

HOFFER BROS., Publishers and Proprietors

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THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

TO A TIRED MOTHER.

A little elbow leans upon your knee—
Your tired knee which has so much to bear;
A child's dear eyes are looking lovingly
From underneath a thatch of tangled hair;
Perhaps you do not heed the velvet touch
Of warm, moist fingers holding yours so tight;
You do not prize this blessing over-much;
You are almost too tired to pray tonight.

But if, some night when you sit down to rest,
You miss the elbow from your tired knee,
The restless, curly head from off your breast,
The lapping tongue that chattered constantly;
If from your own the dimpled hand had slipped,
And ne'er would nestle in your palm again,
If the white feet into the grave had tipped,
I could not blame you for your headache then.

—Pacific Monthly

PLENTY OF WHALES.

If abundance of whales can revive whaling as an industry, we may certainly look for renewed activity in this line.

Last week there returned from a two-and-a-three-quarter-years' cruise both in north and south Atlantic waters, the New Bedford whaling brig Sullivan with some 3300 barrels of oil; and her commander reported that in all his whaling experience he never saw so many whales.

IN FIVE RECORD DAYS THE BRIG CAPTURED ENOUGH WHALES FOR A YIELD OF THREE HUNDRED AND SEVENTY-FIVE BARRELS OF OIL; AND SO RAPID WERE THE CAPTURES THAT THE CAPACITY TO CARE FOR IT WAS COMPLETELY OVERTAKEN BY THE SUPPLY OF BLUBBER.

Such results from whaling will, if often repeated, galvanize the entire industry into activity, especially along the New England coast, where many a fine fortune is indebted for its beginnings to early successes in whaling.

Within a week or two New Bedford alone has sent out two barques and a south Atlantic schooner on whaling cruises.

In the region of Cape Horn is a whaling ground frequented by a seal called the sea-elephant, whose pelt commands good prices and whose oil is said to be as valuable as whale-oil.

It is believed that this seal will receive especial attention from the whalers now bound for the south Atlantic.

Altogether, there seems to be justification for greater activity in whaling than has been seen for many long years.

THE JAPANESE IN CANADA.

We do not wish to have Japanese mobbed in British Columbia any more than in California, or any more than we wish to see British and Americans mobbed in Japan.

De do not approve of mob rule anywhere nor for the accomplishment of any object; but it would seem that the recent racial conflict in Vancouver would begin to open the eyes of sentimentalists and diplomats to the fact that wherever the masses of Orientals and Occidentals come in contact they will sooner or later try to kill each other.

It would be the same in Japan, as witness the attack of a Japanese mob on some American sailors at Hakodate the other day, or in Illinois or Vermont.

And conflict with Japanese is more certain than with any other Orientals because they are more cocky and more ready to fight.

IF THE MASS OF JAPANESE AND THE MASS OF AMERICANS DO NOT LIKE EACH OTHER, NOT ALL THE LAWS OR ALL THE DIPLOMATS OR ALL THE ARMIES IN THE WORLD CAN KEEP THEM FROM FIGHTING EXCEPT BY KEEPING THEM APART.

For years the Chronicle has maintained that the only way for the Japanese and American nations to keep peace with each other is to bar Japanese coolies out of the American continent.

If they come here nothing can prevent such outbreaks as those at Bellingham in Washington and Vancouver in British Columbia, both of which were far more serious than any which ever occurred in California, and those continual outbreaks will finally beget the deep-seated national hatred with ultimately results in war.

While it is certainly true that these race conflicts would be as inevitable in Boston as in San Francisco, yet if it were not true no statesman worthy of the name would forbear to urge taking prompt steps to keep Oriental laborers out of the United States.

NO GREAT EMPIRE LIKE OURS OR THE BRITISH EMPIRE CAN PERMANENTLY ENDURE AS SUCH EXCEPT BY CAREFULLY TAKING ACCOUNT OF LOCAL INTERESTS AND EVEN OF LOCAL PREJUDICES.

The British empire is bound together more loosely than ours, and the British government will not dare to long maintain the attempt to compel Canadians, Australians or South Africans to admit Orientals against the protests of the people of those countries.

It would invariably lead to separatist movements which it would be impossible to resist.

Nor would British home sentiment any more sustain a British government in the enforcement of such a policy than American sentiment today would sustain the federal government, if it had the desire, in forcing Orientals upon the Pacific coast.

Everybody knows that in a national campaign on that issue, if it were possible to conceive of one, the exclusionists would win.

And it ought to win in both countries if in accord with the wishes of the respective peoples.

That the same feeling exists in Japan was shown when public outcry compelled the deportation of a large body of Chinese laborers lawfully established in Japan.

And it is for the statesmen of both countries to recognize this feeling and to act.—S. P. Chronicle.

CHICAGO'S WATER TRAFFIC.

Every now and then the papers of Chicago have something to say concerning the future of the water commerce of that port which sounds more or less fanciful.

The completion of the \$75,000,000 plant of the United States Steel corporation at Gary, Indiana, will, of course, result in a great increase in the transportation on the waterways of Lake Michigan, demanding as it will more ore for its furnaces than is now consumed by any one plant in the world.

This increase in lake tonnage will be a genuine increase and will in no way detract from the tonnage now existing on the lake.

It is in this increase of the near future that Chicago sees a great growth in her water traffic.

A characteristic bit of optimism on the part of the Inter Ocean, with possibly more basis than usual of probability, and of undoubted possibility, grows out of this Gary plant. It is well worth reading:

AND THE \$75,000,000 GARY PLANT, HUGE AS IT IS, IS BUT A BEGINNING.

THE SAND WASTE WHICH BORDERS LAKE MICHIGAN FROM SOUTH CHICAGO TO INDIANA HARBOR AND GARY, AND BEYOND TO MICHIGAN CITY, IS CONSIDERED BY STEEL EXPERTS TO BE THE CHEAPEST AND MOST CONVENIENT ASSEMBLING PLACE IN NORTH AMERICA FOR IRON ORE, COAL, AND LIME, THE CONSTITUENTS IN THE MANUFACTURE OF STEEL.

Thus the Western Pittsburg, which may not diminish the Pennsyl-

vania Pittsburg, but may surpass it, is destined to develop within the metropolitan district of Chicago.

The Chicago river has not held its own within the last few years, but the clearing of obstacles from its bed, the deepening of its channel to its junction with the drainage canal, may operate in short order to rehabilitate the stream to its old time commercial supremacy.

Besides, the Chicago river is not Chicago's only river.

The Calumet likewise is a Chicago river and part of the port of Chicago.

WHEN THE CALUMET IS CONNECTED WITH THE DRAINAGE CANAL (AND THE FUNDS FOR DIGGING THE DITCH ARE PROVIDED) CHICAGO WILL POSSESS A GREAT INLAND HARBOR, 22 FEET IN DEPTH, OF THE MOST CONVENIENT DESCRIPTION, ALONG WHOSE QUAYS THE WHOLE COMMERCIAL SQUADRON OF THE GREAT LAKES CAN LIE AND STILL NOT FILL THE ACCOMMODATION PROVIDED.

Even if the fourteen foot channel down the valley of the Illinois to St. Louis and Cairo be never constructed, the millions Chicago has put into the drainage canal, and the millions more to be put, will be money well spent, for they will have provided a harbor such as neither Duluth nor Buffalo nor Cleveland has or can have.

The fancy that as a lake port Chicago has seen her best days is a fancy.

The truth is that Chicago as a port in the future must surpass even the hopes of enthusiasts.

Chicago is the natural great port of the lakes, and to be the great port and remain it requires only a harbor adequate to the demands

The work of the sanitary district is gradually supplying a harbor more than adequate.

Commerce, population, manufacturing, every material, in fact, that contributes to the making of a mammoth city, gravitates inevitably to the Chicago shore of Lake Michigan.

As a railway center this city is supreme. As a port she is destined to become supreme.

THE WHOLE TRUTH.

Most Editors Too Charitable to
Print All—Kansas Editor Is
Not.

People who are given to abusing the newspaper for what it prints or omits to print, as the case may be, should take a hint from an article published in a Kansas paper, and be thankful that the editor does not always tell the whole truth or go into details concerning certain affairs. Frequently the editor is tempted to "tell things" as he sees them, but charity forbids. Then, in turn, let the reader refrain from abusing the paper.

This Kansas editor, in describing an entertainment in his town says:

It was, with one or two exceptions, the rottenest thing of the kind ever seen in Atchison. The singing of Miss Rildea Farlinson was something awful, sounding most of the time like a pig squealing for something to eat. Miss Farlinson is the victim of politeness. Her friends pretended to enjoy her singing in private whereas they are bored. They spurred her on to make herself extremely ridiculous last night, and did her great harm by not giving her a hint as to the truth.

The Landerson sisters played a duet on the piano for 15 minutes by the watch. It was thought it would not be polite not to applaud, and brought on a second attack, which lasted ten minutes. The sisters were probably ruined for good housekeepers by this misapplied kindness of the audience. Falsen Iterson, a youth who should be put to work, sang one of those maudlin popular songs about Sadie going away from home because her father would not keep her supplied with street car tickets. Falsen loafs around with the girls too much, and he will never amount to anything. The violin solo by Miss Ancherly was too bad for description, and the accompaniment was no better.

The recitations by Annie Chanter and Alice Pointen were the same old thing, on the same old subjects. Yet both were applauded, and their rinds turned from the right channel of housework and dishwashing. It was an unfortunate and painful affair throughout, and no good can come of it.

The Truth of It.

She—I always think of motoring as the poetry of motion.

He—Yes, until the machine breaks down. Then it becomes blank verse.—Puck.

A Savings Bank Account

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of many a fortune.

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way of accumulating
money.

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against failure.

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**EDWARD EVERETT HALE.**

Preacher, novelist, philanthropist, chaplain of the United States senate. Called by President Roosevelt the "Timoleon of the day."

The old remedies are the best. Hickory Bark Cough Remedy has been in use for over one hundred years by the old Dutch Dunkards of Pennsylvania, and is still in use by all the old families of Western Pennsylvania. Is absolutely pure; made from the bark of the white or shell-bark hickory tree. The bark is ship-lake, Ore., For sale by all dealers everywhere.

REFUSE SUBSTITUTES OR IMITATIONS—GET WHAT YOU ASK FOR.

Not a Disbeliever.
"I suppose," remarked the dear girl, "that you do not believe in love at first sight?"
"Oh, yes, I do," replied the old bachelor. "If men were gifted with second sight they would never fall in love."—Home Magazine.

She Found Relief.
If you are troubled with liver complaint and have not received help read this. Mrs. Mary E. Hammond, Moody, Texas. "I was in poor health with liver trouble—for over a year. Doctors did me no good and I tried Herbine, and three bottles cured me. I can't say too much for Herbine, as it is a wonderful liver medicine. I always have it in the house. Publish where you wish." Sold by D. J. Fry.



IT IS ENOUGH TO MAKE YOU LAUGH TO HEAR PEOPLE TRYING TO COMPARE VARIOUS BRANDS OF BAKING POWDER WITH EPPLEY'S PERFECTION. IF YOU WISH TO SECURE A STRICTLY HIGH GRADE BAKING POWDER, REASONABLY PRICED, INSIST ON GETTING EPPLEY'S PERFECTION. PUT UP IN JELLY GLASSES AND SOLD BY ALL THE LEADING GROCERS AND DEALERS. MANUFACTURED BY C. M. EPPLEY, SALEM, OR.

WORKING WOMEN, WHAT THEY SHOULD KNOW**MRS. SADIE ABBOTT****MRS. PREE MCKITTRICK**

Women for the most part spend their lives at home, and it is these women who are willing and ambitious that their homes shall be kept neat and pretty, their children well dressed and tidy, who do their own cooking, sweeping, dusting and often washing, ironing and sewing for the entire family, who call for our sympathy. Truly the work of such a woman is "never done" and it is any wonder that she breaks down at the end of a few years, the back begins to ache, there is a displacement, inflammation or ulceration of the abdominal organs, a female weakness is brought on, and the struggle of that wife and mother to continue her duties is pitiful.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, is the exact medicine a woman needs whose strength is overtaxed. It keeps the feminine organs in a strong and healthy condition. In preparing for childbirth and recuperating therefrom it is most efficient. It carries a woman safely through the change of life and in making her strong and well assists her to be a good wife and mother.

Mrs. Sadie Abbott, of Jeannette, Pa., writes:

Dear Mrs. Pinkham—
"I suffered severely with pain every month and also a pain in my left side. My doctor prescribed for me but did me no good; a friend advised Lydia E. Pinkham's Vegetable Compound and I wrote you in regard to my condition. I followed your advice and am a perfectly well woman. The pains have all disappeared and I cannot recommend your medicine too highly."

Lydia E. Pinkham's Vegetable Compound Succeeds Where

Mrs. Pree McKittrick, of Wis., writes:
Dear Mrs. Pinkham,
"For six years I suffered weakness. I was so irregular that I could not go to work. I thought I would give Lydia E. Pinkham's Vegetable Compound a trial. Now I am once more able to work without a pain. Any woman can write to me and I will gladly."

Women should remember E. Pinkham's Vegetable Compound holds the record for the number of actual cures of every suffering woman. United States is asked the following invitation. It brings your health and your life.

Mrs. Pinkham's invitation
Women suffering from female weakness are promptly communicated. Pinkham, at Lynn, Mass., symptoms given, the true located and the quickest way of recovery advised. vast volume of experience female fills Mrs. Pinkham has the very knowledge help your case. Her aid and always helpful.

Announcement

To my patrons and the public

That I have added a Horse Shoeing department with a horse shoer, and the patronage of any and all will be appreciated in this line. Special attention paid to interfering, over- and lame horses. Satisfaction guaranteed. We pay special attention to building trucks, express and delivery wagons, and hicles. A first-class paint shop and an thorough painter hicles. Paints, oils, varnishes and lubricating oils of all Wagens, buggies and hacks, also farm implements of all plows, harrows, cultivators. Agents for the Era boilers gines, Nicholas & Shepherd traction engines, sawmill ery and gasoline engines. It will indeed pay you to us if you need any of these lines. Come and see us, whether you buy or not. Communications by mail ly answered.

GEO. B. JACOB

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SOUTHERN PACIFIC CO.

Time Card No. 48—Effective
June 16.

Toward Portland—Passenger.

No. 16—5:23 a. m., Oregon Express.
No. 18—8:40 a. m., Cottage Grove Passenger.
No. 12—4:45 p. m., Shasta Express.
No. 14—9:28 p. m., Portland Express.

Toward Portland—Freight.

No. 222—10:55 a. m., departs 11:38 a. m., Portland Fast Freight.
No. 226—10:40 a. m., departs 11:38 a. m., Way Freight.

Toward San Francisco—Passenger.

No. 11—11:03 a. m., Shasta Express.
No. 17—6:42 p. m., Cottage Grove Passenger.
No. 15—9:56 p. m., California Express.
No. 13—1:31 a. m., San Francisco Express.
Toward San Francisco—Freight.
No. 221—2:33 a. m., San Francisco Fast Freight.
No. 225—11:55 a. m., arrives 11:25.

CORVALLIS & EAST

TIME TABLE NO.

Trains from and to

No. 1—
Leaves Yaguina
Arrives at Corvallis
Arrives at Albany
No. 2—
Leaves Albany
Leaves Corvallis
Arrives at Yaguina
Trains to and from

No. 3—

Leaves Albany
Arrives at Detroit
No. 4—
Leaves Detroit
Arrives at Albany
Trains for Corvallis

No. 5—

Leaves Corvallis
Arrives at Albany
No. 10—
Leaves Albany
Arrives at Corvallis
No. 6—
Leaves Albany
Arrives at Corvallis
Trains for Albany

No. 5—

Leaves Corvallis
Arrives at Albany
No. 9—
Leaves Corvallis
Arrives at Albany
No. 11 (Sunday only)—
Leaves Corvallis
Arrives at Albany
No. 12 (Sunday only)—
Leaves Albany
Arrives at Corvallis
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