Current Literature.

THE HOUSE WITH CLOSETS.

Mow dear to the heart of the housekeeping woman,
Are comforts of which so few architects tell; Nice children, good servants, and plenty of

room in The well litted mansion in which they must

But first of the blessings kind fortune can

But first the give her,
give her,
It she in the city or country abide,
Is that which she longs for and covets for ver,
The big, any closet, her joy and her pride—
The roomy, clean closet, the well-ordered
closet,
The big airy closet, her joy and her pride.

The big airy closet, her joy and her pride The house may be perfect from garret to cellar, Well lighted, well aired, with cold water

and hot: and not; and yet to the eye of the feminine dweller, If closetless, all is as if it were not.

How oft she has sunk like a dove that is wounded,
How oft she has secretly grumbled and

Because size saw not, though with all else surrounded.

The big, airy closet, her joy and her pride! The roomy, clean closet, the well-ordered closet, The Lig. airy closet, her joy and her pride.

Ford husbands, who fain would have home to be an Eden, For you and your Eves all complete as a

whole. To read in, to write in, to sleep in, to feed in, Forget not the closets so dear to the soul: But healt them in corners, in nooks and in cranies, Wherever a cleart may harbor or hide,

And give to your Marys, your Kates and

vour Annies, The bit, airy closets, t'eir joy and their prote-The roomy, clean closets, the well ordered

closets, The big, airy closets, their joy and their

JOHN W. GRIM;

Incidents of Pioneer Days.

The stories of the pioneers are all of especial interest and weave into romantic history almost without exception. How strange to compare those days—the fortics—when all the Northwest was a wilderness, with our day. When the for es of human energy are expended in all the might and potency of the romance of Oregon history is contained in the early past, when the crack of the ox whip tells the story of man's triumph over nature. Judge Grim was one of the pioneers who

crossed the plains in '47. He made his home in the lower part of Marion county, near Butteville, where he purchased a squatter's right for \$300. All Oregon was open for choice, but there was a grist mill near there, at Champoeg, and he thought there was some advantage in being near it. He was one of the few who reached Oregon with money, but little of it was left when he built a rough house and began to open his farm. He plowed house and began to open his farm. He plowed and land in the winter and spring and made rails to fence it in, and the next fall, October, 1848, he put in 6° acres of wheat. He worked hard for a start, but his sinews were toughhard for a start, but his sinews were toughened at 35 and he labored with a will to make a home for wife and children.

Grim and other Americans, who came to Oregon in '47, found French Prairie almost entirely compled by Canadian French, and half-breeds, their descendents, who, when fur bearing animals became scarce left the Hudson Bay Co.'s employ to commence farming for the medical value of the mount of the would in his side, where it was bailed deep. They tried to pull it out, but it would not come. Finally, Grim sharpened his jacknife and carved it out himself. all debts in those times and on which they cause. They had one pack horse with them, could procure such groceries and other supsolidary their wounded companion on his back, they started slowly down the river plies as they required. No money was required or expected. Wheat was current at a dollar a bushel and orders for wheat passed dians they supposed to be their assailants, from hand to hand. Farmers then stored it but were not molested.

After several days' slow progress they came on the river where some pioneer warehouseman or else the Oregon City mills had a ware house. The circulating medium was made up of H. B. Co.s orders, wheat orders and the like, and by working for the French settlers Grim and others secured bread and feed until they could grow crops themselves.

Grim says the French used lozel withs to bind grain in large bundles and never saw straw bonds used until the Americans showed located there in '47 made the balance of nower that turned French Prairie against British role and Hu'son Bay Co. interests Before that the French had taken the Hudson Bay side of politics. The French in a short time became satisfied that this was the true

the Blue Mountains, they met and camped urged him to come to Napa and become their near Dr. Whitman, who was returning to his mear Dr. Whitman, who was returning to his he could hold in Oregon—a section—a free mission station, Wailstpu, with some plows, wagons and other farming implements in tended to help eivilize the Indians. Grim's party invited the doctor to come over and confortable; so they left him at that place. make a spe-ch concerning Oregon, by their sevening camp fire. He did so, interesting them very much with an admirable address, to return and aid his own company. But for weeks he staid there and was made freely wellgood advice. He spoke also of his own posi-tion among the Cayuses and Umatilia', who were dissavisfied and discontented, so that he which contained much sound information and

der of himself and family in a few weeks fulfilled his apprehensions then expressed.

Upon receipt of the news of the massacre Upon receipt of the news of the massacre there was a call for volunteers and the citizens of French Prairie met at Gregoires, where 47 men immediately enlisted for the war. Tom McKay was a heroic character in those early days. Grim had heard of him and knew that he came with the Astor expedition, thirty-five years before. McKay was a natural leader, though then an old man, and was present at Gregoire, to impire the act. was present at Gregoire's to inspire the set-tlers with his own resolution. Grim rememhers how McKay rode up and down the prairie, orating and gesticulating to the crowd, which responded freely to his appeals and which responded freely to his appeals and soon had quite a company on the war path It is probable that Grim, having just arrived and without a home shelter for his young family did not volunteer.

One day in October, 1847, just after Grim had finished sowing his wheat, Jesse Boon, afterwards of Boon's ferry, came to see him and ask the loan of a horse to ride to the Rickreal. He said, "Grim, if you will land

and ask the loan of a noise to find the Rickreal. He said, "Grim, if you will lend me a rony I will will pay you by telling you a very important piece of news." It required no promise of pay for a neighbor to get the loan of a horse from John Grim. So Boon had no delay in reaching the Rickreal. The news he left was important and soon after set had no delay in reaching the rickreal. The news he left mes important and soon after set the world wild with astonishment. It was that Sutter's workmen had discovered gold on the Sacramento. Ex-Gov. Boggs, of Missouri, was then in California and he had sent up word to friends in Oregon advising them to come down in haste and reap their share of

the harvest of gold.

This news went through Oregon as it went elsewhere, on the wings of the wind, and though it was then October, Grim and others soon outfitted and commenced the long journey of 600 miles through a wilderness where say age tribes were master. A few weeks took them to the then mining region, and their party of five Oregonians went prospecting on their own account on the upper waters of the their own account on the upper waters of the American river. They camped one night without apprehension of danger and waked suddenly in the midst of a yelling horde of savages, who made night hi-leous—fearfully so. Grim rose in his bankets, took in the situation and made a sudden rush. The black circle of savages parted to let him through, and as he ran the midnight gauntlet, they let appears they are he passed. He get away arrows fly at him as he passed. He got away from camp and hid among rocks and bushes, supposing that his comrades were all murdered in their sleep, and conscious that he was wounded in several places. Arrows had wounded in several places. Arrows had pierced one arm and a leg; a wound in his foot was discovered some days after that proved very troublesome. The worst was an arrow that entered the side and penetrated some distance and projected from the wound. There in the wild mountains, alone and wounded, probably unto death, was a cheerless situation. Suddenly a gun was fired, and he saw and heard Indians scampering in all directions. He crawled back to the camp and found three of his companions unharmed and found three of his companions unharmed and n possession. When they camped they left modern endeaver! We realize the fact that their guns under a tree close by, without any suspicion of danger—all but one young fellow, who laid his rifle at the side of his blankets. As soon as he realized the situation and saw marked the path of progress, not in our day the danger of becoming a target for arrows, when the hoarse scream of the locomotive he fired this gun off, and is a twinkling every Indian vamoos d the ranch. They were unacquainted with fire arms, and a gun was a terror to the untutored "tar heads," for they were the miserable California Diggers, scarce human, who covered their heads with tar from scrub pines to keep the vermin from infesting them. Hoping to get some plunder, they sur-rounded the sleeping camp and fired a perfect swarm of arrows into the blankets. The ground all about the camp was literally covered with arrows. They expected to shoot all the sleepers as they rose. Only two rose Grim, who was pretty full of arrows, and Only two rose. young Frenchman named Tevis, who was killed. The other three staid under the thick

them, and there were lots of arrows left over. The tar heads threw away a great quantity of ammunition in their unsuccessful attempt.

The next morning they buried poor Tevis, who was a great favor to with them and whose death they seriously mourned. Grim was in a predicament. They tied up aed mended his wounds as well as possible, but the barb of the flint arrow head refused to produce, and sometimes got Hulson Bay ful. He was of tough material, and had a one south to St. Paul, and the other east to sorders for trade, which were legal tender for healthy body that wouldn't die for any slight Lake Superior. Mr. Anderson readily and healthy body that wouldn't die for any slight Lake Superior. It was a r meh surgical operation, but succes to find some place where he could be cared for. They passed quite near to a camp of In-

them, and there were lots of arrows left over

to a miner's camp on the American river, and there they left Grim and went back to their prospecting. It proved to be the camp of an old gentleman nomed Cyrus, whose home was near Napa, where he had possessions under a Mexican grant Cyrus and two sons and two son in-law had found good diggings. They to k Grim in without a question and cared for him in the most Christian manner, and never asked for compensation. Those were the haleyon, days of California mining , before the whole world of greed and selthem how. The eleven Americans who fishness had reached there. As Grim lay helpless in hed he saw the family each day clean up the gold saved, and he says it actually seemed as if the had a quart of rusty gold each time. That was hardly true, but they had rich diggings, and they panned out well They work d a rocker only, and had no bet

ter process to go by.

After some days they heard rumors of Indipolicy rendered hearty allegiance to the American flag. The early settlers remember that their French neighbors and started for home. It was only a few days slow journey with horses from Napa to the were always kind and strictly honorable in their dealings. The exchange of work for supplies was of constant occurrence, but set themen's of accounts scarce ever caused any hard feeling.

Solve journey with horses from Napa to the American river. The old gentleman told the boys he "th ught they had gold enough to do this division, owing to the peculiar character of the burst along the Yellowstone. The only necessary to saddle the horses and come action of the atmosphere upon the rocks of the construction of the division, owing to the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the construction of the division, owing to the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the construction of the division, owing to the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the distriction of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the burst along the Yellowstone. The action of the atmosphere upon the rocks of the peculiar character of the pec The Whitman massacre occurred soon after the simplicity of his nature, he thought California arrival in the Willamette. As the forms was too far away to be annoyed by outsiders, and its placers would be always waitemigrants of Grim's party came down the ing for them to come back to them. The Cyclumbia towards The Delice, after crossing rus family took quite a fancy to Grim, and

had a small piece of opium, which she freely tendered. By knowing a little of this, Grim was greatly relieved, and thankfully remem bered the kindness that procured it for him. When able to travel he rejoined his company, When able to travel he rejoined his company, doing such light work as cooking for awhile, until he regained full strength. During the winter the Oregonians, some of them, got very tired of the mines. The living was hard and the weather was severe. Heavy rain storms and deep snows alternated in the mountains. It is astonishing how the value of gold depreciates to a man who is homesick and tired of living on beans and jarked beef. Grim, too, had rather a rough experience, so Grim, too, had rather a rough experience, so he and his neighbor, Uncle Bill Whitney, made up their minds to go home. They started afoot, made their way down to Sacramento, having a serious encounter with murderous gang before they got out of the mountains, but escaping by good management and a bold front. While some—in fact, most of the miners—were kind and hospitable, there were some murderous villains too mean to work for gold were it ever so abundant. They went down the Sacramento in a Russian launch and endured a two days' storm in Suisun bay, where the crew gave up for lost, but they weathered the gale and reached San Francisco, where they found no wharf to land at, so had to wade ashore. Taking ship they reached Oregon and home in the early spring, Grim brought back \$1,500 in gold, the result of a few weeks' work. He left home in Octo-ber, reached the mines in November, got wounded and lost several weeks' time, and quit work in January. The best season for mining was just at hand, but he was homesick and tired of such rough life. The glitter of gold lost its attraction in comparison with the

"There's no place like home!"

When they reached Oregon he found his wheat field looking luxuriant, and it made a good crop the same summer. He had 1,500 bushels of wheat, and that fall he took his savings from gold mining, and bought wheat of his neighbors at 75 cents a bushel, so they could outfit for the mines. The new years have of his neighbors at 75 cents a businer, so they could outfit for the mines. The next year he raised another crop, and along in the summer of 1852, he had 2.500 businels of wheat on hand hat he sold to John McCracken at \$2.50 per Market reports were not published daily then as they are now, and he thought he was making a big thing of it, and so he was, but wheat was actually worth \$4 50 per bushel, so he might have had \$5,000 more.

These incidents serve to show the character of pieneer times, and describe the stirring scenes the early comers went through to win They did win it, and the recital of their experience equals in interest the bright-

est tales of fiction. Judge Grim (he earned the title by offici d Judge Grim (he earned the title by official service in the early days) says that when he had finally located he made a trip around the valley for a day or two, and, when he got back to the family, told his wife that he was fully satisfied with the country, for it was really better than he expected. Nature never made any region more beautiful. The Willamette valley appeared at its hest in the primeval days, when the hand of man had neither marred it nor embellished it. Far and near, hummed in by mountain ranges, the variety of landscape included stream and the variety of landscape included stream and forest, rolling hills and spreading prairies. It s not possible for nature to be more luxuriant in variety of foliage, or more attractive in changing vistas than the Willamett valley appeared, previous to 1850.

appeared, previous to 1850.

In a single month in the spring of 1882, immigration equalled in number all the arrivals that occurred, previous to the discovery of gold. The 5,000 who came that April were swallowed up in the mass of population. The 5,000 of that wonderful decade of the '40's h d a heroic purpose. They will always be re-membered as the pioneers, who made Oregon and saved this beautiful and valuable region to the United States.

CLOSING THE GAP.

A Glance Along the Line of the N. P. R. K .-Less than 270 Miles of Track to Lay ---Interesting Interview with Chief Engineer A. Anderson.

The arrival in Portland of Adna Anderson. Engineer in Chief of the Northern Pacific Railroad, who arrived on the last steamer, ffered the News an opportunity of obtaining ome interesting information relative to the progress of the Northern Pacific westward. Mr. Anderson's headquarters are at Brainerd, Minnesota, an important railroad junction from the west send out two prongs or lines, swered all questions relative to the progress of the road from the East, and imparted some useful information relative to the character of the country now being opened up by this wonderful and magnificent system of railwonderfut and magnificent system of ran-ways. In reply to the direct question as to when the last spike would be driven which will connect Portland with the rest of the United States by steel ties, Mr. Anderson said: "There is no doubt whatever in my mind as to the completion of the line and its opening for through traffic

BETWEEN PORTLAND AND CHICAGO

By the first of next September. The junction between the two ends will be made some time in August, perhaps in July; but regular trains will not be run through for several days after the driving of the last spike."

"What is the extent of the gap between the two ends of the Northern Pacific !"

"About 270 miles of track remains to be laid to connect the two ends of the line. Our trains from the East are running regularly to a point thirteen miles east of Bozeman, Montana. It might be said that the entire Yellowstone division is in running order. The end of the division is 340 miles the m untains as rapidly as it is on the Pa west of Glerdive. Considerable difficulty has been experienced in the construction of

IN THE VELLOWSTONE

Has caused trouble. At several points it has been necessary to protect the road cut along the face of the bluffs, by dykes thrown out into the river to divert the current from the bank. The most extensive work of this kind is at Iron Bluff, ten miles above Glenstone, and will prove to be one of the best stock regions in the world." dive. Here is a vast mass of crumbling material containing several millions of cubic yards, and slowly sliding towards the river bed. The first track laid along it was Montana?" wrecked in a short time. A temporary track then laid has proven permanent. By a strong dyke the main channel of the river tion among the Cayuses and Umatilite', who were dissatisfied and discontented, so that he felt it was not safe to remain longer and he expected to seen leave there. His premonition of danger was well founded and the murble alleviated. He at length found a lady who is could be alleviated. He at length found a lady who is considered in the recessaries of the were scarce and high priced. Here Grim met John Herren, has been diverted from the foot off the slid-ing bluff to the opposite shore. Between large freight to see alleviate of the real passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the care manner of the free road passes lying the passes lying the

lowstone is crossed. Fifty-four miles above it is again crossed, and near the western end of this division it is crossed a third and last time. The maximum grade of this di-vision is 26.4 feet per mile, and the total rise from Glendive to Livingston, 340 miles, is 2,410 teet."

What work is there to be done on the Rocky mountain division?

BETWEEN BOZEMAN AND HELENA. "The grading between Bozeman and Hele na, and between the last named point and Missoula, is nearly all completed. This division commences at the point where the road leaves the Yellowstone valley; crosses the Belt mountains by a tunnel at the summit of B zeman pass, 3,600 feet long; follows the valleys of the East Gallatin, the Missouri and the Prickly Pear to Helena; crosses the main range of the Rocky mountains by a tunnel at Mullan pass, 3,850 feet long, and ends at the Little Blackfoot river, on the western slope of the mountains. It is 1514 miles long."

"Is not this division of the road very

mountainous in character?"
"Yes, it requires much more labor to open the road through the mountains than it does where the working forces have an open country to work in. The highest elevations attained by the road are at the summit grade at Bozeman tunnel, 5,565 feet, and at the Mullan tunnel, 5,548 feet, above the level of the sea. The maximum grade of this division is 52.8 per mile, except in crossing the mountain ranges, where a maximum of 116 feet is em-

ployed."
"Has this heavy work been progressing at the same time the work on this Pacific end of the road has been pushed eastward?" HEAVY GRADING.

'Ves, and most of the heavy work has been completed. Our forces commenced work near the crossing of the upper Missouri river in August, 1881, and continued to Helena, Montana, a distance of 32 miles. In November of the same year work was commenced in the Mullan tunnel on this division. We use power drills here, worked by compressed air. It is a gigantic task, but it is nearly completed. Our men are at work now at the Bozeman tunnel. The approaches to this immense excavation are through wet earth and numerous springs, which renders excavation somewhat d fficult, but I feel sure that there will be no delay occasioned by this tunnel."

"What of the Missoula division; where

"What of the Missoula division; where does it commence and end, and what amount of work has been done on it?"

"This division, I am happy to say, is nearly all graded and ready for the rails. It extends from the end of the Rocky Mountain division a distance of 163 miles to the head of Clark's Fork of the Columbia river. It follows the valleys of the Little Blackfoot and Hell Gate rivers to Missoula, crossing the Coriacan de-file in the valley of the Jocko river, and then descending that stream to the Flathead river, and then along the Flathead to where it joins the Missoula and forms Clark's Fork. The total descent from the east to the west on the division is 2,560 feet. The maxmum grades are 52.8 feet per mile, except at the crossing of a mountain spur at the Coriacan defle, where the grade is 116. In this defle the highest treatle work on the entire line of the road has been constructed. It is called the Marent Gulch treatle, 750 feet long and 222 high. Hell Gate river is crossed ten times.
Truss bridges will be built of the timber of
the country. The western end of the Missoula
division tor 53 miles passes through the Flathead Indian reservation. Consent for the company to build this portion of its line was obtained from the Indians last summer, and grading and tracklaying is now being done from this end of the line."

ROAD NEARLY ALL GRADED, "According to your statement, Mr. Anderson, the road is now almost graded?'

"Yes, it requires comparatively little more grading to prepare the road bed for the iron. The principal delays will be occasioned by bridge work, tunnel making and heavy work in the mountains. There has been some very heavy work done on the Clark's Fork division. The difficulties in the way of constructing the road up Clark's Fork are extreme, the valley being a mountain gorge densely timnorth of St. Paul, and where the main line bered, broken, rocky and precipitous. No road exists save a pony trail on the opposite bank from the railway line, and numerous rapids interfere with the navigation of the river. But even here the bulk of the heavy work has been finished, and it will not be long 128 miles from Saud Point to the head of Clark's Fork may be pronounced finished. I can see no ground upon which to base a doubt of the completion of the Northern Pa-cific from St. Paul, Minn., to Wallula and Portland during this coming summer. Of course, I cannot set a specific day, week or month, but it will be during the summer."

THROUGH CARS TO CHICAGO.

"Will the completion of your road give us a through line to Chicago, and if so, which line will co-operate with the N. P from St. Paul to Chicago."

"There are two railroads which will con nect at St. Paul with our trains from the Pacific. The Chicago and Northwestern and the Chicago, Milwaukee and St. Paul roads are both friendly to this line, and will connect with us, so that cars may run through from Portland to Chicago." What is the character of the country

through which the Northern Pacific has been built; is it being settled on the eastern side of cific end ?

"I cannot say as to whether the eastern end of the road is settling up along its line as rapidly as some portions of this western end, but I know of settlements and inflax of population along the Yellow tone division during the past year. Last July the stock raising districts of Eastern Montana were reached. since which time many thousands of cattle have been shipped over the line East. The road runs through a good grazing country in Eastern M ntana and Western Dakota. East of Bismarck the country is becoming density settled with wheat growers.

AN OLD SETTLED REGION.

"Is there not a large old settled region this road will open to Portland trade, in Western

"There is a comparatively well settled region in Central Montana through which the road passes lying around the important towns of Bozeman and Helena, and will there tap a large freight and passenger business, which has beretofore been compelled to take a circuitous route to the East, traversing high mountain ranges by rough roads, to reach rail

"What of the winter climate along the line of the new road?"
"It is milder, steadier and better for stock

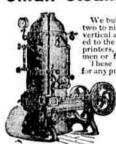
raising than the region south along the lines of railroads in Nebraska, Wyoming and Colorado. AS FOR THE CLIMATE

Of Washington Territory and Idaho, you know and the people here on the Pacific coast know what that is. The road as it comes West opens up a wheat, cattle and timber region. The portion of our line building eastward on the Pacific slope has now penetrated the great forest tract on the Clark's Fork of the Columbia river. Lumbering operations will soon soon spring up there for the supply of the extensive regions of Fastern Washing-ton almost destitute of timber, and will furnish an important source of tonnage to the nish an important source of tonnage to the road. It is unnecessary to allude to the rich mineral regions it will open up in Montana and Idaho, or the immense coal regions to be penetrated by the Pacific coast branches."

Mr. Anderson speaks in quiet but enthu-astic terms of the character of the country

along the line of the new road, and predict lively business along the entire line this year He will make a tour of inspection over the entire line, starting from Portland and go by stage from the western end of the to astern end, at or near Bozeman, Montana.

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