Globe-Democrat.

Anson is not particularly infatuated with the present league staff of umpires, and says it is a shame for a powerful league to have a poor staff of umpires when such men as Joe Start, John Manning and Fred Goldsmith are idle. "Why," said Anson, "if Joe Start was umpiring a game in which the Chicagoes were playing, and he made a decision against us, I would not kick, and if any of my men did I would fine them heavily, and if they persisted I would expel them altogether, for I know that Joe Start is honest, and would not willingly give a bad decision."

Fred Gebhard will send Eole, Eolist and St. Savior to his California ranch. The ranch is located sixty-two miles north of San Francisco, and comprises 8,200 acres, of which 1,200 acres are suited to grazing horses, but there is a great deal of mountain and craggy land which will not be available.

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IS that misery experienced when we suddenly become aware that we possess a diabolical arrangement called a stomach. The stomach is the reservoir from which every fibre and tissue must be nourished, and any trouble with it is soon felt throughout the whole system. Among a dozen dyspeptics no two will have the same predominant symptoms. Dyspeptics of active mental power and a bilious temperament are subject to **Sick Headache**; those, fleshy and phlegmatic have **Constipation**, while the thin and nervous are abandoned to **gloomy forebodings**. Some dyspeptics are wonderfully forgetful; others have great irritability of temper.

Whatever form Dyspepsia may take, one thing is certain,

The underlying cause is in the LIVER,

and one thing more is equally certain, no one will remain a dyspeptic who will

It will correct Acidity of the Stomach, Expel foul gases, Allay Irritation, Assist Digestion, and, at the same time

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"My wife was a confirmed dyspeptic. Some three years ago by the advice of Dr. Steiner, of Augusta, she was induced to try Simmons Liver Regulator. I feel grateful for the relief it has given her, and may all who read this and are afflicted in any way, whether chronic or otherwise, use Simmons Liver Regulator and I feel confident health will be restored to all who will be advised."—WM. M. KEESE, Fort Valley, Ga.

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NOTICE.

COUNCIL CHAMBER,
Salem, Or., September 23, 1889.

Notice is hereby given to whom it may concern, that E. M. Waite, a resident and property owner of the city of Salem, for himself and in behalf of "the Salem Decorative Union" has this day filed his petition praying an order of the common council vacating all of Church, Summer and Capitol streets lying between State and Court streets in said city—and that Thursday, October 24, 1889, at 7:30 o'clock p. m. at said council chamber has been fixed by the council as the time and place for considering said petition and taking action thereon.

L. F. CONN,
City Recorder.

NOTICE.

COUNCIL CHAMBER,
Salem, Or., September 23, 1889.

Notice is hereby given to whom it may concern that A. Bush, president, and W. Breyman, secretary of the Salem Flouring Mills Company, on behalf of the Salem Flouring Mills Co, a corporation doing business and owning property in the city of Salem, have this day filed their petition praying an order of the common council vacating all of Front street between Trade and Mill streets in said city, and that Thursday, October 24th, 1889 at 7:30 o'clock, p. m., at said council chamber, has been fixed by the council as the time and place for considering said petition and taking action thereon.

L. F. CONN,
City Recorder.

For the Public Good.

It is an indisputable fact that the handsomest vestibule trains that are now run on the American continent are those on the Burlington route, leaving from Union depot in Denver, also St. Paul, immediately on arrival of all through trains from the west. The first and second class coaches are magnificent, the reclining chair cars suburb, the Pullman sleepers extremely luxuriant, and as for the meals that are served in those palace Burlington dining cars—yum yum. The next time you go east to Kansas City, Chicago or St. Louis, if you mention to the ticket agent that you want your ticket to read from Denver or St. Paul over the Burlington route, you will get it, and you will always be glad of it.

If you go via the Northern or Canadian Pacific, the elegant vestibule trains of The Burlington Route, between St. Paul and Chicago, or St. Louis, will carry you along the eastern shore of the Mississippi river for a distance of 350 miles, amidst scenery that cannot be surpassed; or, if you go via the Oregon Short Line or Southern Pacific, and your ticket reads via The Burlington Route from Cheyenne or Denver, you will pass through all the thriving cities and towns located in what is popularly known as the Heart of the Continent. For further information apply to A. C. Sheldon, General Agent, 85 First street, Portland, Oregon. 4-19d&wtf

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Grades for ditches, roads, streets or sewers, with estimates furnished on application. Address County Surveyor's office. Salem, Oregon.

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Lv.	8.00 am	PORTLAND P&W V Foot of F Street	Ar.	3.45 p.m.
Lv	9.55 p m	Ray's Landing,	Ar	2.38
"	10.06	St. Paul's,	"	2.26
"	10.50	Woodburn,	"	1.40
"	11.05	Townsend,	"	1.15
"	11.10	McKee,	"	1.10
"	11.25	Mt. Angel,	"	12.55
"	11.35	Down's,	"	12.32
"	12.10	Silverton,	"	12.20
"	12.30	Johnston's Mill'	"	11.15
"	11.35	Switzerland,	"	11.46
"	12.44	East Side Junct.,	"	11.38
"	1.08	Macleay,	"	11.14
	1.36	Aumsville,	"	10.48
"	5.50	Ale	"	10.28
	2.21	O P Crossing,	"	10.10
	2.43	West Scio,	"	10.00
"	3.13	Crabtree,	"	9.30
"	3.45	Spicer,	"	9.02
"	3.55	Tallman,	"	8.52
"	4.31	Plainview.	"	8.16
"	5.07	Brownsville,	"	7.42
"	5.55	Rowland,	"	6.39
" Ar	6.50 p m	Coburg. AR LV	" Lv	6.00 a m

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PUBLIC SCHOOLS.

Fine structures abound throughout the city. The school buildings are numerous and large and the high school is as grand a pile as is often seen. The famous Chemekete hotel, built as a matter of pride by Salem's wealthy capitalists, leads all on the Pacific coast as a fine hotel. The state has located here extensive and imposing buildings, the State house, State Penitentiary, State Insane Asylum, State Blind School, State Deaf and Dumb male school and the United States Indian Training School. Elegant private residences are common but of yet greater interest than these are the miles and miles of pleasant homes of our thrifty mechanics; therein lies the surety of our future.

CHURCHES.

All denominations have prosperous churches and fine houses of worship. The Women's Christian Temperance Association is firmly established and intends building a magnificent business block and is prospering. It has a fine library and reading room for public use.

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We have two daily newspapers. The CAPITAL JOURNAL is the less aged but a sprightly sheet which sprang at once into the full flood tide of success. Any new enterprise coming to Salem will find able supporters, if they are worthy of it, in the public spirited editors of our newspapers.

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Meets here annually and is a great success. It attracts thousands of people from all sections of the country.

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Salem is a good place to live in and it is a good place to do business in. Any new branch of trade will prosper here for facilities are ample and competent help plenty. We have all the motive powers—water, steam, gas and electric. Real estate may be had for factory sites at reasonable prices. People may live here with great economy, or in luxury. Our banking facilities are unsurpassed. We have a fine outlying district of farm lands. Old residents remain, there are almost no departures, and new ones are fast coming among us.

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By local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucus lining of the eustachian tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflamation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucus surfaces.

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Price 75c. per bottle. Sold by all druggists.

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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 - - - - - - - - 1:00 P M
Leave Corvallis - - - - - - - - 1:40 P M
Arrive Yaquina - - - - - - - - 5:30 P M
Leave Yaquina - - - - - - - - 6:45 A M
Leave Corvallis - - - - - - - - 10:35 A M
Arrive Albany - - - - - - - - 11:10 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.

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STEAMERS.	FROM YAQUIN
Willamette Valley	Monday Sept. 9
Willamette Valley	Tuesday " 17
Willamette Valley	Wednesday " 25

STEAMERS.	FROM SAN FRANCISCO
Willamette Valley	Wednesday, Sept. 4
Willamette Valley	Friday " 13
Willamette Valley	Saturday " 21
Willamette Valley	Sunday " 29

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. HULMAN & Co., Freight and Ticket Agents 200 and 202 Front st., Portland, Or. or to

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C H. HASWELL, Jr. Gen'l Frt; & Pass. Agt. Oregon Development Co., 304 Montgomery st., San Francisco, Cal

Remember the Oregon Pacific's popular summer excursions to Yaquina. Low rate tickets are now on sale, good every Wednesday and Saturday from Albany, Corvallis and Philomath.

Yours truly,
C. C. HOGUE, A. G. P. Agent

Overland to California

—VIA—

Southern Pacific Company's Line.

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Time Between Salem and San Francisco 32 Thirty-six Hours.

CALIFORNIA EXPRESS TRAIN—RUN DAILY. BETWEEN PORTLAND AND S. F.

South.				North.
4:00 p. m.	Lv.	Portland	Ar.	10:45 a. m.
6:44 p. m.	Lv.	Salem	Lv.	7:53 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.	12:52 p. m.
2:40 p. m.	Ar.	Eugene	Lv.	9:00 a. m

PULLMAN BUFFET SLEEPERS.

TOURIST SLEEPING CARS.

For accommodation of second class passengers attached to express trains.

The S. P. company's ferry makes connection with all the regular trains on the East Side Division from foot of F stree Portland.

West Side Division, Between Portland and Corvallis:

DAILY—(EXCEPT SUNDAY).

7:30 a. m.	Lv.	Portland	Ar.	6:20 p. m.
12:25 p. m.	Ar.	Corvallis	Lv.	1:30 p. m.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.

Through tickets to all points south and east via California

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY

4:50 p. m.	Lv.	Portland	Ar.	9:00 a. m.
8:00 p. m.	Ar.	McMinnville	Lv.	5:45 a. m.

Through Tickets

—To all points—

SOUTH and EAST

—VIA—

CALIFORNIA.

For full information regarding rates, maps, etc., apply to the Company's agent, Salem, Oregon.

E. P. ROGERS, Asst. G. F. and Pass. Ag't
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Oregon Railway and Navigation

COMPANY.

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Trains for the east leave Portland at 7:45 am and 9:30 pm daily. Tickets to and from principal points in the United States, Canada and Europe.

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Free Family Sleeping Cars run through on Express trains to Omaha, Council Bluffs and Kansas City without change

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