

## THE STAYTON MAIL

E. D. ALEXANDER, Publisher

Entered at the postoffice at Stayton, Oregon, as mail matter of the second class.

The MAIL is mailed regularly to its subscribers until a definite order to discontinue is received and all arrearages are paid.

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WILBUR N. PINTLER, D. M. D.

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Office over Fred Rock's Store

STAYTON OREGON

DR. J. W. COLE

Office and residence on Third Street, one block north of printing office.

STAYTON, OREGON

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STAYTON, OREGON

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Seastak & Stowell  
Dealers in

#### Fresh, Salt and Smoked MEATS

HIGHEST MARKET PRICE PAID FOR STOCK AND HIDES

Stayton, Oregon

#### Stayton State Bank

Incorporated

CAPITAL, \$20,000

F. C. FRERES, Pres. N. FRERES, Vice Pres.  
W. L. FRERES, Cashier

Transacts a General Banking Business  
STAYTON, OREGON

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Personal attention given to funerals when desired. Embalming after latest methods.

A First-Class Hearse at a Moderate Charge

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Keep it in your mind that The Mail prints

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Or Anything Else You May Want at Very Low Prices

### ON THE WAY.

Never mind how dim the way—  
It is leading to the day;  
Weariest winter dreams of May  
Forever!

Not in vain the songs we sing—  
Crosses cold to which we cling;  
Sweeter rest each cross shall bring  
Forever!

—Atlanta Constitution.

### A DOCTOR'S DREAM.

SEVERAL years ago I resided in a wild, mountainous and rather lonely region of Virginia. There was a railroad but a few rods in front of my door and a station and considerable village about a mile to the west. The nearest station to the east was about ten miles distant. I moved to the place with my young wife late in the autumn, and about the first of the following March I was attacked with typhoid fever and was ill for about a month. But thanks to a naturally strong constitution, and the careful nursing of a loving and intelligent wife, I slowly recovered.

As soon as I got strong enough to sit up and walk a little I told my wife she had better take the cars and go and visit her brother, who lived about fifty miles east of us. She had been taking care of me so faithfully through my illness both by day and night, that I feared her health and strength would fail her if she did not rest a while. I knew she had been very anxious to go, and I felt sure that her brother and his family would be very glad to see her, and would try to make her visit a pleasant one.

She hesitated about leaving me, fearing I might need her care; but after waiting a few days, and seeing that I continued to gain my health and strength, she decided to follow my advice. Accordingly, one pleasant morning about the middle of April, after doing everything she could for my comfort and bidding me to be careful about taking cold or walking too far,



MY FRANTIC SIGNALS WERE OBSERVED, she started, intending to be gone a fortnight.

One night I exercised a little beyond my strength, and felt quite tired at night and lay awake for a long time. At last I fell into an uneasy slumber and dreamed a very curious and startling dream. I seemed to have gone forward into the future a couple of days, and instead of Wednesday, the 24th, it seemed to be Friday, the 26th. It seemed in my dream that a heavy rain had been falling most of the day and all the day before, but the evening was so clear and pleasant and not very dark, though the moon was not shining.

I seemed to be walking along the railroad toward the east. I first passed through a wood about half a mile wide; then for about a mile through fields containing a couple of farmhouses, one inhabited and the other deserted. I then entered another wood, and, after walking about a mile and a half, I came to a stream greatly swollen by the rain, which had weakened the railroad bridge so much that the passenger train, in attempting to cross, had broken it down, and the bridge and cars, completely wrecked, were lying on both sides of the stream, except portions that were floating down. Some of the passengers lay dead or dying among the ruins, some were floating in the water, and a few were clinging to trees and bushes on the bank. It was a fearful and heartrending sight.

The next day, early in the morning, it commenced raining, and continued to rain through the day and following night. I felt very lonely and uneasy all day, which feeling was increased by receiving a letter from my wife saying that she intended to come home on Friday night by the express train. I retired late, feeling much worried on account of my fearful dream. And to add to this fear, presentiment, or whatever you may call it, the dream was repeated, and even more distinct and vivid than the first time.

When I arose in the morning the rain was still falling. This was Friday, and therefore was the day on which my wife was to start for home. There were two passenger trains from the east each day, one at 9 o'clock in the forenoon and the other at 9 in the evening. This last was the express

### SAFEGUARDING THE SULTAN OF MOROCCO.



The Sultan of Morocco, like the Sultan of Turkey, takes no chances at being poisoned and every dish that reaches the royal table is previously tasted by a functionary attached to the palace at Fez. As this functionary would be risking his own life in case poison should be mixed with the food, he naturally exercises a strict vigilance in the kitchen, to prevent any tampering with the dishes. At grand banquets the number of courses sometimes reaches seventy or more, so that the work of the palace taster is not a sinecure. Our engraving is from the illustrated London News.

train, and the one on which my wife was coming.

Toward the middle of the afternoon the rain ceased falling and the clouds slowly cleared away. The dream had made such an impression on my mind that I resolved to attempt to find the stream I had seen so plainly in my dreams, and if it appeared at all dangerous to attempt to stop the train before reaching it. Accordingly, soon after the rain was over I got ready and started. I had never before had occasion to visit the station in this direction, and was therefore entirely unacquainted with this part of the country. But I found everything just as it had appeared in my dream.

Immediately after starting I passed through the wood I had seen in my dream, and then entered the open field and found the two farmhouses, one inhabited and the other deserted. In fact, everything was as natural as if I had really been this way before. I walked slowly, and late in the afternoon I came to the stream, which flowed rapidly and seemed much swollen. But the bridge, instead of being broken down and mingled with the broken cars and mangled passengers, was still standing, and though its timber looked quite old and weather-beaten, there seemed to be little danger of its breaking down beneath the weight of a passing train.

There was a heavy freight train due from the west about 6 o'clock, and I resolved to wait until at least it came, and if it passed over in safety there could be, I thought, but little danger of accident to the lighter passenger train.

In due time it came thundering along and passed safely over the bridge. But, though it might have been owing to my excited imagination, it seemed to me that the bridge bent and shook beneath the weight of the train in a manner highly suggestive of danger. At all events, I resolved to wait a while longer and see if the stream, which was still rising, would have any apparent effect upon the bridge. I took with me a lantern and also a thick blanket to protect me from the damp night air.

Shortly after sunset, as I was sitting a few rods from the stream, I heard a loud splash, and hurrying to the bridge I saw that a portion of the bank on the opposite side had broken away, and also that the action of the water, or some other cause, had weakened the foundations of the bridge in such a manner that a portion of the line was bent and lowered enough to make it impossible for a train to cross. I immediately crossed the bridge, resolved to stop the train, if possible, before it reached the bridge and certain destruction.

I went on in the direction from which the train was to come, and soon found a good place which commanded a view of the line for a considerable distance. I lit my lantern, wrapped my blanket closely around me, and sat down to my wearisome watch of two hours. The night was clear, but not very dark, though no moon was shining. I suffered nothing from cold, as I was remarkably warm, even for the

climate of Virginia, and I succeeded in keeping awake, though the task was a difficult one.

Slowly the moments passed by, but at last I saw by my watch that the time had nearly expired, and a few moments would decide the fate of the train and its human freight. Soon I saw a light, far away and very small at first, but rapidly growing larger and brighter. I arose, trembling with excitement, and commenced swinging the lantern above my head, and as the train drew near I doubled my exertion and shouted as loud as I could.

Onward came the train at a rapid speed.

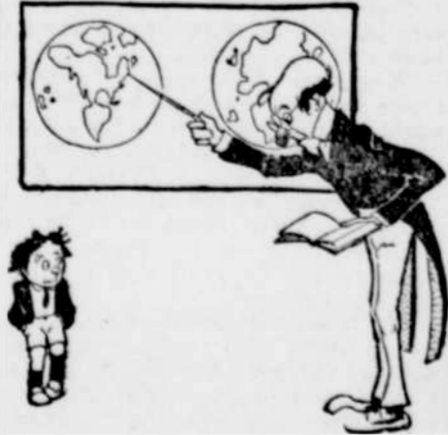
It was a time of terrible suspense to me. Should the engineer fail to see my signal, or not see it in time to stop the train before going a few rods past me, I knew that no human power could save it. On it came, and, just as I gave up my exertions and stepped from the line, my frantic signals were observed, arousing the sleepy brakemen like an electric shock, who flew to their stations.

The train was quickly stopped, and I then informed the engineer and conductor of the danger ahead, while the frightened passengers left the carriages and gathered around me. Many a brave man grew pale when he learned what a fearful death he had so narrowly escaped.

Among the passengers I found my wife, not mangled and lifeless, but alive and well, though somewhat frightened and a good deal surprised at seeing me. The conductor gave me a seat next my wife, and then had the train backed to the station it had just left, from which telegrams were sent to warn all other trains of the danger.

In the morning my wife and I took the stage for home.—Pittsburg Press.

### THE UNHAPPY RESULT.



Is the earth square,  
Or is it orbicular?  
What's the odds, teacher?  
You're too particular.  
Then the teacher got mad  
And went for that lad.  
When he eats, he now  
Stands perpendicular.

St. Petersburg Drosky Drivers.  
Before obtaining a license, St. Petersburg drosky drivers have to take an oath to be civil and not to overcharge.

There was a terrible sensation at a late wedding: Every one said that one of the bridesmaids looked prettier than the bride.

# O. R. & N.



## OREGON SHORT LINE

### AND UNION PACIFIC

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, Kansas City; reclining chair cars (seats free) to East

70 HOURS PORTLAND TO CHICAGO 70  
No change of cars

DEPART FOR	TIME SCHEDULES from Portland, Ore.	ARRIVE FROM
Chicago	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	5:25 p.m.
Portland Special	St. Paul, Duluth, Milwaukee, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East	7:15 a.m.
Atlantic	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	8:00 a.m.
St. Paul	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East	

River Schedule  
For Astoria, Way Points and North Beach—Daily (except Sunday) at 8 p.m.; Saturday at 10 p.m. Daily service (water permitting) on the Willamette and Yamhill rivers.

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

A. L. CRAIG  
General Passenger Agent,

The Oregon Railroad & Navigation Co., Portland, Oregon.

### Corvallis & Eastern R.R.

TIME CARD NO. 28.

No. 2, for Yaquina:—  
Leaves Albany..... 12:45 P.M.  
Leaves Corvallis..... 2:45 P.M.  
Arrives Yaquina..... 6:20 P.M.

No. 1, returning:—  
Leaves Yaquina..... 6:45 A.M.  
Leaves Corvallis..... 11:30 A.M.  
Arrives Albany..... 12:15 P.M.

No. 3 for Albany-Detroit  
Leaves Corvallis..... 6:00 A.M.  
Arrives Albany..... 6:40 A.M.  
Leaves Albany for Detroit..... 7:30 A.M.  
Arrives Detroit..... 12:00 P.M.

No. 4, from Detroit:—  
Leaves Detroit..... 12:05 A.M.  
Arrives Albany..... 6:15 P.M.  
Lv. Albany for Corvallis..... 7:15 P.M.  
Arrive Corvallis..... 7:55 P.M.

Trains 1 arrive 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, via Albany, leaves Corvallis at 6:00 a. m. and connects with the S. P. Albany-Portland local train leaving Albany at 7 a. m. Train No. 3 leaves Albany for Detroit at 7:30 a. m., arriving there at noon giving ample time to reach the Breitenbush hot springs the same day.

Train No. 4 connects at Albany with the Portland-Albany local, which arrives there at 7:10 and runs to Corvallis leaving Albany at 7:15 and arriving in Corvallis at 7:55 p. m.

For further information apply to

T. H. CURTIS, Acting Manager

THOS. COCKRELL, Agent, Albany.

H. H. CRONISE, Agent, Corvallis.

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Earn Money for a SUMMER TRIP

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There is a way that is as easy as it is sure. It is by getting subscribers for THE PACIFIC TREE AND VINE.

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