

SOME CLOSE CALLS.

INSTANCES OF NARROW ESCAPES TOLD BY RAILWAY MEN.

A Locomotive's Remarkable Jump—The Sleeping Car Passenger on a Rough Road—Trains That Left the Track and Returned Running at Full Speed.

There is no question that well authenticated cases are on record where disastrous wrecks of railroad trains have been averted by almost seeming miracles. James E. White, general superintendent of the railway mail service at Washington, relates the particulars of a remarkable jump of 28 feet made by a locomotive. As Mr. White tells the story, it was on the 1st of September, 1892, when a New York and Chicago mail train on the New York Central, which was behind time and running at a very high rate of speed, reached New Hamburg, where a 28 foot draw of a bridge was open, which open space it is claimed the engine cleared and landed safely on the main portion of the bridge, the rest of the train going down through the opening. While the engine, it is said, made the leap of 28 feet in safety, the engineer and fireman, not having time to jump, were both killed. John H. Cain, a postal clerk, was killed, and M. E. Towney, clerk in charge, was seriously injured, the other postal clerks escaping unhurt.

While none of the local railroad men knows of any locomotives that are as good jumpers as White's or that do the bounding jockey act, some of them know of miraculous and hairbreadth escapes. Carlton Paris of the old Ohio and Mississippi for many years and more recently with the B. and O. S. W. tells that he and Ed Swift a number of years ago were riding on a train over the Ohio and Big Sandy road when an accident was narrowly averted. But let Paris tell the story: "The road was about the roughest at that time I had ever ridden over. There were only a few passengers on the train. Swift and I were in the forward coach talking to the conductor when the solitary sleeping car passenger came staggering in and said: 'Mr. Conductor, your road is so rough I can't sleep in my berth. I have been pitched out of my berth twice in the last quarter of an hour. There must be something the matter.' "The conductor picked up his lantern and said, 'Come on, and I'll go back with you and see what's wrong.' Swift and I sat where we were talking, and very soon we saw that the bellcord was being very violently pulled and the engineer was whistling for brakes. The train finally came to a standstill, and Swift and I kept our seats and kept on talking. As, after five minutes or more, there were no signs of the train going ahead, we concluded to go back and see what was the cause of the delay. "The conductor and trainmen were grouped about the sleeper with their lanterns, and we soon found out that the sleeper had left the track and had been running over the ties for how far we never knew. The night was pitch dark and it was raining very hard. It took the men at least three hours to get the sleeper on the rails again. The wheels were very near the end of the ties, and had the train gone 100 yards farther the sleeper would have been off the ties and over a high embankment." Frank Martin of the Missouri, Kansas and Texas said: "I remember of a disastrous wreck being almost miraculously averted on the Memphis and Little Rock road about 1888. A passenger train was traveling at a high rate of speed when the engine threw a piece of rail about three feet long out of the track. This piece of rail was thrown at least 25 feet from the track. Strange as it seems, the tender, baggage car, coaches and sleepers went over this place where the rail was out and gained the rail again without one of the cars leaving the track except when the wheels went down on to the ties at one end of the broken rail, only to mount the rail again at the other end of the track. About all the inconvenience the passengers experienced was a slight shaking."

Assistant General Passenger Agent Ryan said: "I remember two instances when the lives of engineers and firemen were saved by a seeming intervention of Providence. A number of years ago a new trestle was being put in, and false works had been erected to permit of the temporary passage of trains. The workmen had failed to put in some necessary bolts. The first train that came along was a freight. As soon as the engine struck the false work it gave way, and down went the engine. The fall was one of 50 feet, and in falling the engine made a complete revolution and alighted on the ground upon its wheels right side up, and the engineer and fireman both escaped injury, although they were probably pretty badly jarred by the fall. "The other case I know of is that of a train running at a good speed when the engine ran into a large rock that had fallen on the track just at the mouth of a tunnel. The impact caused the tender to bend up from the rear end and form a protecting hood over the engineer and fireman in the locomotive cab, and they were uninjured. Had this not occurred, they would either have been badly injured or had their lives crushed out."

Another passenger man said yesterday: "When I was a sleeping car conductor on the old Bee line, about 30 years ago, the train was late, and we were going along at a pretty lively gait. We were within about five miles of Indianapolis when the engine and four cars jumped the track, and we thought there would be a smash up, but before the train could be stopped every wheel was again on the rails without the least damage being done to any part of the train or any of the passengers, barring the fright we all had."—Cincinnati Enquirer.

BIT OF HUMAN NATURE.

A Hasty Conclusion About a Woman That Was Changed Later.

Two little girls occupied seats together on an elevated train the other night. Both were scantily dressed, hollow eyed and hungry looking. They were unmistakably of that class known as "cashgirls" employed in the downtown department stores, for each addressed the other by a number in lieu of a name.

Directly opposite them sat a fashionably dressed woman who was accompanied by a well groomed male escort. Upon their entrance the conversation of the little girls stopped abruptly and there was something pitiful in the earnestness with which both watched every move of the woman so stunningly gowned. Two pairs of abnormally keen though tired eyes thoroughly investigated every bit of finery in her apparel, from the highest plume of her hat to the soft, natty shoes which incased her shapely feet.

"Say, 76," whispered the smaller of the two girls, leaning toward her companion, "she's a real lady, she is. You can tell by her make up. Ain't that a beaut of a hat, though? And look at that diamond brooch! Whew! I'll bet that hat cost all of"— "Sh!" interrupted 76 in an undertone. "She'll hear you." There was a spell of silence as both girls leaned back with their heads resting against the top of the seat. They were enjoying the dazzling picture before them.

After glancing over a section of a newspaper which the man had given her the woman folded it up and handed it back to him.

"Did you get the tickets?" she asked. "Yes," was the answer in an indifferent tone.

"Let me see them." He extracted a small envelope from his vest pocket and handed it to her. "By the way," he remarked, "we will have to go tonight. I couldn't get good seats for tomorrow, and rather than miss it I took these."

"Tonight?" she repeated in a tone of vexation. "You know well enough that we can't go tonight. We have another engagement."

"Which we can conveniently cancel," he interpolated.

"Indeed we will not," she retorted, with a determined stamp of her foot. A protracted argument followed which was not too low for the cashgirls to learn the drift.

"You can go to Mrs. Brown's alone," finally exclaimed the man, "and I will take your mother to the theater! We can call for you on our way home if you insist on going."

"You'll not go to the theater with anybody. You must and will go to Mrs. Brown's with me." Thus asserting herself, she deliberately tore the envelope containing the tickets in minute parts and threw them on the floor. They left the train at the next station, he with a disgusted look on his face and she with head erect and a defiant glare in her bright eyes.

Scarcely had the rustle of her garments ceased to be heard when 76 sagely observed: "You're all off, 27. She ain't a real lady. It's only her fine duds what makes you think so. She's only an imitation, and no clerk would take her to a window if she wanted to make a sale."—Boston Herald.

The Terrapin Knew Him.

When the late Major Moses P. Handy lived in Washington, he was frequently attending dinners at Chamberlin's. At every dinner at all out of the ordinary it was Chamberlin's habit to pass around the table alive the terrapin that (it was assumed) the guests were to eat later.

One night, as Major Handy told the story, when the live terrapin were brought in, as usual, he noticed, as he thought, one of the terrapins wagging his head at him. At the next banquet the same thing happened again, and at the next one of the terrapin detached himself from the rest and, crawling across the table to the major's plate, rose on his hind legs, and, resting his fore legs against a convenient tumbler, he bowed three times, solemnly; but courteously, to the astonished and awestruck guest.

Upon investigation it was discovered that the terrapin had seen the major so frequently at Chamberlin's festal board that he recognized him as an old friend and politely addressed him as such. Mr. Chamberlin is said to have resented this story as a reflection on the freshness of his terrapin.—Kansas City Journal.

Two Capital Stories.

I pass into Arlington street, where Sheridan, sickened with his losses at play, kicked a man over who protested that he was only trying his shoe. "D—n you!" said Sheridan. "You are always trying your shoe!" Horace Walpole calls it the Ministerial street, where Palateny and Lady Mary Montagu lived and on both sides of which Sir Robert Walpole had a house, where in my youth the Duke of Hamilton, with a beauty like a god's, was often to be seen.

Turning into Piccadilly there is the chariot of Lady Peel, who never missed her daily drive with her daughter in the park, and the yellow chariot of the Duchess of Cleveland, with her two tall footmen in breeches and silk stockings and their long canes. She was a lady with a philosophic turn of mind, for when her husband died she asked a relative down to the funeral and told him to bring his gun, adding, "We are old, we must die, but the pheasants must be shot."—Sir Algernon Nest in Nineteenth Century.

A Compensating Condition.

"I deceived you about one thing," murmured the new wife to her husband. "I am older than I told you." "Don't mention it, my angel. I find that your fortune is fully twice as large as I had supposed."—Detroit Free Press.

A SCENE ON THE SOO.

The King of France Took Possession of the Land Two Hundred Years Ago.

In St. Nicholas there is an article on "The Great Lakes" by W. S. Harwood. Mr. Harwood says:

While waiting for my steamer to be carried through canal locks of the Soo, I stood one summer day near a hill on which now stands Fort Brady, overlooking the rapids of the Soo as they flow from Lake Superior down into the St. Mary's river and so on to join at last the waters of Huron. On the top of this hill, as nearly as I could decide from the topography of the country, was witnessed two centuries and a quarter ago one of the most remarkable, one of the most significant, scenes in the history of the new world. It has been brilliantly described, and I may but mention it.

On June 14, 1671, a strange body of men was assembled on this hill. It was composed of four classes—the official representatives of the king of France, the Catholic missionaries, the voyageurs and the Indians. Weeks before word had been sent out to the chiefs of 14 of the different tribes of Indians in the region to meet at the Soo on the date mentioned. An immense cross of wood was made and carried to the top of the hill overlooking the swift flowing rapids. A stout timber with an engraved plate on it was set up near the deep hole in the ground which was to hold the foot of the cross.

When all had assembled, St. Luson, the representative of the king, lifted in one hand a clod of earth and in the other his naked sword and in the name of his most Christian majesty the king of France took possession of the land, embracing in his assumption "all the region from the north to the south sea and extending to the ocean on the west." The cross was then raised before the motley throng—the representatives of the government in their most gorgeous suits, the priests in their rich vestments, the voyageurs in their hunting garb of skins, the Indians in their most fantastic feathers and paint. As the cross assumed position the priests intoned a stately chant of the seventeenth century. Then the French exclaimed "Vive le roi!" while, as one historian puts it, "the Indians howled in concert."

The plate upon the smaller timber bore an engraved inscription denoting the king's possession of the land.

A SCENE IN SALONICA.

The Jews and Jewesses That Inhabit the Heart of the Town.

In the true ghetto, in the noisome heart of the town, where the cobble streets run slimy and the people chaffer with the butchers for the refuse of the slaughter house and chicken block, you see the unchanged Jew of the middle ages. He is bearded grandire or tiny boy, he wears a long loose gaudy robe to his heels and the fez of his masters. If he is well to do, the garment may be fur bordered or it may be of silk, but it could not more surely be soiled and greasy if the law required it so. With marriage this survivor of the dark ages grows a beard full and thick and grizzled in the old men, wiry and black and very sparse in the younger heads of families. This is as it is in East Broadway and Chicago and Berlin, but when you look upon the wives and daughters in Salonica's ghetto you see medieval characters who have staid in the east, but sent no representatives abroad.

These Jewesses love display and court admiration. They are much fairer than the men, milky skinned, with a pale pink flush, as if they were bothsove bred. Their clothes are gay, red, green and blue being their favorite colors, and the married women all wear decorative bodices fashioned very low in front and showing a fancy shirt of embroidery and lace, which either reveals the mold of their forms or makes startling exposures of the forms themselves. Their chests are always quite bare. This in a land where the other women expose nothing but their eyes is all the more astonishing. On their crowns the Jewish matrons wear very showy, often beautiful, headdresses, composed of a cap of red, green and yellow silk or cloth, that is carried down the back of the head in a bag that envelops their tresses. Often these bags are finished at the bottom with heavy gold braid.—"In the Wake of a War," by Julian Ralph, in Harper's Magazine.

Equal to the Occasion.

They tell this story in London about the Countess Waldegrave, who was married four times: One evening she appeared at the opera in Dublin during her fourth husband's occupancy of the post of chief secretary for Ireland. An audacious Celt, catching sight of her ladyship in one of the boxes, shouted out with real Irish temerity, "Lady Waldegrave, which of the four did you like best?"

The countess was equal to the occasion. Without a moment's hesitation she rose from her seat and exclaimed enthusiastically, "Why, the Irishman, of course"—a remark which naturally "brought down the house."

A New Road Found.

"Oh, John, dear, isn't your Uncle George dreadful?" "What's up now?" "Why, I called at his office today, and he was talking to one of his clerks up stairs." "Nothing unusual in that." "And, John, he told the poor man to go to—you know where—through the speaking tube."—Pick Me Up.

In the markets of Brazil one often sees live snakes—a species of boa—from 10 to 18 feet long. They are employed in many houses to hunt rats at night, being otherwise perfectly harmless. They become attached to a house like a cat or a dog.

There are 1,425 characters in the 24 books Dickens wrote.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "CASTORIA" which has been used in the homes of the Mothers of America for over thirty years.

LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chas. H. Fletcher wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President. March 24, 1898.

Samuel Pitcher—M. D. Do Not Be Deceived.

Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know.

"The Kind You Have Always Bought" BEARS THE SIGNATURE OF

Chas. H. Fletcher. Insist on Having The Kind That Never Failed You.

THE CENTAUR COMPANY, 37 MURRAY STREET, NEW YORK CITY.

Legal Notices.

Summons. In the Circuit Court of the State of Oregon, for the County of Clackamas. Albin Fiese, Plaintiff. Noah S. Kellogg, Narcissa J. Kellogg, et al., Defendants.

To Noah S. Kellogg and Narcissa J. Kellogg, above named defendants. In the name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you in the above entitled suit on or before the first day of the term of said Court following the expiration of the time prescribed in the order for publication, being Monday, November 7, 1898, and if you fail to appear and answer on that said day, for want thereof, the plaintiff will take judgment and decree against you.

This summons is published in the Oregon City Enterprise by order of the Hon. Thomas A. McBride, Judge of the above entitled court, made April 1, 1898, wherein he directed publication thereof at least once a week for at least six weeks, and the first publication hereof is dated at Oregon City, Oregon, this 22d day of April, 1898. B. C. SHURT, Attorney for Plaintiff.

Assignee's Sale. In the Circuit Court of the State of Oregon, for the County of Clackamas. C. O. T. Williams, a trustee of S. B. Callif, Cues, Callif, et al., Assignee of the property of S. B. Callif, et al., Defendants.

Pursuant to a judgment, order and decree made and entered in the above entitled Court in the above entitled case on the 23d day of April, 1898, directing me to sell the hereinafter described property to satisfy the amount due upon a certain note of said defendants, James Miller and Sophia Miller to said Cues, Callif, et al.; the sum of \$1,100 with interest thereon at the rate of 8 per cent per annum from March 27th, 1894, together with the costs of sale.

Now, therefore, pursuant to said judgment, order and decree, I will on Saturday, the 28th day of May, 1898, at the hour of 2 o'clock P. M. of said day, at the front door of the County Court House in Oregon City, said County of Clackamas, sell at public auction to the highest bidder for cash in hand, all of the interest, right, and title which the said Cues, Callif and Kate Callif, his wife, the said James Miller and Sophia Miller, his wife, and the said plaintiff as assignee had on the 27th day of March, 1894, or since had or have in and to lots 6 and 7, block 1, of Green Point, Clackamas County, Oregon. C. O. T. WILLIAMS, Assignee of Chas. Callif, et al.

Notice for Publication. Land Office at Oregon City, Ore., May 3d, 1898. 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 the Register and Receiver at Oregon City, Ore., on June 11th, 1898, viz:

WILLIAM BARLOW: H. E. 12212, for the lots 2, 3, 4 and 5 and E 1/2 of SE 1/4 of Sec. 5, Tp. 4 S., R. 1 E. He claims the following witnesses to prove his continuous residence on and cultivation of said land, viz: George Knight of Canby, Ore.; W. S. Tall, of Barlow, Ore.; William Bauer, of Barlow, Ore., and John Sims of Canby, Ore. CHAS. B. MOORES, Register.

Notice for Publication. Land Office at Oregon City, Ore., Apr. 28, 1898. 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 the Register and Receiver at Oregon City, Ore., on June 11th, 1898, viz:

LUCY HAWKINS: H. E. 10623, for the NW 1/4 of Sec. 14, Tp. 4 S., R. 1 E. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: William Coon, Charles Miller, William Bedford, Henry Hunt, all of Garfield, Oregon. CHAS. B. MOORES, Register.

SCHEDULES OF TIME

SOUTHERN PACIFIC RAILWAY. NORTH BOUND. California Express (through) 8:30 a. m. Arg Local (way stations) 8:30 p. m. SOUTH BOUND. Roseburg Local (way stations) 9:27 a. m. California Express (through) 8:40 p. m.

POSTAL SCHEDULE. BY SOUTHERN PACIFIC RAILROAD. Mail closes going North, 3:00 p. m. Mail closes going South, 9:00 a. m. and 6:30 p. m. Mail distributed from North 7:30 p. m., 10:15 a. m. Mail distributed from South 9:10 a. m., 8:40 p. m.

BY EAST SIDE ELECTRIC LINE. Mail closes for Portland and distributing points 12 noon, and 4:45 p. m. Mail closes for Milwaukee only, 8:45 a. m. 4:45 p. m. Mail arrives from Portland, 11:30 a. m. and 4:15 p. m.

SIDE ROUTES. Oregon City to Ely, Carus, Mullino, Liberal and Molalla leaves at 12 m. and arrives at 12 m. daily. Oregon City to Beaver Creek, Mink, Clark, Meadow Brook, Union Mills, and Colton, leaves at 8 a. m. Monday, Wednesday and Friday, and returns on following days at 4:35 p. m. Oregon City to Viola, Logan and Redland leaves Oregon City Monday, Wednesday and Friday at 1:00 p. m., leaving Viola same days at 7:00 p. m.

Oregon City to Willamette, Stafford and Willsonville, arrives at 10:30 a. m. and leaves at 11:30 a. m. daily. General delivery window is open on Sunday from 10 to 11 a. m. All letters dropped into the box at the door promptly set off Sunday, as on other days. All Eastern mail that is delayed and falls to mail on Sunday will promptly come on 12 o'clock or 4:15 electric car.

WILLAMETTE FALLS RY. CARS LEAVE. SUSPENSION BRIDGE WILLAMETTE FALLS. 6:50 a. m. 7:00 a. m. 8:10 " 8:20 " 10:30 " 11:40 " 12:10 " 2:15 p. m. 4:30 " 5:40 " 7:30 " 8:30 " Sunday cars leave every hour until 9 o'clock p. m. In effect on and after January 5, 1898. C. A. MILLER, Supt.

EAST AND SOUTH

—VIA—

THE SHASTA ROUTE

—Of the—

SOUTHERN PACIFIC COMPANY

Express Trains leave Portland Daily.

South North. 6:00 P. M. Lv Portland Ar 9:30 A. M. 6:32 P. M. Lv Oregon City Lv 8:40 A. M. 7:45 A. M. Ar S. Francisco Lv 8:00 P. M.

The above trains stop at all stations between Portland, Salem, Turner, Marion, Jefferson, Albany, Tangent, Shedd, Halsey, Harrisburg, Junction City, Eugene, Cottage Grove, Drain, Oakland and all stations from Roseburg to Ashland inclusive. Direct connection at San Francisco with Occidental and Oriental and Pacific Mail steamship lines for JAPAN and CHINA. Sailing dates on application.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from E. E. BOYD, ticket agent, Oregon City. ROSEBURG MAIL (Daily). 8:30 A. M. Lv Portland Ar 1:30 P. M. 7:20 P. M. Ar McMinnville Lv 3:38 A. M. 5:20 P. M. Ar Roseburg Lv 7:30 A. M.

West Side Division. BETWEEN PORTLAND AND CORVALLIS. Mail Train, Daily (Except Sunday). 7:30 A. M. Lv Portland Ar 5:50 P. M. 12:15 P. M. Ar Corvallis Lv 1:58 P. M.

At Albany and Corvallis connect with trains of Oregon Central & Eastern Railroad. Express Train Daily (Except Sunday). 4:50 P. M. Lv Portland Ar 8:25 A. M. 7:20 P. M. Ar McMinnville Lv 8:30 A. M. 8:30 P. M. Ar Independence Lv 1:50 P. M.

H. KOEHLER, C. H. MARKHAM, Manager. Ass't G. F. and Pass. Agent. FOR SALE. Or Exchange one 3 1/2 Wood Wagon in good Condition, Apply at Oregon City Woolen Mills.

When Going East....

Use a first-class line in traveling between Minneapolis, St. Paul and Chicago and the principal towns in Central Wisconsin. Pullman Palace Sleeping and Chair Cars in service. The Dining cars are operated in the interest of its patrons, the most elegant service ever inaugurated. Meals are served a la Carte. To obtain first class service your ticket should read via.

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O.R.&N.

Depot Sixth and J. Street TWO TRAINS DAILY For All Points East

"FAST MAIL ROUTE. Leaves Portland for the East, via Walla Walla and Spokane, daily at 2:00 p. m. Arrive at 10:15 a. m. Leaves Portland for the East, via Pendleton and Huntington, daily at 8:00 p. m. Arrive 7:20 a. m.

THROUGH PULLMAN AND TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULES. OCEAN DIVISION—Steamships sail from Astoria dock 8 p. m. For San Francisco: State of California sails March 5, 13, 21, 29; Columbia sails March 1, 9, 17, 25, and April 2.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA. Steamer R. R. Thompson leaves Portland daily except Sunday at 8 p. m., and at 10 p. m. on Saturday; returning, leaves Astoria daily except Sunday at 6:45 a. m.

Willamette River Route. Ash Street Wharf. Steamer Ruth, for Salem, Albany, Corvallis and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 6 a. m. Returning leaves Corvallis Mondays, Wednesdays and Fridays at 6 a. m.

Steamer Elmore for Salem and way points, leaves Portland Mondays, Wednesdays and Fridays at 6 a. m. Returning, leaves Salem, Tuesdays, Thursdays and Saturdays at 6:45 a. m.

Snake River Route—Steamer leaves Riparian daily except Saturday at 1:45 a. m. on arrival of train from Portland. Leaves Lewiston, returning, daily except Friday at 6:00 a. m., arriving at Riparian at 6 p. m.

W. H. HURLBERT, Gen. Pass. Agent. V. A. SCHILLING, City Ticket Agt. Telephone (Main) 712.

FOR CLATSKANIE. Steamer G. W. Shaver, LEAVES. Portland foot of Washington street Tuesday, Thursday and Sunday evenings at 5 o'clock. Returning, leaves Clatskanie Monday, Wednesday and Friday evenings at 5 o'clock. Will pass Oak Point about 7; Stella 7:15; Mayer 7:25; Rainier 8:20; Kalama 9:15; St. Helens 10:30. Arrive in Portland 1:30 a. m. This is the nearest and most direct route to the great Nehalem valley.

Shaver Transportation Co. WOOD WANTED. Persons desiring to contract for wood in quantities of one thousand cords or more will please apply to CROWN PAPER CO.