

CORRESPONDENCE

Correspondents are requested to renew their work. We will supply all necessary stationery. The news from your neighborhood should appear in these columns every week.

Shubel.

Spelling school Friday evening was well attended.

Rev. Anglehart preached his farewell sermon yesterday.

We are all well pleased with our new teacher, Mrs. Moelneke.

Miss Lizzie Moelneke, who spent the winter in Portland, has returned home.

Miss Mildred Ginter who spent several days at her home here has returned to Oregon City.

Eagle Creek.

J. P. Woodie and son, Ray, were in Portland on business last week.

Eagle Creek is still booming. There have been several changes of real estate lately.

Miss Emma Forrester is recovering from the severe sick spell she has been having.

J. W. Dowlow lost another cow a few days ago by its falling over the bank into Eagle Creek.

A. J. Dowlow and wife, H. S. Gibson and Jessie, Dowlow attended the dance at Sandy Saturday night.

Mr. Cahill is building a new fence for A. D. Barnett, on the Simpson farm, which he recently purchased of the Simpson heirs.

Last Friday C. H. Dauchy was out to his farm, near the falls, accompanied by a man to look at his farm regarding purchasing it for a home.

B. B. Gibson is having a new fence built from the corner of the school grounds to the top of the hill, which will help the locks of his farm.

Judge Woodie and W. J. Howlett went smelt fishing to the Sandy river, above Troutdale, last Friday. They succeeded in catching all they wished to haul home.

Canby Notes.

Front street is receiving a coat of gravel.

Miss Roth, of the Canby House, spent a few days last week in Portland.

Rev. Glover, of Albina, was visiting members of the Episcopal church here on Monday.

Ed Dedman, of Clackamas, made a flying visit to his brother the doctor here one day this week.

Misses Caddie and Jean Scougall, of Portland, were the guests of their sister, Mrs. Hayden at Riverside last Sunday.

A band of gypsies passed through here yesterday. Very few people seemed anxious to have their fortunes told so their stay was quite a short one.

The young ladies of the Christian church gave an entertainment and ice cream social in Knights hall last Wednesday evening which was well attended. Seven gallons of ice cream were sold.

Dover.

Sunshine. There was a light frost last night.

Indications of a good fruit crop this season.

Mr. Seward is helping Mr. Selmon build fence.

Rev. Watters and son from Salem spent a few days at Mr. Deshausers and Mr. Kitzmiller's last week.

Mr. and Mrs. Kitzmiller spent Saturday and Sunday with Mr. and Mrs. Guy Woodie at Barton. They seem to enjoy house keeping very much.

Damascus.

Ed Johnston has moved to Portland.

Miss Alice Benfield, of Portland, was the guest of Mrs. Walter Smith Saturday.

Geo. Feathers, who is in the mail service at Portland, was visiting his mother Sunday.

J. J. Cooke, a real estate agent of Oregon City, had some parties out one day last week, looking at some land in Damascus.

8 Cents

Eight cents a pound is what a young woman paid for twelve pounds of flesh.

She was thin and weak and paid one dollar for a bottle of Scott's Emulsion, and by taking regular doses had gained twelve pounds in weight before the bottle was finished.

Eight cents a pound is cheap for such valuable material. Some pay more, some less, some get nothing for their money. You get your money's worth when you buy Scott's Emulsion.

We will send you a little free.

SCOTT & BOWNE, CHEMISTS, 409 Pearl Street, New York, Soc. and \$1.00; all druggists.

Health

"For 25 years I have never missed taking Ayer's Sarsaparilla every spring. It cleanses my blood, makes me feel strong, and does me good in every way." John P. Hodnette, Brooklyn, N.Y.

Pure and rich blood carries new life to every part of the body. You are invigorated, refreshed. You feel anxious to be active. You become strong, steady, courageous. That's what Ayer's Sarsaparilla will do for you.

\$1.00 a bottle. All druggists.

Ask your doctor what he thinks of Ayer's Sarsaparilla. He knows all about this grand old family medicine. Follow his advice and we will be satisfied.

J. C. AYER & Co., Lowell, Mass.

Union school, Dist. No. 26 has purchased a fine bell. They are last but not least, as they have the finest bell in Damascus.

Mr. and Mrs. Smith, of Portland, were visiting Mrs. Smith's parents, Mr. and Mrs. Jas. Stone a few days last week.

The Shadow social given by Damascus Grange, No. 216, was very well attended. A fine programme was rendered. Among the many pieces worthy of note was a reading by Mrs. Walter Smith and a recitation by Mrs. Henry Breighaupt. Music was rendered by Messrs. Charlie Thorpe, Percy Morton and Roy White, and then came the sale of abadons, with Henry Breighaupt as auctioneer.

Greenwood.

Mr. and Mrs. Charlie McCormack were visiting relatives in Greenwood Sunday.

Mrs. Alice Smith, of Portland, visited her sister, Mrs. H. H. Gregory, of this place, last week.

A few of the people of this place attended the dance at Beaver Creek and reported an excellent time.

Mr. and Mrs. Ed Jarrett, of Oregon City, spent a few days this week with Mrs. W. S. Rider and family.

Charlie Clarke is home with his parents at present, but we are sorry to learn that he is but little better.

Mrs. Lottie Penman and family have returned from Eastern Oregon, where they have been for several months.

An entertainment and ice-cream social will be given at Greenwood school house Saturday evening, May 9th. Remember the date and the place.

Stafford

Manuel Wolfe went to Portland.

Mr. Pompeine is threatened with the grip.

Miss Rosa Schatz spent a few days in Portland.

Fred Washie has returned from Portland and Vancouver.

A man from Dayton, Oregon, was looking for a farm to rent.

Miss Christina Schatz, of Portland, paid her parents a visit.

John Schatz has gone to Washington to resume his duties as carpenter.

Miss Lizzie Holmwarth has left the home of her adopted parents and gone to Portland.

Mrs. Fred Eliogsen made a pleasant visit at Mrs. Gage's; also Mr. and Mrs. Weddell's.

Claus Peters' new barn begins to take on form and shape; so does the post master's board fence.

Several families, recently from Dakota, left for Ludl, Cal., where they expect to make their future home.

Some sheep, of which there are a few small bands in the neighborhood, have been sheared the past week.

Mrs. Wm. Schatz's brother and family late of Dakota, did not like the rain of Oregon and left for California.

Henry Eliogsen has gone to Woodburn to assist his uncle, Ed Seley, and Miss Leta, his sister, is to go also in a few days.

Ferd Schmitke has left Stafford for Washington, where he expects to work in a logging camp. E. Eliogsen will fill the vacancy.

Speaking of President Roosevelt's advocacy of large families, he should be invited to visit Stafford. The writer can name a dozen families with from eight to twelve children.

News comes from our former townman, J. Q. Gage, who recently removed to St. Helena, that he is better in health than for the year past. The change seems to have been what he needed.

John Schatz, who has been confined to his room by a complication of ailments for a long time past, had the toothache with all the rest, and called in our local dentist, who extracted a number of teeth.

Mrs. U. Z. Holton, nee Gage, of St. Helens, has been visiting her Stafford friends the past week and returned to her home on Tuesday, accompanied by her invalid sister-in-law, Mrs. Maggie Gage.

Mrs. Mand Seely died Friday morning at the family home, after a lingering illness of many months, and was laid to rest in the Stafford cemetery beside her kindred on Sunday afternoon, the 26th ult. She was followed to the grave by a long procession of sorrowing friends and neighbors, who had known and loved her from her infancy. At the grave the Rev. Mr. Barber paid a glowing tribute to her gentleness and worth.

Smith's Dandruff Pomade

stops itching scalp upon one application, three to six removes all dandruff and stops falling hair. Price 50 cents at druggists.

BATTLES WITH SNOW

HARD FIGHTING FOR RAILROAD MEN IN THE ROCKIES.

Rotary Snowplows and the Men Who Run Them—Buckling Through the Monster Drifts That Pack the Mountain Passes.

Every western railroad is equipped with a large force of snow fighters. Rotary snowplows and men who know how to run them can cut their way through drifts that in the early days of western railroading would have resulted in complete blockades. The rotary snowplow is one of the marvels of the railroad of today, and it is a liberal education in the art of snow fighting to see one of them cutting its way through a white drift that threatens to cut off communication between the east and the west. There are several passes in the Rocky mountains which for six months in the year or more form a constant menace to train crews. These passes are situated at the top of the Great Divide, where the elements have full sway. Boreas pass, in Colorado, is a fair example. The snow begins falling at Boreas late in August or early in September, and it does not cease until well into May and sometimes June. There will be intermittent snowstorms in the midsummer months, but these are trifling affairs and are not to be mentioned in the same breath with the tremendous snowfalls of January and February. Few men make their homes at Boreas. It is nothing for them to get up in the morning and find themselves completely buried in snow. The one store is usually at the end of a tunnel cut through an immense snowdrift. The population of Boreas during these snow months consists, for the most part, of the railroad men who are engaged in the strenuous work of fighting constantly changing drifts. Snow at Boreas does not fall; it rages. It is blown about in swirls and eddies and is forever forming new drifts as treacherously as a river that is constantly shifting the sand banks of its mouth. These drifts are not little affairs that will barely cover a "stake and rider" fence. They are piled ten, twenty and thirty feet high, and they spring up in a night.

To the "tenderfoot" it would seem impossible to plow a way through these drifts at Boreas, but when a huge rotary snowplow comes whirling up the track with three or four engines pushing vigorously behind it the "tenderfoot" reserves his decision. He is still inclined to favor the snowdrift, but he prefers to await developments before committing himself. With a rush and a plunge the big rotary is hurled into the white mass of snow. Black smoke pours from the engines, and the huge blades of the snowplow cut relentlessly into the drift. The snow shoots out of the orifice at the side of the plow, forming a huge, white semicircle constantly moving forward. One can keep track of the progress of the plow by following the advance of this rainbow of snow. Foot by foot the rotary eats its way forward, and finally it and the engines are buried in a huge trench of white. Only the stacks of the engines can be seen, bejehing their blackness on the virgin gap about them. But the great white semicircle never fails to go forward until finally the "tenderfoot" knows that the drift is being conquered. When the regular overland limited comes along a few hours later, the passengers do not know of the battle that has just been fought. They travel through a canyon of snow as they pass Boreas, but they have no idea of the tremendous force required to cut this white path over the ridge of the continent; so they go on, all unconscious in their Pullmans, while the railroad men at the next siding ahead of the rotary and grid up their loins for the next battle, which they know Boreas will be prepared to give them in a few hours.

The experiences at Boreas pass during a hard winter are duplicated at many other railroad passes in the Rocky mountains, to say nothing of great stretches at lower altitudes which have always been the favored haunts of snowdrifts and which have always given railroad men great trouble. It is the unexpected element at these points that brings a serious aspect to the situation. At the passes over the Great Divide railroad men are prepared for trouble, and consequently serious blockades are few, but when word comes that a train has failed to fight its way through the drifts 100 or perhaps 200 miles from the nearest available rotary plow there is consternation. To get a rotary plow to the blockaded train takes time, and in the meantime the drifts are accumulating on the unused road, and each hour brings new menaces to railroad men and passengers alike.

Sometimes even the rotary plow has been known to be caught in a snow blockade. One instance occurred in Wyoming. An engineer who had a rotary plow on ahead and who was making good progress during a fierce snowstorm was compelled to run back a few miles for water. Instead of taking the rotary with him he uncoupled and ran his engine back, and in the meantime the snow gathered so fast over the tracks that he was unable to fight his way back to the plow. Such instances are rare, however, and are only owing to the oversight of some trainman, for a rotary snowplow with sufficient power behind it can eat its way through almost anything in the shape of drifts. —New York Tribune.

How She Felt.

Mrs. Black—Sam Johnson done left his wife 'bout six month's ago.

Mr. Black—Do she tink he am neb-bah count'n' back?

"Waal, she jest beginnin' to hab hopes."—Smart Set.

"I wrote to Dr. Pierce for advice though I thought surely I would die."

"After my baby came in January, 1902," writes Mrs. Nancy Abner, of St. Paul, Ark., "I suffered severely from all sorts of aches and pains until the following May, when I read one of your pamphlets, treating of female diseases. I wrote to Dr. Pierce for advice, although I thought surely I would die, as our physician told me I was more liable to die than to get well; your fatherly advice caused my health to be restored. I took five bottles of Dr. Pierce's Favorite Prescription. I feel of 'Golden Medical Discovery' and three boxes of 'Pinks,' together with your other remedies, and I am now able to do all my work."

Weak and sick women are invited to consult Dr. Pierce, by letter, free, and so obtain without charge or fee the advice of a specialist upon diseases peculiar to women. All correspondence is held as strictly private and absolutely confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

The invitation to consult Dr. Pierce, by letter, free, is not to be confused with offers of "free medical advice" made by irresponsible persons who are not physicians and are professionally and legally disqualified for the practice of medicine.

Dr. Pierce's Favorite Prescription is a safe and reliable remedy for the cure of womanly ills. It establishes regularity, dries weakening drains, builds up nutrition and alleviates and cures female weakness.

FREE. Dr. Pierce's Common Sense Medical Adviser is sent (upon receipt of stamps to pay expenses of mailing only) Send 21 one-cent stamps for the book in paper covers, or 12 stamps for the cloth bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.

School Report.

The following is the report of Currinville school district, No. 7, Clackamas county, Oregon, for month ending April 17, 1903:

Roll of Honor—Winnie Palmateer, Minnie Steinman, Walter Looney, Lulu Dowdy, Harry Kitching, Clema Harkenrider, Martin Barnerfeld and Edward Steinman.

Whole number of days' attendance 5007.

Number of days' absence 414.

Number of times tardy 8.

Average daily attendance 26.

Patrons and friends are cordially invited to visit the school.

ANNIE HEINBROTHER, Teacher.

A Runaway Bicycle

Terminated with an ugly cut on the leg of J. B. Orner, Franklin Grove, Ill. It developed a stubborn ulcer, maddening to doctors and remedies for four years. Then Bucklen's Arnica Salve cured. It's just as good for burns, scalds, skin eruptions and piles. 25c at Geo. A. Harding, druggist.

Oregon City Market Report.

(Corrected to Friday.)

Wheat—No. 1, 90c per bushel.

Flour—Portland, \$5.15 per bbl. \$1.05 per pk. Howard's Best, \$1.05 per sack.

Oats in sacks, white, \$1 to \$1.25 per cental, gray, \$1.10.

Hay—old Timothy, bales, \$12 per ton; loose, \$8 to \$11 per ton. Clover \$10.00, \$9. Mixed hay, \$8.

Millet—Bran, \$19.00 per ton; shorts, \$20.50 per ton; chop, \$19.50 per ton; barley, rolled, \$25.50 per ton.

Potatoes—60c per hundred lbs.

Eggs—Oregon, 15c per dozen.

Butter—Ranch, 50c to 55c per roll.

Onions, choice, 50 to 75c per cwt.

Dried apples, 7c per lb.

Fruit, (dried) petite, 3c per lb; Italian, large, 5c per lb; medium, 3 1/2c; Silver, 4 1/2c.

Parsnips, Beets and Carrots, \$1 per sack.

Cabbage (new), 2c per lb.

Apples, 75c to \$1.

Dressed chickens, 10 to 12c per lb.

Livestock and dressed meats; beef, live, \$3.75 to \$4.50 per hundred. Hogs, live, 3 1/2 to 6 cts; hogs, dressed, 7c; sheep, 3 to 3 1/2c; dressed, 7 1/2 to 8 cts; veal, dressed, 7 1/2 to 8c; lambs, live, 3 1/2c; lambs, dressed, 6 1/2 to 7.

ST. VITUS' DANCE. Sure Cure, Circular, by Dr. Fenner, Free.

For Sale by Charman & Co. Huntley Brothers

more on tap, if you want them a few paint facts

We carry only pure Lead and Oil. Our prepared paint is absolutely guaranteed. Our colors in oil, the best made. Our prices are knocking our competitors "sky high."

HOWELL & JONES Reliable Druggists Garde Building CHAMBERS HOWELL LINN E. JONES

O. R. & N.

Oregon Short Line and Union Pacific THREE TR A TOTHE EAST DAILY

Through Pullman standard and Tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kan as City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago, Kansas City, St. Louis and Memphis, reclining chairs (seats free to the east daily. From Portland

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Rows for Chicago, Portland, Seattle, Astoria, St. Paul, Spokane.

70 HOURS Portland to Chicago No Change of Cars. Tickets east via all rail or boat and rail via Portland.

Ocean and River Schedule FROM PORTLAND

Table with columns: DEPART, ARRIVE. Rows for Columbia River, Astoria, Seaside.

C. W. Stringer, City Tkt Agt. 3rd and Washington Sts. A. L. Craig, Gen. Pass. Agt. Portland, Oregon.

Astoria & Columbia River Railroad Co. DAILY TRAINS.

Table with columns: D'y Ex. Sat., D'y, Effective July 5, 1902, D'y D'y. Rows for Astoria, Seaside.

SEASIDE DIVISION. All trains make close connections at Goble with all Southern Pacific trains to or from the East or Bound Points.

At Astoria with I. E. & N. Co.'s boats and rail line, and Steamer T. J. Potter, to and from Lewis and North Beach Points. Ticket office, 255 Morrison st., and Union depot. J. C. MAYO, Gen. Pass. Agt. Astoria, Ore.

PLUMBING CHARGES



are no higher than those of any other trade, and ours are no higher than service rendered demands. What we undertake to do in a thorough and satisfactory manner. There will not be found after our workman get through with a job any defective joints, leaky pipes, loose connections or other evidences of "scamped" work. Every part will be perfect, and look perfect, and when the bill comes in you'll not ask for any deduction.

F. C. GADKE THE PLUMBER

C. N. Greenman, PIONEER Transfer and Express.

Freight and parcels delivered to all parts of the city.

RATES - REASONABLE

SCHEDULES OF TIME

Table with columns: NORTH BOUND, SOUTH BOUND. Rows for Albany Local, Albany Local.

Daily River Excursions

OREGON CITY BOATS.

Table with columns: DAILY SCHEDULE, Leave PORTLAND, Foot Taylor St., Leave OREGON CITY, Foot Eighth St.

Regulator Line.

PORTLAND TO TH DALLES

By the fast and commodious steamer Regulator

Leaves Portland daily except Sunday at 7 a. m. This is the Great Scenic Route. All tourist admit that the scenery on the Middle Columbia is not excelled for beauty and grandeur in the United States. Full information by addressing or calling on J. S. BOOTH, Agent, Portland, Or., Tel. 914. Office and wharf, foot of Oak St.