

BUSICK'S

Salem Albany Woodburn
Order from Nearest Store

Soap	
29 Bars Luna White laundry soap	\$1.00
30 Bars Lenox soap	1.00
This soap is manufactured by Proctor & Gamble, makers of Ivory.	
18 Bars Crystal White soap	1.00
22 Bars White Wonder soap	1.00
22 Bars Royal White soap	1.00
10 Bars Ivory soap	78c
8 Bars Cream Oil soap	20c
3 Bars Palm Olive soap	23c
Large package Citrus	25c

Syrup	
1 gal. Amber Karo	75c
1/2 gal. Amber Karo	40c
1/2 gal. Crystal White Karo	44c
1 gal. Crystal White Karo	85c

Crisco and Lard	
9 lbs. Crisco	\$1.55
6 lbs. Crisco	1.13
3 lbs. Crisco	57c
No. 5 Cascade Lard	80c
No. 10 Cascade Lard	\$1.60

Salad Oil	
1 gal. Wesson Oil	2.25

1/2 gal. Wesson Oil	1.20
1 qt. Wesson Oil	70c
1 pt. Wesson Oil	35c
1 gal. Mazola	2.25
1/2 gal. Mazola	1.20
1 qt. Mazola	70c
1 pt. Mazola	37c

Canned Goods	
5 cans Extra quality Tomatoes	55c
5 cans Standard Tomatoes	50c
Royal Club Tomatoes, can	15c
Delmonte Tomatoes, can	15c
Fancy Corn can	17c
5 cans Extra Standard Corn	60c
Medium grade corn, can	15c
1-lb cans Alaska Salmon, 5 cans	49c
Shrimp, can	23c
Oysters, can	20 & 35c
3 cans large California sardines	45c

Beans and Rice	
18 lbs fancy re-cleaned Navy Beans	1.00
Lima Beans lb	9c
18 lb Fancy Jap Rice	1.00
16 lb Fancy head Rice	1.00

100 lbs. C. & H. Berry Sugar \$6.75

Subject to Market Changes.
Every Item in Our Store Whether Listed Here or Not Is Guaranteed to be on Today's Market. Are You Paying More?

Jars and Caps	
Mason quarts	95c
Mason pints	90c
Mason Caps	27c
Economy Caps	28c
Kear Self Seal Lids	15c
Rubbers 4 for	25c
Guaranteed new stock.	

Coffee, Tea and Spices	
1 lb M J B Coffee per lb	38c
3 lb M J B Coffee per lb	37c
5 lb M J B Coffee per lb	36c
3 lb Royal Club Coffee, per lb	36c
1 lb Royal Club Coffee	37c
1 lb B Brand Coffee Vacuum packed, Put up by M J B Co.	35c
3 lb B Brand Coffee	1.00
5 lb B Brand Coffee	1.50
American Club Coffee, 1 lb	30c
American Club Coffee, 3 lbs	29c
American Club Coffee, 5 lbs	28c

Chocolate, Cocoa	
1 lb Ghirardelle's	35c
3 lbs Ghirardelle's	1.00
Cocos, bulk, 2 lb	29c
1 lb Hershey's	23c
3 pkgs Jello	29c
3 pkgs Jiffy Jell	29c
5 lbs Macaroni	35c
2 lbs Grape Nuts	35c
2 Shredded Wheat	30c
2 Kellogg's Corn Flakes	22c
2 Post Toasties	22c
Large pkg Oats	30c
Oly, Golden Rod, Albers	

Fancy Bulk Coffee, 10 lbs	1.85
Here is another good value hard to beat:	
1 lb Bulk Coffee	20c
6 lbs Bulk Coffee	1.00
10 lbs Bulk Coffee	1.80
2 oz. Cinnamon	10c
2 oz. Nutmeg	10c
All other flavors, 3 for 25c	
Fancy English Breakfast Tea, lb	37c
Spider Leg Tea, lb	40c
Gunpowder Tea, lb	35c
Folger's Shasta Tea, Black or Green, 1/2 lb	25c
Lipton's Tea, 1/2 lb	40c

CURIOSITY SATISFIED.
Stay-at-Home—I think I will go this summer to tour the battlefields in France. Would you like to go? Returned Soldier—I helped to make them battlefields.

SHIPPING CONSTRUCTION.
The world's tonnage of merchant shipping is greater than ever before and is increasing more rapidly than at any former period in maritime history.

TIME CARD
Valley & Siletz Railroad
Motor Leaves Independence Daily 10:50 a. m.
Motor Leaves Independence Daily Except Sunday 4:10 p. m.
Motor Arrives Independence, Daily 9:50 a. m.
Motor Arrives Independence, Daily Except Sunday 3:50 p. m.
Freight service daily except Sunday. Leave Independence 7:30 a. m.
L. E. WATSON, Supt.

Vacation Trips

Now's the time to plan a visit back east to your old home town, or an outing to your favorite resort by the seashore or in the mountains.

Back East	New Eastbound
Low Round Trip Tickets THROUGH California	One-way Fares THROUGH California
are now on sale at Reduced Fare	will be in effect June 10 and daily, thereafter

Final return limit round trip tickets, three months from sale date not exceeding October 31st. Stop-overs permitted and choice of routes.
On your back east trip, see Crater Lake, Lake Tahoe, Yosemite, Sequoia National Park, Carriazo Gorge—a grand and highly colored canyon seen from the car windows—or the Apache Trail and Roosevelt Dam.

Week End and Season Excursion Tickets

are now on sale to

Tillamook County Beaches	Newport
A particularly attractive trip across the Coast Range Mountains. These beaches include Rockaway and Garibaldi Beach Resorts, Neah-Kah-Nie, Manzanita and Bayocan.	A delightful seashore resort on Yaquina Bay and the Pacific Ocean. An ideal place for the family. Large natatorium and salt water baths—various forms of amusement.
Daily train leaves Portland Union Station 8:15 a. m.	Daily Train Service
Special week-end train leaves Portland Union Station Saturday 12:45 P. M.	"Oregon Outdoors," our new Summer booklet, graphically describes the different resorts in Western Oregon, and includes hotel and camp information. Copy free on request.

Electric trains leave Portland, 4th and Stark Sts., 1:15 P. M., connecting with week-end train at Hillsboro. No baggage handled on electric train.

Mountain and Other Resorts

Detroit (Breitenbush Hot Springs, Mt. Jefferson Country.)—Tickets now on sale.
McCredie Hot Springs—Tickets now on sale.
Josephine County Caves—Tickets now on sale.
Crater Lake (a lake in the extinct crater of a volcano)—Tickets on sale July 1st.
Shasta Mountain Resorts—Tickets on sale, daily, on and after June 10th.
Yosemite National Park—Tickets on sale, daily, on and after June 10th.

For particulars as to passenger fares, routes, train schedules or sleeping car reservations, inquire of any ticket agent of

SOUTHERN PACIFIC LINES

JOHN M. SCOTT,
General Passenger Agent.

HORRORS OF FLOOD GRAPHICALLY RECITED

D. J. Kreamer Tells Experiences of a Night When Minutes Were Hours and Eternity Only a Short Span

D. J. Kreamer, of Salida, Col., a brother of our O. A. Kreamer, was caught in the Pueblo flood and the Salida (Col.) Record contains the following gripping story of his experiences:

Flirting with death during a night of six long hours on top of upturned Pullmans, with from six to fifteen feet of the whirling, muddy Arkansas rushing alongside, lapping angrily for the human prey just out of reach; six hours spent in Stygian blackness with the downpour of rain, the booming of crashing buildings, and the screaming and wailing of terror stricken people all around, was the awful experience of D. J. Kreamer of Salida in the Pueblo flood which has been the theme of all conversations for the past week.

His statement follows:
"I had been in Denver June 2nd attending our state optometrical society. Returned Friday morning. We arrived in Pueblo on time about 8:15 p. m. There was no rain falling. The regular twenty minute stop for lunch was observed, the passengers going over to the lunch room, others coming through the gates to the train in the regular form. Those who had berths engaged went to bed. I was sitting in

the smoking car talking. Finally the city fire whistle began to screech and scream. I remarked that there must be a big fire somewhere.

"We had then been standing longer than our regular time—about thirty minutes in all. Some one said we would have to stay there ten or twelve hours. I asked the conductor. He said they were relieved from duty, so I said I was going over town and go to bed. Taking my grip I started over town. Just got into the depot and saw several persons and the depot employees looking up the street, and could see the water coming down. It was then about two feet deep as I could see as it was passing a standing auto that it was above the running board. I remarked that I was going back to the train. About that time the lights of the city all went out as the power house had been filled with water. Several of us stood on the platform beside the train. Finally the express messenger who was standing in the door of the baggage car yelled out, 'Get out of there! Don't you see that water coming?' We turned our heads to the west and there was about three inches of water coming down the platform. We all carelessly stepped onto the train. I stood on the car platform, watching the water which was somewhat amusing. In about 15 minutes it was up to the car steps. About that time a switch engine coupled onto us in the rear and started back. They were presumably taking us out of the water course. We temporarily ran out of the water. I de-

ecided to go to bed in the Pullman as did many others. The switch and train crews were about 20 minutes getting back to the Arkansas bridge. In a few minutes our porter came to my berth and said 'Boss, get out of there and into the upper berth.' I did so and everything seemed more or less safe. Soon I heard someone running over the top of the car, then the porter from the car ahead of us came pouncing in and yelled out, 'My car has turned over and all the passengers were drowned. I don't all I could; I couldn't help it.' The mail car, two baggage cars, smoker and day coach had tipped and twisted. The passengers had gradually come back to our car, or crawled out of the windows of their own cars and went out on the top of the cars. The water came flowing into the car when the porter opened the door, and our passengers piled out of their berths some of them without clothes other than their night clothes. The car ahead of us had partially tipped over, so we boosted one another out onto this car through a little opening in the vestibule. It was then raining hard. About that time the driftwood and water pressure had become so great that our Pullman had become broken from the engine and the drift wood started down stream. I could see at least two of the parties trying to cross down with the drift wood when the dam gave away; about five got across and several got back.

"Glass was cracking, boards were breaking, and pandemonium reigned. Soon houses began to float down stream and would bump against our

cars. About that time some building about a half mile away caught fire. It lit the heavens so we could see around a little. All this time a terrific thunder and lightning storm was raging. We were relieved to some extent. But as far as we could see it was water, water. This was about 1:45 a. m.

"About 2:30 someone yelled, 'The water is going down as I can see a post that was standing.' In about thirty minutes other objects appeared.

"About 3:45 someone gave out the word that there was a Pullman that was not turned over and for everyone to crawl down out of the cold. This happened to be the very car I had gone to bed in. We crawled into the upper berths as the lower ones were full of mud. About 4 a. m. word came that we could get into Neukoll's packing plant. We found a little opening at the end of the car where we could boost and pull one another out, so over cars, through mud and water, over ties, lumps, cinders, etc., we reached the packing house, winding up the long run-way where stock is driven, we reached the fifth floor of the packing plant where fires were built on the brick floors. First aid was administered to any who were in any way cut, bruised or without clothing.

"The damage done to the business of Pueblo was appalling. Stocks were washed away, business houses tumbled into the street, street cars strewn over town, houses floating down main street, etc."

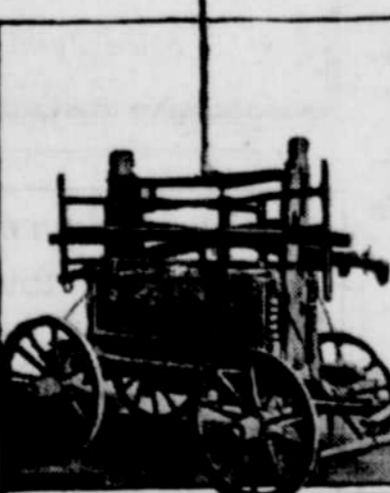
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THE BOW OPTICAL CO.

Dr. Burdette, Optometrist
Opposite Ladd & Bush Bank
We manufacture our own lenses in our own grinding laboratory.

OLD TIME FIRE ENGINE



Herewith is pictured a fire engine which was in use in Upper Austria in the Eighteenth century. It is now on exhibition in the national museum in Vienna.

A drop of printer's ink will make a million think.

Mr. Barnes, U. S. Wheat Director Says:

"EAT MORE BREAD"

And reduce the high cost of living."

HOLSUM BREAD

IS THE CHEAPEST AS WELL AS THE MOST WHOLESOME ON THE MARKET TODAY.

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