



NEW DISCOVERIES IN CHEMISTRY.

Recent Experiments.

A pin prick and a drop of blood on a glass slide will tell whether your blood is in a healthy condition or not. Every healthy man should have five million red blood corpuscles to every square millimeter of blood. If there are too many white blood corpuscles the person is said to be anemic and run down. A chemical test of the water from the human body will tell whether the kidneys are in good health or not. These tests of health are conducted by expert physicians and chemists every day. Such examinations are made without cost. This is only a very small part of the work of the staff of physicians and surgeons under the direction of Dr. R. V. Pierce, of Buffalo, N. Y., the founder and director of the Invalids' Hotel and Surgical Institute of that city. To build up the body that has been weakened by an attack of grip, pneumonia or typhoid, write Dr. R. V. Pierce for advice, giving all your symptoms, and he will give you the best medical advice possible to suit your case, and without cost. For those who are weakened by the after effects of a bad cold, cough or

grip caught during the winter, nothing will increase the number of red blood corpuscles and eradicate poison from the blood so quickly as Dr. Pierce's Golden Medical Discovery. This is a remedy which has stood the test of a third of a century, and has sold more largely than any other blood medicine in the country during that time. A most stimulating tonic because it goes to work in the right way, assisting the stomach to assimilate the food thus furnishing the blood proper nourishment, which in turn feeds the nerves. Neuralgia and nervous break-downs are only "the cry of starved nerves for food." The proper food for the nerves is good, rich, red blood. The "Golden Medical Discovery" does not depend upon alcohol for a stimulating effect. It is guaranteed to contain not a particle of alcohol. It is safe for the most delicate system, as it is an alternative extract made from roots and herbs. Although we know the germs of consumption and grip are in the air we breathe in rooms, street cars, shops, in fact everywhere, yet scientists have not been able to fight these bacteria very well. The best thing we can possibly do individually at present is to keep ourselves in such a state of health as to enable us to fight the bacteria with our own vitality. The blood through our veins and arteries should contain healthy, red blood corpuscles, which are capable of warding off the

attack of these germs if they get into our systems. Dr. Pierce's Golden Medical Discovery is just what is needed for such persons and it has received the praise of thousands of people throughout the United States.

"About two years ago I was a sufferer from lung trouble so severe that I could not take a deep breath without great pain," writes Mr. W. H. Collier, of Flat-rock, Va. "It was my right lung. It would not expand when I breathed long or deep, the muscles of right breast seemed all shrunken away. I had a bad cough which was at times very troublesome. About a year ago I began using Dr. Pierce's Golden Medical Discovery and with most pleasing results. My breathing got better, cough stopped, appetite improved, and I gained in strength and in weight very rapidly. By the time I had taken three bottles of your 'Golden Medical Discovery' and two vials of your 'Pleasant Pellets,' I felt strong and well again. This was about one year ago and I have had no return of the trouble since. My lungs seem as sound as ever before, and I believe your medicine has entirely cured me and saved me from consumption."

The Common Sense Medical Adviser, is sent free on receipt of stamps to pay expense of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the volume bound in cloth. Address Dr. Pierce, Buffalo, N. Y.

For Government Railroad.

Washington, Jan. 7.—Senator Teller yesterday introduced a bill in the senate which provides for the construction of a railway by the government from the Atlantic to the Pacific, with branches to the principal cities. The rates are

to be adjusted so as to pay five per cent interest on the investment.

Washington, Jan. 6.—The house passed the fortifications bill, carrying nearly \$7,000,000, and at 1:45 adjourned until Monday.

Gillespie Goes Up.

Rising Sun, Ind., Jan. 7.—Judge Cornel overruled the motion for a new trial for James Gillespie yesterday afternoon, and sentenced him to state prison for life. He will be taken to Michigan city early Saturday.

QUESTION OF SECURITY IN RAILROAD TRAVEL

(Written for The Saturday Journal.)

The recent railway statistics are causing much comment. They show a loss of life on the rail unparalleled in the history of railroading. Not only is the United States straightening itself up to see what the trouble is, but even Conan Doyle let up on poor Sherlock Holmes long enough to take a whack at us away over there in England. He makes a few comparisons which will turn a man's hair gray—if he happens to have any.

When the figures are so extensive that nothing short of a war will offer a favorable comparison, we may well commence to inquire into the matter. It has been shown that the loss by rail in this country will exceed the losses, in some respects, in the Orient, and yet the Occident is the home of the "wise men." We are wise enough over here, only we are in such a con-founded rush. Everybody and everything is on the pell mell notch. Brakes are things unknown in this country. We have them fastened on some of our vehicles, but they are only ornaments. When we do want to use them the same old story is handed out, "the brakes refused to work," etc. The principal thing in this land is to get there. It doesn't matter much how, but "get there" is the thing. Therefore, instead of spending any time on how to stop trains, the popular mechanic puts in his time on the more valuable question of how to go faster. He seeks new ways of increasing the already enormous speed. The whole traveling public is a unit when the question of speed is raised. "We don't go fast enough," is the universal verdict. So we have bigger engines, faster time and practically no attention paid to the stopping department.

To meet this demand the railways must turn 'em loose in order to be in the race, and they can only turn loose such machines as they have. These machines are pretty good when it comes to "hitting the trail," but have never been known to amount to much when you wanted to stop them all of a sudden.

As long as Americans are Americans we had as well expect lively times on the rail as elsewhere. We are pretty lively in politics. We are on earth in commercial industries. We have sent more ships to the bottom of the ocean than we own on top. We all dance and our popular tunes are what we call "rag-time." Our country is a net-work of speeding electric cars which make it possible for us to be in a dozen places at once, a thing very dear to the American heart. Our theaters, which at one time were allowed to give one performance in a night, are now turned into continuous performances. Investments in which you quadruple your money almost before you pay the premium are popular things here. The tariff, capital and labor, taxes, and other people's affairs, keep the pot boiling, and there are plenty to stir and many there be which taste the soup. All in all, we are on the go in every line which can be made to go. If a line won't go, then we make it back up. It's got to move. Add to the potpourri the railway systems and you will see at a glance with one eye that it is only in keeping with the American spirit of—not "the boys of '76"—the boys of 1905. A few things in this country are done on time—some behind time—but most of them ahead of time.

The losses of the rail are not so remarkable when we stop to think of the pace we are setting. We are not setting a pace in railroad speed, but a pace in carelessness. It is not high speed, nor mechanical imperfection which is raising comment with its terrible results, but it is criminal negligence and carelessness. As a railway nation we are far behind England, France and Germany in the matter of speedy trains. France operates 25 daily express trains, any one of which exceeds our highest bursts of speed, and the fatalities for this same year just ended were none. These European trains move like a streak of lightning, but with perfect safety. Rarely is there an accident. But here we have our attempts to move rapidly beset by all sorts of dangers. Block systems are only securing recognition because the loss is so great. The accidents which we escape are more numerous than the ones we have. By this is meant that the times we have escaped a wreck by the merest chance, passing on sidings, and a thousand other and different ways, are so many, and fortunately unknown, that were they generally known more care would be taken and a demand from the traveling public would arise for slower trains, perfect dispatching systems, and not so much attention to speed without safety.

These fearful events of the rail are not due so much to the system in vogue, but carelessness in operating trains. Engineers are worked overtime and fall asleep. Dispatchers and operators play a hand in this game of chance. Train dispatchers get the trains mixed up with their passing places and the operators get the orders to the crew upside down. American railroading is all right, but we have yet to consider the matter of safety. We have put our efforts to turn the wheel, but we will learn sometime that it is quite important to stop it as to start it. The statistics should cause us to blush for our negligence, especially when it is given out that 90 per cent. of the disasters were caused by gross negligence and carelessness. To learn that 90 per cent. of these terrible affairs were unnecessary attracts attention. This fact attracts our notice to another thing, and that is that a condition which will permit this sort of thing is really worse than the thing itself. To sustain all this loss without any reasonable excuse for it is beyond intelligent understanding. To remove the results we must first remove the cause.

To move safely does not mean to move slowly. There are plenty of safety devices for use, but no device is any good when it can't get anybody to use it. Trains and tracks are equipped with appliances which are in themselves perfect and can give the passenger all the protection he needs, but the trouble lies not with the appliances. The question is, how are we to perfect the human being? An open switch is not the fault of the appliance for properly switching a train, but it is of questionable value so long as it will not work without depending upon a human being. The demand now is to get a switch (and all other safety devices) which will act without having to depend upon a human being at any time. Automatic contrivances are being demanded, not because our present equipment is so very defective, but because we want something to do what we can't get men to do. In lieu of wasting any more time on men, the companies are now turning their attention towards what appears to be a more practical solution, that of perfecting appliances. Because a man can think isn't worth much as a machine. An unthinking bar of iron seems to be the only real safe switch-man. You can charge an employee with carelessness, but you can't charge that to mechanism. To the extent a human being is employed to operate cars, to that extent is the element of imperfection present. Had the trainmen who cause these appalling statistics been substituted by perfectly working safety devices, the results would have been materially different. The stupendous question of security in railway travel will doubtless be turned entirely to the mechanical world for solution, since no company can get perfection out of their employees.

FRED R. WATERS.

January 4, 1905.

Legislative Chatter.

J. S. Coke is senator from Coos and Curry. Robert Burns is in the house from Coos and Curry.

Fuel being one of the chief products of that locality, these honorable gentlemen were probably chosen to symbolize a "hot time."

Robert E. Lee Steiner, of Lake county, although he bears a Democratic cognomen, will appear at this session a representative of the Republican party.

Hon. C. C. Kuney, of Wheeler county was at one time the local agent for R. M. Wade & Co., in this city.

On a rising vote the member from Harney and Malheur counties always "sits."

The family tree of Smith still holds its own in the Legislature. There are three this year bearing the name. This is the same number present at the last session, but the original "Three Smiths" were all doctors, all elected on different tickets, and all voted for a different candidate for United States senator.

Astoria Democrats have taken the initiative to the law making body, Mr. Laws himself.

The reading clerk in the senate this year will have to be equipped with nimble tongue when calling the roll at the point where are the names of Carter, Cole, Coke, Coshaw, Croisan.

Two men in this session are named Burns, and both are Democrats.

Sure Cure for Piles.

Itching piles produce moisture and cause itching, this form, as well as bleeding, or protruding piles are cured by Dr. Bosanko's Pile Remedy. Stops itching and bleeding. Absorbs tumors. 50c a jar at druggist, or sent by mail. Treaties free. Write me about your case. Dr. Bosanko, Philadelphia, Pa.

Fore sale by Dr. S. C. Stone, druggist.

O. R. & N.

OREGON SHORT LINE

Three Trains to the East Daily. Through Pullman standard and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago; reclining chair cars (seats free) to the East daily.

70 HOURS 70
PORTLAND TO CHICAGO
No Change of Cars

DEPART FOR	TIME SCHEDULES From Portland, Or.	ARRIVE FROM
Chicago Portland Special 9:15 a. m. via Hunt- ington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	5:28 p. m.
Atlantic Express 8:15 p. m. via Hunt- ington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.
St. Paul West Mail 6:17 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East.	8: a. m.

Ocean and River Schedule. For San Francisco—Every five days at 8 p. m. For Astoria, way points and North Beach—Daily (except Sunday) at 8 p. m.; Saturday at 10 p. m. Daily service (water permitting) on Willamette and Yamhill rivers.

For fuller information ask or write your nearest ticket agent, or

A. L. CRAIG,
General Passenger Agent.
The Oregon Railroad & Navigation Co., Portland, Oregon.

TIME CARD NO. 26.

No. 2 for Yaguina—
Leaves Albany 12:45 P.M.
Leaves Corvallis 1:45 P.M.
Arrives Yaguina 5:40 P.M.
No. 1. Returning—
Leaves Yaguina 7:15 A.M.
Leaves Corvallis 11:30 A.M.
Arrives Albany 12:15 P.M.
No. 3 for Detroit—
Leave Albany 1:00 P.M.
Arrives Detroit 6:00 P.M.
No. 4 from Detroit
Leave Detroit 6:30 A.M.
Arrives Albany 11:15 A.M.
Train No. 1 arrives in Albany in time to connect with the S. P. south bound train, as well as giving two or three hours in Albany before departure of S. P. north bound train.
Train No. 2 connects with the S. P. trains at Corvallis and Albany giving direct service to Newport and adjacent beaches.
Train No. 3 for Detroit, Breitenbush and other mountain resorts leaves Albany at 1:00 p. m., reaching Detroit about 6:00 p. m.
For further information apply to EDWIN STONE, Manager.
T. COCKRELL, Agent, Albany.
H. H. CRONISE, Agent, Corvallis.

Full Weight....



COPYRIGHT.

is the rule in this mill—we care not what it is in others. But that is only one cardinal principle we claim—anybody can give full weight—we guarantee quality, as well, and that means a whole lot to those who know. First, good wheat; second, good milling; third, fair prices for the best to be had. We should have your orders for Wild Rose flour.

Salem Flouring Mills

DR. GUNN'S ONION CURE FOR COUGHS, COLDS, HOARSENESS & CROUP. Best Remedy for Children. Pleasant to take and no danger in an overdose. The old original Home Cure Sold by all Medicine Stores in large bottles for 50c of Write us with send you a Sample Bottle Free.

Elite Cafe... Best meals in the city. The best service and prices right. E. ECKELLEN, Prop.

CUT RATE EXTENSION

To Saturday, Jan. 14, at 6 P. M. No Reduction After That Date.

As not all Journal subscribers had an opportunity to secure the reduced rate for this year on The Daily Journal by mail or carrier, the publishers issue this announcement, good until the above date.

NOTE THE TERMS:

The Journal publishers propose to give their subscribers the benefit of a great cut in subscription price for this year. Instead of making a special sale day on which to receive yearly subscriptions by mail at \$3, we now offer to receive subscription for 1905, if paid at any time before the above date at the \$3 rate. All subscriptions must be paid up for all of the past year and for the full year of 1905 in order to get the benefit of this rate. Call at any time and get your special rate, but remember that this does not count after the 14th of January. Under the special cut rate you can get your daily for 1905 by mail at \$3, or by carrier at \$5, thus saving one dollar on the regular price.

HOFER BROS.,
Publishers.