

SPEED OF FREIGHTS.

Western Railroad Companies Talk of Reducing It.

Proposed Reform in Running Rate Gives Promise of Great Saving in Expense and Wear and Tear.

Railroad officers are seriously considering the possibility of reducing freight train speeds, and we believe that the subject is to be introduced at the next meeting of the Western Railway club by a gentleman quite competent to present it. We should not be surprised if it is correct to say that no other single reform would yield so large an increase in net earnings. A dozen or fifteen years ago the doctrine was pretty ably stated and supported that there would be actual economy in running freight trains faster than they were then run, for the losses in wages, in interest on the equipment, in radiation of heat from the boiler and engines because of the longer time in service, and perhaps other elements, united to make it actually more expensive to move freight trains at low speeds than at high speeds. But even then the highest speed seriously contemplated as economical was 20 miles an hour, with 30 as the maximum at very favorable points.

It is probable that the notions then plausibly supported have had a certain effect in practice during the intervening period, although unquestionably the one great reason why freight train speeds have been run up to the wasteful height that they have now reached is the pressure for getting and holding competitive traffic. Engineering considerations have had mighty little to do with the case.

A reform such as is proposed falls into the same class as reduction of passenger train speeds and cutting of duplicate passenger service a kind of reform often discussed, but in which little has yet been accomplished. A wise control of freight train speeds would not reduce the expenditure of productive energy, but it would save waste, and so it would not only add to the wealth of the railroad companies which might have the courage to carry out such a reform, but it would add to the wealth of the world. We judge that there can be little question as to the possibility of such a saving, considered from an engineering standpoint. The great difficulty will come from the traffic department. But the engineers can at least try to analyze the subject and to state somewhat definitely the sources of waste and the amount of the economies to be possibly attained.

It is obvious that at slow speeds heavier trains can be hauled. We at once introduce here an economy in wages. If we do the same work with three trains that was formerly done with five trains we save a part of the wages of the crews of two trains. Obviously, all of these wages cannot be saved, because as trains are run slower they must be longer on the road, and although wages are based on the length of run, still they must ultimately come down to the basis of time spent.

In spite of the ingenious argument that the longer the locomotive is on the road the greater will be the loss of heat by radiation, nevertheless, it will probably be admitted by almost everybody that a great deal of fuel can be saved by running freight trains slower than many of them are now run, inasmuch as a greater amount of heat energy in the coal will be transferred to available energy in the steam at some comparatively low speed.

These, we take it, are the chief elements of economy, namely, wages and fuel, but there are other elements which must be important. The reduction of the cost of maintenance of track and equipment would be considerable. Aside from the saving in normal wear and tear, there would be a certain saving—probably not great, but still significant—in the losses through accidents. It is a matter of common knowledge that many derailments, such, for example, as those from broken wheels, have been made much more costly by high speed than would have been the case at low speed.

It is not clear that, generally speaking, a saving could be made by the more regular and uninterrupted movement of the traffic over the road if freight trains were run at low average speeds. It is easy to see that with a mixed traffic the operating difficulties might be increased, but on the other hand, it seems reasonable that on most roads freight trains could jog along at a slow and steady pace and keep their intervals and keep out of the way of the relatively few fast trains just as well as if the average freight train speed was high. Possibly they could do this even better at a normally low schedule.—Railroad Gazette.

No Panic in England.

One of the most striking features of the present situation is the steadiness and freedom from panic shown, not only as is natural, in military circles, but in the British public at large. This has been equally noticeable upon previous occasions when partial and preliminary reverses had occurred in the initial stages of a campaign. Military students, of course, are aware that to meet with unchecked success in a contest with a brave and well-armed enemy is a piece of good fortune too good to be relied upon, for, in spite of the skill of commanders and the valor of the troops, isolated checks and reverses are as probable in a military campaign as in the conduct of complicated business transactions. Especially must this be the case where troops are dependent upon a long line of communication in the presence of forces numerically their superior, and where relatively small bodies of men are operating over a field of vast extent and are necessarily occasionally isolated from each other.

PACIFIC COAST NEWS.

ITEMS OF INTEREST PICKED FROM THE WEEK'S DISPATCHES.

Fatal Explosion at Bakersfield—Terrible Deed of a San Francisco Bookkeeper—Notary Publics Hold Office For Four Years.

Bicyclists are endeavoring to have a bicycle path built from San Francisco to San Jose.

One day last week at San Francisco Thomas Cavanaugh fell from a window while walking in his sleep and received injuries which caused his death. The same day Hans Anderson, a painter, fell from a building and was killed.

Morris McHenry, an expressman, was killed at San Francisco by being struck by a locomotive. He tried to drive in front of a moving train but was not quick enough.

John Hillman, second officer of the army transport Grant, was killed at San Francisco by being struck on the head by a steam launch that was being hoisted on board.

John E. Sweeney, a member of the San Francisco fire department, was so badly burned at a fire last week that he died. He rushed in to a burning boiler and rescued an old man and received his fatal injuries while doing so.

S. H. Billings, commercial salesman for a Boston shoe house, was killed by a Santa Fe train near San Diego. He was riding his bicycle near the track and did not hear the train.

Lieutenant Governor McInnes of British Columbia, was dismissed from office recently and Sir Henri Joly appointed in his place.

James Allen Shore, died recently at Corvallis, aged 83 years. He was born in Kentucky and came to California in 1849, residing in Mendocino county since 1886. His wife survives him, and 12 children, 80 grandchildren, and 25 great-grandchildren.

While walking along the bluffs near New Brighton Edward Webb of Los Angeles fell over a bluff and struck on the beach 40 feet below. He died two hours afterwards.

The war department has directed that plans be drawn for a battery of two 3-inch guns to be located at the entrance of San Diego harbor.

Judge Seawell of San Francisco decided that the notaries who were removed by Governor Gage last year before the expiration of the term of four years, which each claimed, were entitled to hold for four years, and that their term was not at the pleasure of the governor.

Emma Golden (colored), was stabbed and instantly killed in Portland, Or., by Mrs. Fay Severe, also colored. Mrs. Severe claims that the Golden woman was attempting to alienate the affection of her husband.

David Black, Joe Pelland and "Clam Joe," all loggers, were drowned in the Chehalis river, Wash., by the capsizing of a boat during a squall.

The mutilated body of Claude Withington of Bakersfield was found on the railroad track near Kingsburg. The young man had evidently fallen from a train.

Miss Ethel Ryder of Woodland, was drowned at Rumsey by the accidental capsizing of a boat.

Another brick building is to be constructed on Redding's Market street. T. J. Houston has purchased from Peter Hoff, Sr., a frontage of 25 feet adjoining the Houston building on the south. He will construct an addition to his building, the bottom floor of which will be used for undertaking parlors.

Sonoma county hop-growers have formed a permanent organization.

Dr. J. M. McNulty, city health officer of Santa Barbara, formerly of San Francisco, died recently aged 74 years. He leaves a widow.

Howard Franklin, 17 years old, was drowned at Newport beach while bathing in front of the hotel.

Harrison de Silva Pike, a bookkeeper, shot and killed his wife in her home at San Francisco and then committed suicide one day last week. They had been separated and failure to effect a reconciliation and drink drove the husband to the desperate deed.

James J. Jamieson a prominent officer of the Native Sons of the Golden West, died some days ago at San Francisco after a long illness.

John Sedgwick, for 50 years a prominent figure in California, got into a quarrel at his place of employment in San Francisco with Thomas R. Doyle and ended the affair by shooting at him. None of the four shots took effect.

The indictment against Henry P. Dalton, assessor of Alameda county, has been dismissed by the court. Dalton was accused of destroying a public record and other misdeeds, none of which was sustained.

The famous Muir glacier of Alaska was badly broken and its beauty destroyed by the heavy earthquakes in that locality some time ago.

An explosion in an engine oil tank at Bakersfield, caused the death of Byrd Gilmore and Patrick Quinn and the loss of the Southern Pacific roundhouse, with 12 engines valued at \$30,000 each. Quinn and Gilmore were instantly killed. Their charred and unrecognizable bodies were found in the cinders near the engine upon which they were working. J. C. Dearburg and John Kennedy were severely injured, the former by being burned about the head and neck, the latter by burns upon his arm. Kennedy's leg was crushed also. The cause of the explosion is unknown, but it is attributed to spontaneous combustion.

ARTISTIC AND SERVICEABLE.

A Variety of Useful and Ornamental Trifles for Lovers of Finery.

A dainty pine cushion is made in the following way: Make a cushion about four inches wide and eight inches long, stuffing the bran or sawdust in very tightly to give a round appearance. Cover with light blue satin; over the upper part lay a piece of bolting cloth on which flowers or a jewel pattern has been embroidered in colored filo. The edge of the cushion is finished with a double ruffle of satin, cut on the bias and wide enough to conceal the lower part of cushion. Over the ruffle should fall a frill of filmy white lace.

To make a pretty shaving pad, cut two pieces of green felt into the form of a maple leaf, somewhat larger than the natural size, and place between them leaves of tissue paper cut the same shape as the felt; hold in place by a narrow ribbon passed through the base of the leaves and tied with a bow.

A nice lamp mat is made of a square of green felt, with maple leaves of the felt fastened to every corner. The leaves are veined with yellow silk, and green ribbon an inch wide conceals the edges of the felt.

A pretty toothbrush holder is made of a long piece of white linen turned up at the bottom to form a pocket. This holds the brushes and is lined with oilcloth, the outside being ornamented by a design worked in pale blue and pink filo. The upper part of the piece of linen is rounded off and folded over so as to conceal the slightly protruding ends of the brushes, and has the word, "Toothbrushes" worked upon it in light blue filo. The edges of the toothbrush holder are finished in button hole stitch or bound with narrow light blue ribbon.

A useful and pretty fancywork apron is made of white art denim and is about half the length of the skirt when finished, being turned up about nine inches at the bottom to form three pockets; in these are kept thread, scissors, etc. On the pockets is stamped some conventional design, to be worked with colored filo. The top of the apron is finished with a hem half an inch in width, with a drawstring inserted.—Housekeeper.

Growth of Language.

The principle of growth in language, as in all else is variation. And when the early races felt that variation had been carried far enough within the limits of the vowel language, rich as it was in tone and melody, a new direction for growth was unconsciously sought. It was found by adding semivowels to the already existing vowels—that is, by partially closing the lips, or bringing the tongue near the teeth, or palate, or throat, while the vowels were being spoken. This would give words like wawawa or yayaya, and the like, and so with other vowels. Let me give a few words which still survive from this epoch, in Polynesian, which are rich in pure vowel words: ahi, aho, hau, bihi, ha, hae, wa, wai, which mean fire, light, wind, ray, breath, envy, expanse, water—all elements or elemental emotions.—Charles Johnston, in Contemporary.

Search Lights at Fires.

An electric search light, mounted upon a wagon resembling in general appearance an ordinary fire engine, is to be added to the equipment of the New York city fire department. An engine and dynamo, carried by the wagon, supply two lights, each having an 18-inch lens. The light can be either concentrated on a particular point, or spread over a wide area, and if necessary the lamps can be carried to a distance from the wagon, the electric connection being maintained with insulated cables. The object of the search-light engine is both to illuminate dark streets and corners where the firemen have to place their hose and to throw light into windows and upon roofs where people are to be rescued from the flames and smoke.—Youth's Companion.

Women Think

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TIMBER LAND ACT, JUNE 3, 1878. NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, ROSEBURG, OREGON, April 23, 1900. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timberlands in the States of California, Oregon, Nevada, and Washington Territory," WILLIAM L. MOORE, of Medford, County of Jackson, State of Oregon, has this day filed in this office his sworn statement, No. 96, for the purchase of the N. 1/2 of Section No. 6, in Township No. 34, Range No. 2 E, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Roseburg, Oregon, on Wednesday, the 18th day of July, 1900. He names as witnesses: William H. Moore, of Rose Hill, Iowa; J. E. Olsen, of Medford, Oregon; J. Heffner, of Medford, Oregon; and B. Higginbotham, of Leeds, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 18th day of July, 1900.

J. T. BRIDGES, Register.

NOTICE FOR PUBLICATION.

Land office at Roseburg, Oregon, May 23, 1900. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before Gus Newbury, county clerk of Jackson County, Oregon, at Jacksonville, Oregon, on July 14, 1900, viz: MARLIN E. MERLE. On his H. E. No. 973, for the E. 1/2 NE. 1/4 NE. 1/4, Sec. 14, T. 34 S., R. 3 E. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: B. F. Edmondson, R. L. Parker, W. L. Edmondson, and J. J. Paine, all of Big Butte, Jackson County, Oregon.

J. T. BRIDGES, Register.

NOTICE FOR PUBLICATION.

Land office at Roseburg, Oregon, May 2, 1900. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before Gus Newbury, county clerk of Jackson County, Oregon, at Jacksonville, Oregon, on July 9, 1900, viz: WILLIAM J. COLVIN. On his H. E. No. 8405, for the SE. 1/4 NE. 1/4 NE. 1/4, SW. 1/4 NE. 1/4, Sec. 28, T. 32 S., R. 2 E. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: C. W. Kiehl, Nelson Nye, H. C. Vaughn and McHenry Pardee, all of Prospect, Jackson County, Oregon.

J. T. BRIDGES, Register.

Administratrix's Notice.

NOTICE is hereby given that the undersigned has been appointed by the County Court of Jackson County, Oregon, administratrix of the estate of Charles Williams, deceased. All persons having claims against said estate are hereby notified to present them to me, at the office of J. K. Nell, in Jacksonville, Oregon, on or before six months from the date of the first publication of this notice.

Dated May 25, 1900.

MARY E. WILLIAMS, Administratrix of the Estate of Charles Williams, Deceased.

Summer Resorts.

To the mountains our people in increasing numbers yearly look for those days of relaxation and recreation necessary to maintain the human machine in fair working condition. The languorous sloth of the seashore proves very seductive while it lasts, but many have decided that the annual outing should provide not only radical change of air and surroundings, but also such stimulation of flagging energies as will provide brain and vigor for the return to labor. For this they urge the mountain climb and ramble, the balsam of the mountain pine, and the clear, unadulterated mountain air.

In this direction the Shasta Route now affords a wealth of attractions. The entire line of road from Ashland to Redding is studded with charming and accessible hotels and camps, where are cheer and comfort and healing at reasonable cost, and where you can hunt, fish, ride, loaf, or play with equal facility.

Or if you look for healing waters, none better can be found, hot or cold, than the springs of Ashland, Collieston, Anderson, Bartlett, Byron and Paso Robles.

Before visiting Europe, the people of the Northwest should see the glories of Yosemite Valley, and the wondrous groves of Mariposa and Calaveras; the Parklands are likely to make inquiries concerning these attractive resorts.

Send to Mr. C. H. Markham, General Passenger Agent, Portland, for new booklets on Castle Crags, Shasta Springs, McCloud River, Yosemite, and excursions rates thereto.

—In matters of final proof THE MAIL will make out all papers necessary for the commencement of proof free of charge.

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J. T. BRIDGES, Register.

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SOCIETIES OF MEDFORD.

F. of A.—Court Mt. Pitt No. 24, meets in Foresters' Hall every Wednesday at 8 p. m. Visiting brothers always welcome. J. M. STEWART, Sec.

I. O. O. F.—Lodge No. 88, meets in I. O. O. F. Hall every Saturday at 8 p. m. Visiting brothers always welcome. J. M. STEWART, Sec.

I. O. O. F.—Stogue River Encampment, No. 30, meets in I. O. O. F. Hall the second and fourth Wednesdays of each month at 8 p. m. W. T. YORK, Sec.

Olive Rebekah Lodge No. 38, meets in I. O. O. F. Hall first and third Tuesdays of each month. Visiting sisters invited to attend. Mrs. LILLIAN HARVEY, N. G. Mrs. MINNIE CALKINS, Rec. Sec.

A. F. & A. M.—Meets first Friday on or before full moon at 8 p. m. in Masonic hall. W. V. LIPPINCOTT, Rec. Sec.

K. of P.—Tallman Lodge No. 31, meets Monday evening at 8 p. m. Visiting brothers always welcome. EUGENE OHS, C. G. S. E. COLE, K. of R. and H.

Knights of the Maecenas.—Trumpets Tent No. 14, meets in regular order on the 1st and 3rd Tuesdays of each month in A. O. U. W. Hall at 7:30 p. m. Visiting Sir Knights cordially invited to attend. G. L. WEBB, Commander.

A. O. U. W.—Degree of Honor—Mother Lodge No. 56, meets every second and fourth Tuesday evening of each month at 8 p. m. in A. O. U. W. Hall. Mrs. CHARLIE M. CHODURA, C. of M. Mrs. DELIA DODGE, Rec.

A. O. U. W.—Lodge No. 98, meets every 2nd and 4th Wednesday in the month at 8 p. m. in their hall in the opera block. Visiting brothers invited to attend. W. LAWTON, M. W. N. L. NARRAGAN, Recorder.

Woodmen of the World—Camp No. 90, meets every Friday evening in Adkins-Denol block, Medford, Oregon. W. H. MERRICK, C. O. JOE SHORE, Clerk.

Chrysanthemum Circle, No. 84, Women of Woodcraft—Meets second and fourth Tuesdays of each month at 8 p. m. in Woodmen hall. Visiting sisters invited. HARRIS WEBB, C. M. ADA M. MILLER, Clerk.

W. R. C.—Chester A. Arthur Corps No. 34, meets second and fourth Monday of each month at 8 o'clock p. m. in Woodman's hall. Visiting sisters invited. Mrs. J. H. WHITMAN Pres. MARY E. HENNEY, Sec.

G. A. R.—Chester A. Arthur Post No. 47, meets in Woodman's hall every second and fourth Monday night in each month at 7:30. Visiting Comrades cordially invited to attend. D. K. ARDANS, Com. F. M. STEWART, Adjutant.

W. C. T. U.—Meets every other Wednesday in the Halley Block. ADDIE HALL, Pres. Mrs. MAY COX, Sec.

CHURCHES OF MEDFORD.

Main: Marks Episcopal: Sunday school meets at Episcopal Church every Sunday morning at 10 o'clock; divine service every first and third Sundays at 7:30 p. m. Rev. Chas. Hoeth, Rector.

Methodist Episcopal Church—W. H. Moore, pastor. Preaching every Sabbath at 11 a. m. and 7:30 p. m. Sunday school at 10 a. m. H. L. Gilkey, supt. Class meeting every Sabbath at close of sermon. Levi Faucett, leader. Epworth League every Wednesday at 8:30 p. m. Prayer meeting every Thursday evening at 7:30. Ladies' sewing circle every week. Missionary society meets the first Friday in each month.

Presbyterian Church—Rev. A. Haberly, pastor. Preaching at 11 a. m. and 7:30 p. m. Sunday school at 10 a. m. Junior Endeavor Society at 2:30 p. m. Sunday. Prayer meeting on Wednesday evening at 7:30 o'clock.

Baptist church—Rev. T. L. Crandall, pastor. Sabbath services: Preaching 11 a. m. and 7:30 p. m. Sabbath school 10 a. m. Y. P. S. C. E. 6:30 p. m. Prayer meeting Wednesday evening at 8:30 p. m. covenant meeting at 2:30 p. m. on Saturday preceding first Sabbath. Strangers and friends always welcome.

Christian church—Corner of Sixth and I streets. Preaching at 11 a. m. and 7 p. m. Sunday school at 10 a. m. Junior Endeavor at 2 p. m. Y. P. S. C. E. at 6:30 p. m. Prayer meeting every Thursday evening. Ladies' Missionary Auxiliary to C. W. B. E. first Thursday 7:30 p. m. each month. Choral Union every Friday at 7:30 p. m. The people welcome. O. J. Gist pastor. Resides at the church.

Methodist Episcopal Church South—Rev. E. P. Wilson, pastor. Preaching every Sunday at 11 a. m. and 7 p. m. Sunday school at 10 a. m. Epworth League, prayer and praise meeting each Sunday at 2 p. m. Prayer meeting Wednesday evening at 7 o'clock. Women's Home Union Society meets first Thursday in each month at 2:30 p. m. Mrs. E. H. Pickett, president.

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