Monthly Report

Of the Oregon weather branch signal service, under the auspices of the United States Signal Service.

Summary for the month of January, at The Dalles

month..... most and ra

To Whom It May Concern

All jurors subposned to appear on the

10th inst., are excused from attendance, on

account of the sickness of the circuit judge,

Bucklen's Armea Salve.

The best salve in the world for cuts

bruises, sores, ulcers, salt rheum, feve, sores, tetter, chapped hands, chilblains corns, and all skin eruptions, and positively

cures piles, or no pay required. It is guaranteed to give perfect antisfaction, or money refunded. Price 25 cents per box. For

Sudden Death.

Heart disease is developed by modern civilization, and is increasing to an alarming extent. Let him who suspects the existence of this cause of sudden death take Dr. Flint's Remedy, and let all persons read his treatise on "Heart Disease," which will be sent on application by Mack Drug Co. N. Y.

BORN.

PRENCH—In this city, Feb. 2d, to the wife of Mr. D. M. French, a son.

THE CHURCHES.

RESBYTERIAN CHURCH-Rev. Gro, A. HUTCH

ison, Pastor. Services every Sunday at 11 a.m. and 7:30 r.m. in the V. M. C. A. Hall, over French & McFarland's store on Second street. Sunday School at 12:15 r. m. Lecture and prayer meeting Thursday

TAIRST BAPTIST CHURCH-Rev. O. D. TAYLOR

Pastor. Services every Sabbath at II A.M. and 7 P.M. Sabbath School at 12 M. Praye meeting every Thursday evening at 7 o'clock. CONGREGATIONAL CHURCH—Rev. W.C.Curb

P. M. Sunday School after morning service. Strange cordially invited. Seats free.

M. E. CHURCH—Rev. W. G. Simpson, Pastor
M. Services every Sunday morning and evening
Sunday School at 12% o'clock M. A cordial invitation
is extended by both pastor and people to all.

GT. PETER'S CHURCH—Rev. Father BRONSBURST
PASTOR. Low Mass every Sunday at 7 A. M. High
Mass at 10:30 A.M. Vespers at 7 P. M.

CT. PAUL'S CHRUCH.—Union Street, opposite Fifth. Rev. Et D. Suteliffs, Rector. Services every Sunday at 11 A. M and 7:50 P. M., Sunday School 12:30 P. M. Evening Prayer on Friday at

SOCIETIES.

A SSEMBLY NO. 2870, K. OF L. - Meete fa K. of P. Hall Tuesdays at 7.30 P. M.

WASCO LODGE, NO. 15, A. F. & A. M.—Mee first and third Monday of each month at

P. M.

COLUMBIA LODGE, NO, 5, I. O. O. F.—Meeta
every Friday evening at 7:30 o'clock, in Ond
Fellows hall, Second steert, between Federal and
Washington. Sojourning brothers are welcome.
C. L, PHILIPS, N, G.

PRIEN OSHIP LODGE, NO. 9., K. of P.—Meets
overy Monday evening at 7:30 o'clock, in Schanno's building, corner of Court and Second streets.
Sojourning brothers are cordially invited.
GEO. T. THOMPSON, C. C.

NEW TO-DAY.

O. D. DOANE, Sec'y.

D. W. VAUSE, Sec'y.

sale by Snipes & Kineraley.

GEO. HERBERT,

Sheriff of Wasco Co.

Number clear days.

Fotal number cloudy days.

Lunar halo on the 5th, 9 p. m

Number of days on which snow fell.

Number of days on which rain feil.

Hon, J. H. Bird.

ITEMS IN BRIEF.

From Wednesday's Daily. A light frost last night. Mr. W. J. Snodgrass, of La Grande, is among the delayed passengers in this city Through connection with the far cast i

hal daily, and to-day we received a Chicago daily paper of Feb. lst. A work train with a crew of laborers started down the road this morning to work on track west of The Dalles. In a day or two the portage will be in good condition, and then The Dalles will good condition, and their rather with Western

The portage at the Cascades is not the best condition, and passengers who take the boat may be forced to walk a distance of several miles.

Mr. E. B. Dufur has been blockaded west of Bonneville for three or four days. His partner told us quietly to-day that Mr. Dufur was taking a picuic in the woods. A force of men are at work improving

and making safe the lorg railroad bridge near Crate's point. Work will be continued along the road until it is in good running condition. The name of the section foreman, wh

worked so nobly recuing the men from the wrecked caboose Sunday was not Rey-nolds as reported, but Mr. J. T. Rawlinson, a resident of this city. The engine and coach, which left here Sunday morning, is somewhere between this city and Cascade Locks. Slides have occurred on both sides, east and west, and

it is impossible for it to get either way. A report is current that a disastrous occurred on the Riparia branch yesterday, in which several were killed and wounded. No reliable intelligence has been received to the hour of going to

The portage from the Upper to the Lower Cascades is not passable as far as we can learn. The Harvest Queen left this morning about 10 o'clock, taking passengers and mail. It is very doubtful whether they make through connection. The blockaded and washed out railroad is not the only inconvenience from which the people suffer these days. There is no line in working order between this line in working order between this city and Portland, and we have tried for three days to get a telegram through to Portland without being successful.

Portland without being succession.

Through a telegram received at the train dispatcher's office to-day we learn that the Willamette is very high in Portland, and covers the streets from A to Alder and west as far as Third street. The two railroad road bridges are considered unsafe for trayel. This, we believe, is the highest water ever recollected in that city.

Rev. A. Horn will preach funeral dis-courses at 2 o'clock P. M, in the M. E. church over the three unfortunate men who were killed in the wreck Sunday, and who were buried in this city yesterday. Mr. Horn was at La Grande at the time the accident happened, and could not arrive in this city in time to be present at the funeral.

Two more of the unfortunate men who Two more of the unfortunate men who were killed in the wreck last Sunday near the feet week last Sunday near the stream below, a distance of twenty feet. the Locks were brought to the city yester-day—the bodies of Messrs. Casey and Merithew. Mr. Casey was buried in the morning from the Catholic church and Mr. Merithew at So'clock in the afternoon, with Masonic honors, of which order he was an honored member.

badly injured, and the one belonging to Mr.
Cooper—a valuable animal—has since died.
While Mr. Cooper is thankful for the escape
of the boys, he feels the loss of his work Coroner Michell informed us that the officers of the company have done every-thing possible for the care of the injured and the proper burial of the dead. In his official capacity he took charge of the re-mains of the nine dead at the Locks, and the company's officers told him that no money would be spared to give them re-spectable funerals. The coroner speaks spectable funerals. The coroner speaks very highly of every official in the company's employ. They afforded him every facility for holding the inquest, and ac-commodated the jury in every way possi-

No intelligence has been received from Portland for four days, and all kinds of reports about floods are in circulation. One says the Willamette is higher than has ever been recollected, and the lower part of the city of Portland is flooded. Another says the people in the towns up the Wil amette pass from house to house in bosts, and that a raging torrent is threatening destruction to dwellings and business houses. We do not credit any

Yakima Herald: There is no question but what the cattle have suffered greatly this winter and that the loss is heavy. It was not the cold or the snow but the poor condition with which they entered upon the winter. Had the grass been good during the summer the loss would have been light, but with no snow during the winter of '88 and '89 the range has never been known to be so poor before. The chinook which has been blowing most of the week cleared away much of the snow, but still left a coating sufficient to make feeding necessary. Joseph Baxter reports that from actual count he has lost ten per cent, of his cattle in the feed yard, and that at least one-half of the cattle left on the range have died Mr. Baxter further says that his cattle have been fed and cared for as well as any and Sheriff Houser, of Umatilla county, ar-Sheriff Houser, of Umatilla county, arrived in this city last night from Pendleton, en route to the penitentiary at Salem, with W. H. Nolter, sentenced to 18 months for larceny; Nicholas Nailer, one year; Henry Cameron, 7 years for attempt to kill his wite, and John Ferguson, two years for forgery They were immediately placed in the county juil under the force of circumstances, and took the boat this morning for Portland. Mr. Houser states that "the suburb to Portland" is rather, a comfortable place after all.

According to information furnished the Baker City Receille by J. A. Dimick, the report that "Forty-nine Jimmie," of Robinsonville, was dead, is a mistake. It says that he has been kept busy answering questious concerning his demise, the obsequies, etc. "Forty-nine Jimmie" figuring a great deal more on the ore he is going to take out this summer than he is on the fit of the golden slippers or the length of the robe that all good old prospectors wear when they quit the sinuous trail and the clusive float of Oregon's hills for the pearly gates and the gold-paved streets of New Jerusalem.

W. W. Journal: Sheriff McFarland went out to Chris. Maiers' place last Thursday, looking for a school teacher known as Zo. Houser, who is charged with having committed a forgery over in Umatilla county, Or., and for which little misstep he was wanted. The sheriff had no trouble in finding his man. He seldom has, for Mac. slips up on his game with a smile upon his lips while he keeps his right hand in his hip pocket as though skirmishing for a little tobacco. Then he tells his business, still smiling, secures his prisoner and comes back with him in great shape. Thus he did with Houser, and then he turned him over to the Oregon sheriff, and both went over the line Friday night to attend court at Pendleton.

Register: During 1889 the people of El-W. W. Journal: Sheriff McFarland went

Register: During 1889 the people of Ellensburgh paid out to foreign newspapers, magazines, etc., thousands of dollars for descriptive articles and advertising fakes of different kinds from which very little if any benefit has been derived. These several newspapers, magazines, etc., that reaped such a harvest last year, still be-lieving in the susceptibility of the gulli-ble public, are already making preparable public, are already making preparations to repeat the dose. The people of
Ellensburgh have learned a lesson, expensive enough it has been, and it is not
expected that these freebooters will meet
with that success they are anticipating.
Had one-half of the money paid out to
these outside publications been kept at
home and used in judiciousand systematic
advertising, the result would have been
different. Patonize homeu institutions.

From Thursday's Daily. After our baptism of rain for the past few days everything is now spring-like and

Mr. W. E. Garretson, who had been blockaded near Dodson's for five days, re-turned last night. He enjoyed himself as best he could, but there was no picnic. The passengers blockaded at the Locks worked nobly during the wreck near that place. They cared for the wounded, and were willing to do anything they could. Mr. David Hillier, who has been at work at Wallula on the Hunt railroad, returned last evening. He will be a resident of the

Mr. P. C. McClellan, formerly editor and proprietor of the Montpelier Observer, Idaho, gave us a pleasant call to-day. He is en route to Portland.

The center bent of bridge 68 cannot be found anywhere, and the general opinion is that it was washed out when the train struck it. There are only two beautiful to the control of the center bent of bridge 68 cannot be found anywhere, and the general opinion is that it was washed out when the train struck it. There are only two beautiful to the center bent of bridge 68 cannot be found anywhere, and the general opinion is that it was washed out when the train struck it. The crowd who desired to take passage The caboose and tender in the rece

on the boat to-day was more than could be accommodated, and several had to remain and spend another day in the city.

Mr. Joseph Danforth, of Lyle, Wash... Mr. Joseph Danforth, of Lyle, Wash...
died from the effects of injuries received
Menday from the kick of a horse. He was
aged about 65 years, and an old resident of
that vicinity. He was buried to-day from
his residence. Hot usquebaugh may not be in order these pleasant days, but the Germania has other drinks equally delicious, and Mat Blasen and Owen Williams—Cymrydd—can deal

them out in good shape. It is somewhat amusing to note the exaggerated accounts published by interior papers of the wreck at the Cascade Locks and the loss of life. One paper said there was a land-slide twenty miles in extent—that the mountain had literally covered the track,

killing twenty men and wounding several others. When they receive the T.-M. they will get the true account of the affair. We have received a poem dedicated The Beautiful Snow, Which is About

ve years ago there was excellent sport.

We are requested to invite all who are in-created in this direction to be present at

Early Monday morning, near Waitsburg

held over it, the jury returning a verdict of suicide. It was then turned over to her

Mr. Simon Frazier, foreman of the ma

atrol have been at work night and day

on the portage railway between the Upper and Lower Cascades. The men worked

On last Sunday morning Dan Cooper and

arl Floyd left Mr. Floyd's place on Five

Mile creek to go to D. J. Cooper's residence on Ten Mile. As they rode on the bridge beyond Mr. Floyd's the middle bent

men and timbers. Fortunately the boys gained the bank with some slight bruises. The horses did not fare as well, both being

Yakima Herald: There is no question bu

been fed and cared for as well as any and that his losses are no greater than those suf-fered by other cattle men.

Friday's daily.

There is fully a half-mile track washed ut between Cascade Locks and Bonneville.

The railroad bridge in this city is again in good repair, and locomotives pass to and from the shops.

Dr. Logan, the company's surgeon, still

Dan and Josie Sullivan in Irish comedy

will appear at the Grand Opera Monday and Tuesday evenings.

Mechanics are at work on the D. S. Baker

lay and night, and as soon as possible she

There are five engines at the shops await

ing repairs. The men are rushed to the ut-most capacity, and cannot finish the work as quickly as it is needed.

The difficulty encountered in clearing th

track is not in removing the dirt on the track; but as soon as the dirt is thrown aside, more will fall down.

There are two Chinamen missing in the working crew of the train wrecked last Sunday. It is supposed they were killed and washed out to the river.

This weather is rejuvenating.

in the recent wreck.

ing very difficult.

will be placed on the route.

A slight frostagain this morning.

ransfer of passengers to-day.

Go." As the lines simply consist of the most illiteral doggerel, we decline to publish the verses. We suffered sufficient affliction in reading the jumbled rhyme, and do not wish to inflict our readers. Ramona Cook Stoves. The man who was under the caboose is he wreck near the Locks was taken out Tuesday night. His name is Wm. Cole, and he leaves a wife and two children at The Harvest Queen left this morning ie Locks. He was buried at that place at the Cascades is expected to be in good condition. This morning the Queen arrived from the Upper Cascades about 5 c'clock The following county warrants were

lost during the week by Dr. Hollister: Nos. 1620, 1623, 1562 and 1389, all of class oringing some mail and passengers, but the There are no tidings as yet of N. K. Fraser, of Pendleton, who has been lost in the mountains since Tuesday week. Friends 31. All persons are warned against pur hasing these warrants. Floods, land-slides, etc., have no effect are scouring the mountains in scarch of him.

The people of Pendleton are greatly alarmed over his disappearance. He is one of the leading young business men of Eastern Oregon, and among the wealthiest. The mountaineers claim he will turn up all right if he has not met with an accident. on the spotted crow on Eight Mile. He still maintains the equanimity of his dis-position, and A. J. Wall serves as fine a old lunch, as can be procured anywhere The wounded in the wreck near the

Locks, brought to this city Tuesday morning, are doing as well as could be expected. Mr. Sam'l L. Brooks has received-a letter from B. S. Paque, Observer U. S. Signal Service, Portland, Oregon, stating that if a suitable flag pole could be procured and some one to attend to the signals, a storm signal atation would be established. The Mr. Jenson, the one receiving the worst injuries, is improving, and so are Conductor French and Road Master Glenn. All are invited to the Valentine social given by the young ladies, at the vestry of the Congregational church on Thursday, February 13th, St. Valentine's eye. An vernment would furnish the flags and pay the telegrams. If our citizens desire s service something should be done imiteresting programme is prepared. buy valentines for your sweethearts. Lunch

15 cents. Thursday afternoon for the burial of Mrs. Mr. Ad. Keller, of the Oro Fino, is again Calvin Barlow, wife of a prominent citizen able to attend to his business, and delights to show his customers his fine assortment of imported wines and liquors. Italian verat Tacoma, and the funeral services were over, and while the friends were viewing the remains signs of life were discovered. The undertaker was sent home, and on the bouth, French brandies and wines, and th best whisky- manufactured are always kept advice of a physician the funeral was post-poned until the following day. The body was found to be warm that night. The at the bar. Baker Democrat: A week ago George body was blistered and other trials were made, but resuscitation did not result. The burial finally took place the iollowing after-

Bacon, who was carrying the mail between was reported lost. A search for him re-sulted in his being found Wednesday even-ing. He had been out six days and had both feet badly frozen. Quite a number of our citizens who are ond of the rod and gun are about to form The Harvest Queen arrived at her wha

and was at a stand still. The wires are

in bad working order, and no news can be he rd except from passengers.

We cal! attention to the advertisement of

Messrs. Fish & Bardon, and desire our people to see what they have to say about

he Celebrated Triumph Ranges and

sporting club. A meeting will be held in the City Hall at 8 P. M. Saturday next for n this city last night about 9 o'clock, and eft this morning at 7:30 o'clock. A few the purpose of effecting organization. One of the principal aims of the club will be to see that the game laws are enforced and a stop put to the wholesale slaughter of game during the closes. passengers arrived from Portland, and nearly all who were blockaded here left on the morning boat for Portland. This leaves the city with few visitors or strangers. during the close season. This indiscrim-nable shooting and fishing has reduced game in this vicinity to almost nil, while Some of the killed in the wreck of Su day received fatal injuries from the tools

driven through his body, and another was nearly cut in two by the blade of a shovel.

he meeting and to join in organizing the Some of the men were standing between the tender and caboose, and these were nearly all killed. the body of Lillie Walker, a 17-year-old girl, was found in the Copper river. She was demented, and escaping from her home Sunday, threw herselfginto the river from the bridge and drowned herself. She had been in the interest of the sunday. The editor of the Goldendale ave notice recently that a certain man in the southern portion of the town could find sufficient muscular exercise by call-ing at that office, instead of whipping his been in the insane asylum, and was only re-leased a short time ago. The body was found in shallow water, near the banks of the river. It was taken out and an inquest wife. About twenty have taken it as a personal challenge, and the editor is very

The courts are enjoying a hallowe quiet. The recorder paces the quarter deck of his domains oblivious of all surquiet. oundings, while the marshal whiles away chine shops, returned from the Cascades this morning. He says for the past three days he and the gang of men under his us time as best he can. With floods in the Willamette valley, railroad track washed out, and the Democratic members of the house completely subjugated by Republican Reed, there is not enough spirit left in human nature to inaugurate

until they were completely exhausted and were forced to desist. At one time the track was opened, but a landslide came down, causing the work to be done over again. Mr. Frazier says the road was open when he left, and will be all right for the transfer of pessengers to day. It is amusing to hear the different state ments about when the railroad will be opened. One gentleman told us to-day that it would take several months to repair the track; but he appeared to be of some-what a dreamy disposition, and lived in the fertile fields of his imagination. The gen-eral opinion seems to be that before the railroad will be in a condition for trains to pass it will be several days-perhaps

izen, and generally respected. GRANT COUNTY ITEMS.

but we have been unable to learn their ex-

Judge Fee will in all probability hold the

March term of court here. Judge Clifford having been counsel in a great many law

Locks, the caboose fell through, the tender falling on top. Fortunately the engine did not going until we went through the bridge, and at about the same rate of speed. I was standing on the deck of the president. When

rock is pretty good for Grant county. That is the assay from a two inch vein of tellurium ore from Horace Sloan's mine on Elk creek. If that does not encourage the minimum ore five killed outright, and is window, the engineer following me. There was a man standing one half mile below here with a white and green lamp. I suppose he was a track walker. Have been on the road fifteen months, and ing industry nothing else will.

stops at the Locks to attend to the injured

The Umatil'a House yesterday was filled with blockaded passengers. To-day it is almost vacated by strange faces. The river during this freshet has not bee over ten feet above low water mark. In June, 1876, it was about 49 feet. The telegraph wires are up: but it i almost impossible to send a message anywhere. Operators are as busy as they The wounded of the recent wreck in the drifted on portions of the road. Mr. Sloan bunk house are doing well. They are im-proving, and it is hoped there will be no reports about seven feet of snow on Greenhorn mountain, and anticipates a profitable Capt. Coe walked from Viento to Portseason for his placer mines over there. land Monday and Tuesday. He found the road in a horrible predicament, and travel-

Letters Advertise The following is the list of letters re maining in The Dalles postoffice uncalled for Saturday, February 8, 1890. Persons calling for these letters will please give the date on which they were advertised. Anthony, Frank Casey, Mrs James Coats, Mrs H C Baker, H E Casey, Mr Coodrigh, Dap(3) Hogue, Billy Hinckle, Mr McBurnall, Fred Hammond, Geo H McReynold, Jake Miner, Geo W Olesen, Elenora Miss Rice, L Richardson, Mr Ara Sutherland, J H

Thompson, James E. Toper, Mrs Alice Wagoner, J W J. B. CROSSEN, P. M. Concort Postponed. The proposed concert by the Third Regiment band on next Saturday night will be postponed, by reason of the Band-

mann troupe occupying the Grand Opera that evening in Shakespearean drama. S. J. Tully, Leader. Notice to Fisherman, Gibons, Macallister & Co, agents for the and Coroner, sent out six caskets and American Net and Twine Company of Roston, Mass., are now prepared to receive orders for Nets, Seines, and Twines.

This morning sixt. Michell, the database and tit to go to work on bridge 63 this side of Bonneville. He called to me and said, "Our caboose and tender have gone through from the undertaking rooms of Crandall the bridge. Get a lot of line and go there Orders should be booked early to insure

prompt delivery. w8fblm

Work Train Through a Bridge.

THE DANGERS OF THE IRON RAIL

Five are Killed Outright and Fifteen are Dangerausly Wounded.

Terrible Suffering of the Injured with no Help from Either Direction for Twenty-Four Hours.

Sunday morning the news swept over he wires that a frightful wreck had occurred in which several were killed and injured. Messenger boys notified the company's surgeon, and everything was bustle and activity at the shops. To approach a railroad man to gain information was useess. Their lips were sealed, and nothing could be learned except the bare fact of the wreck.

It is useless to state that as this meagre news spread, the city was all excitement. One citizen would ask another, What news of the wreck? How many are killed and what are their names? This could not be scertained, and the vaguest rumors prevailed. At one time, the engineer, conductor and brakeman were all killed, and a man about two miles from the Locks. every occupant of the caboose badly injured. By perseverance and unadulterated gall a TIMES-MOUNTAINEER reporter managed to draw out from unwilling persons the news that a dispatch had been received in the city that a work train had fallen through bridge 68, and that five white men had been killed

and fifteen badly wounded. At 11 o'clock a relief train consisting of comotive, passenger car and caboose left the Umatilla House for the scene of the disaster. It had on board Drs, Logan-com pany surgeon-Doane and Rinehart, with all necessary surgical instruments, medicines and all appliances for the wounded. The coroner, Mr. Wm. Michell and Deputy-Sheriff Cates were also on board. The T'. M. tried to secure a reporter to go to the stop about the whistling post this side of scene of the accident, and ascertain the facts break we got the men off, and went over the a detail; but the reporter was politely nformed that newspaper men would not be Then we got on the caboose, and went slow allowed on the train. This was a great ly to the next slide. Passing over bridge disappointment, and forced us to rely upon 68 the engine, tender and caboose broke hearsay for a knowledge of the accident. The working crew was under charge of Mr. it went down. I was caught under a truck weeks.

Vancouver Register: On Monday morning last, Vancouver people were treated to the sight of a geunine volcano in active eruption. A loud report was heard in the south, as of a peal of distant thunder. Later flames were seen issuing from the peak of Mt. Jefferson, which is in the Cascade range, about 80 miles southeast of Salem, Oregon. The flames were followed by clouds of black smoke, which

meagre facilities of that little town.

In the afternoon further particulars was received, and the following appear to be the facts: At 10 c'clock Saturday morn
In the afternoon further particulars was received, and the following appear to be the facts: At 10 c'clock Saturday morn
It is the duty of the track walker at all E. Stewart and Harvey Fields are the work train left The Dalles attempting heaviest losers of sheep in the lower valley, to make Portland. On arriving at the Locks the passenger and mail coaches were detached, and the working train, under charge of Conductor French and Mr. P. Several mines in the Greenhorn and Elk Glenn, superintendent of construction, procreek sections have been bonded by Horace ceeded to Bonneville. They found the Sloan to Portland capitalists who will, if track clear, and were backing up to take they consummate the trade, make a great the remaining coaches, when in crossing bridge 63, one mile and a half west of the Locks, the caboose fell through, the tender four have since died. The dead and in-jured were conveyed to the Locks as soon as

> but we cannot throw blame except upon the unruly elements.
>
> From Tueeday's Day.
>
> The Harvest Queen arrived at the Locks at 1 o'clock yesterday afternoon, and the men on board took charge of the dead and wounded, and conveyed six of them to the boat. These they had to carry through from two to four feet of snow to the landing, and for a long while they only had one stretcher.
>
> and on the track, I hallooed to the engineer to throw the bell rope over to the men who were on the track to assist in getting the men out of the caboose, and then I started to the Locks for assistance. About one mile below here I overtook the track-walker, and told him what had happened. The locks and caboose that was there, and procure what assistance he could and get back as soon as possible. I followed him to the Locks and reported to agent and conductor there. one stretcher.

Those who went from this city were Messrs. H. C. Nielsen, Hans Hansen, F. T. I reside at the Cascade Locks, and my oc Messrs. H. C. Nielsen, Hans Hansen, F. T. Esping, W. E. Sylvester, and S. Thurman, Capt. McNulty was at the wheel. Chief DeHuff was at the engine, and James Crossen, jr. son of Col. J. B. Crossen, postmaster, purser. Bio. Cradlebaugh, of the Wasco Sun, was also at the Locks, and worked until the last man was on the boat. The dead brought to the city were H. Kroncke, J. Schrader and C. Roestoff, and the wounded, Christain Jensen, Conductor French, Ed. Seeley and Patrick Glenn.

The hoat arrived at the wharf about 11

Patrick Glenn.

The hoat arrived at the wharf about 11 o'clock last night, and the injured were immediately taken in charge by friends.

Mr. Jensen, a brother-in law of Mr. Niel
mrs. taken to his residence, where he was taken to his residence, where he was taken to his residence, where he was taken to his residence, where he sen, was taken to his residence, where he receives every possible medical attention and care. Mr. French went to his home, and care. Mr. French went to his home, and went to his home, and went to his home. Seeley to the house of an acquaintance.

This morning Mr. Michell, the undertaker had my hand car on the track, and tools on and \$1 per bottle at Snipes & Kinersly's drug store.

caboose of the relief train. Then the and did everything that could be done to wounded men were taken soon as possible to Cascade Locks. After the relief traio started I was left in charge, and asked to have another man. Mr. Welch, trackwalker, stopped with me also. My bridge gang remained at the weak to a started I was been supported by the started I was been supported by the started by the start alleviate the sufferings of the injured and to care for the dead. Especial mention is nade of Mesdames Thos. Hope and J. A. Hamilton, who, as the injured were gang remained at the wreck to see that none of the bodies floated away. Mr. Clark soon brought to their dwellings, cut off their boots, and dressed their wounds in gum boots, and dressed their wounds in the best manner known to human sympareturned with instructions from Mr. Glenn, thy. Florence Nightingale could and we proceeded at once to take the dead bodies and bring them to Cascade Locks. have done more, and such women will ive in memory while gratitude lasts or the nobility of mankind exists. Section Foreman Reynolds, although charge of the division the 9th day of Decem ber last. Have not made any repairs or this bridge since I have been in charge, but have examined it frequently, and found it always to the best of my in the accident and Patrick Welch worked in water up to their waists to rescue the the men from the caknowledge perfectly safe. Was under bridge the morning before the accident, or boose, and after the men had been taken out Reynolds had to be helped himself He had worked in the water so long that safe to carry trains. I was alone when I he was nuable to move from his position The following is the evidence taken by dent is that the water had risen and washed oroner William Michell, and the verdic the one on the last end is leaning to the of the jury: east, and the one on the west end to the

west. There is one post broken in the west bent, caused by the tender falling on it. Mr. Wm. Michell, coroner, impanelled he following jury of inquest: E. P. Nasi A. Hamilton, J. F. Atwell, John France The west bent is not now resting on the mudsilis, and I cannot say about the east Alex Watt, Peter Moran.

After the jury were duly sworn, the wit I am conductor of train No. 23 of tha JOHN GEORGE date. I was notified while I was on the sidetrack at the Locks by Track Walker Welch that an engine and caboose had gone through a bridge between here and Bonne-After being duly sworn, deposed and said. ive in Albina. My occupation is enginee of engine 380. We left here about 6 a. m on Feb. 2d. We encountered a good deal of ville, and to get some ropes as soon as pos sible. I got ready at once. Brakeman Emerick came up shortly after, giving me full particulars, and I hurried there immediately with engine and caboose, and rendered all

Coroner's Iuquest.

trouble getting down, then we had to stop a second time, and the speed did not exceed nore than four to six miles an hour at any time. There is a bad piece of track this down then to about three miles an hour. started again and I don't think it was mo than about three hundred yards to where the bridge was, and it was perfectly straight and nothing to indicate that anything wa wrong. Went on the bridge at the rate o our miles an hour, and when on the middle of the bridge the timber began to crack an I felt my engine going down. I opened the engine wide open. Tender and caboose went through the bridge, and engine just rested on bent west of break. I was going west, and I had about 120 pounds of steam on the engine. Before leaving here I had no instruction from Mr. Glenn about the condition of the road. On the way between here and there he told me to run yery care ully as the track was in a bad He said nothing about the bridge being in bad condition. I do not think it possible fo the bridge to be perfectly straight when the bents were gone. I think the bents were in place when I struck the bridge. I think one of the bents is under wreck and one lays partly to the ri of the wreck. After I had left here I asked him how the track was, and he said it was all right. I don't know whether he came from the east or west. The accident occurred between 7.30 and 8 A. M. If I had not pulled my engine wide open she would have gone through the bridge, which was about thirty feet high. I went through the window of my engine on the left side, onto the ground. This was after my en-gine had stopped. The train consisted of

engine and caboose filled with laboring men PATRICK GLENN. I am division road master. When I got out gine and caboose standing in front of depot. I told the men to get on the caboose. The section foreman, Mr. Casey, told me that the watchman had come in and reported the track unsafe about one-half mile west of here. I told the conductor to come to a track and thought it safe to pass over through, and went into the creek. I was sitting about midway of the caboose, when

badly injured, and the one belonging to Mr.
Cooper—a valuable animal—has since died. While Mr. Cooper is thankful for the escape of the boys, he feels the loss of his work borre quite severely.

Miss Alice Hill, of Milton, a student at the Adventist's academy, attempted suiced on Friday last by hanging. Miss Hill, who is a bright appearing girl, wrote to her father at her home in Garfield country. Washington, for sufficient money to enable her to come home, and received an answer of such a character that made her despondent and and elected to end her life. She obtained a piece of rope and on Friday and was hanging by the neck when some of ber schoolmates discovered her. They at once gave an alarm, and two physicians were called, who arrived in time to save the young girl's life. Miss Hill was 17 years of age. She was sent to her home.

Yakima Herald: There is no question but with the test of the cattle here of the cattle here of the cattle here. The manner of the cattle here in the case is southwest to the cattle here of the cattle here of Salem. Or geon. The flames were for it is the cascade range, about 80 miles southeast of Salem, Oregon. The flames were for lowed by clouds of black smoke, which so he lades way. It was a grand sight.

At his home about five miles east of Goldendale on Jan. 20th, Mr. Andrew to Goldendale on Jan. 20th, Mr. Andrew and the Locks. They felt their way carefully, and southwest of town, on the 30th. He was buried at the Catholic graveyard just southwest of town, on the 30th. He was buried at the Catholic graveyard just of such a character that made her despondent end to the caboes. After that I urgain and the decoded to early and the cattle here is a catholic state. It is part of the clocks and the proper one of the catoes. They are such that the time suffering from severe seeligh and bright and bright and bright and bright and pound and tripled and training from the Cascade range, about 25 or 30 men in the Cascade range, about 25 or 30 men in the cascade range, about 25 or 30 men i

G. B. AVERY I am lecomotive fireman engine 380, and live at The Dalles. We left here yesterday morning between 6 and 7 o'clock, as near as I can judge, and proceeded down about onehalf mile, and then we stopped and let the men off to shovel a slide, and thought the track in shape. Then we proceeded west again at the rate of five or six miles per hour, until we came within a mile or so of the bridge. The engineer then slowed down again, at the rate of about three miles per hour, while passing a had piece of track cases prior to his appointment cannot, of platform of the caboose, and just as the course, preside as judge during their trial.

Fifty-seven thousand dollars in a ton of rock is pretty good for Grant county. That also the fireman. Brakeman Seelye had his a the assay from a two inch wain of the caboose, and just as the engine at the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing in the gangway of the engine at the time. I made my escape at the left hand side window, the engineer following me. There was a man standing on the deck of the engine at the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing in the gangway of the engine at the time. I made my escape at the left hand side window, the engineer following me. There was a man standing on the deck of the engine at the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing in the gangway of the engine at the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing in the gangway of the engine at the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing on the deck of the engine at the time of the time of the time of the time of the accident. When I heard the bridge crack, I looked around and saw the head brakeman was gone. He was standing on the deck of the engine at the time of the accident.

W. W. Brown, of Wagontire, Harney county, out of a band of 5000 sheep had last week already lost 2000 of them so we have been informed by a man just over from there. Besides that, stock of all kinds were still dying. Horsemen are picking out their best animals and turning the balance out to die.

Horace Sloan arrived home from Elk creek Sunday. In company with Mr. Smith the trip of some 26 miles from Smith's ranch on Middle Fork to Smiths ranch on the John Day was made in about twelves hours in a bob sled, the anow being badly dirifted on portions of the road. Mr. Sloan

The Dalles and Portland. About 7 or from the undertaking rooms of Crandall & Burgett, this afternoon. Messrs. Rocatoff and Kroncke were unmarried, but Mr. Schraeder leaves a wife and two children. They were all honest and industrious citizens, and their tragic death cast a pall of gloom over the community.

The people at the Locks did generous, noble hearted work in this catastrophe,

A Very Enthusiastic Meeting Held Tuesday.

Appointed.

ngton secretary: Minutes of last meeting read and ap

Application of some 30 for memberhip was read and on motion were proper ly enrolled. ssistance in the power of myself and crew.

The committee to raise an advertising On arriving at the wreck I placed th fund reported they had now \$295.00 per wounded in my caboose and brought them to Cascade Locks by order of Mr. P. Glenn month pledged with the promise of more and on motion, the chair appointed and placed them in government bunkhouse committee consisting of Jos. MacEachern so I took hand-car and men, went to the wreck, got the dead bodies out and brought to Cascade Locks and placed in freight charge of the fund and all advertising. ubject to the approval of the president taken out Conductor Weeden and mysel

looked after them with care until they were Mr. MacEachern introduced a resolution looking towards the opening of the I am a conductor. Was notified by section foreman at Bonneville that an engine Locks, and after discussion and amendand caboose with a crew of men had gone ment it was adopted and a copy sent to our delegation in congress.

through the bridge east of Williams' fishery hastened up as soon as possible to help When I arrived the injured men had been taken to Cascade Locks. As soon as Mr. Clark returned the men commenced to take the dead out of the wreck. Mr. Clark and they were handled carefully, and took them C. F. CANDIAN known as The Dalles and Southern. Physician. Death was caused by wreck, and

and C. L. Phillips.

the names as follows: S. Merithew, August Carison, Andrew Frosted, Theodore Schul-ham, James Cascy, W. Cole, Chas. Rastoff. will materialize. WM. LAMS reside two miles west of Bonneville.

occupation at present track-walker. I was told to watch the trussel above Bonneville, the cut above the Eagle creek bridge and the high embankment west of Williams' fishery. My first day's order, I was infishery. My first day's order, I was instructed to the west end of section S; second day the same; third day I was instructed to keep a good lookout for trussel just east of Bonneville, and the cut just cast of Eagle creek and the high embankment west of Williams' fishery. Wednesday last—that would be the 29th day of January, 1890— was the last time I was across the bridge where the wreck now is. I am the only track-walker in this section to my knowl-

GEO. CLARK.

I could not return with engine and caboose

house there. While dead bodies were be

PRANK WEEDEN

placed in freight house.

the wreck on account of new land slides

We, the jary impanelled by Wm. Michell, oroner of Wasco county, to investigate and equire into the cause of death of the following named persons: Henry Kroncke Jno. Schraeder, Chas. Raster, J. Merithew, August Carlson, Andrew Frosted, Theodore Schulham, James Casey, Wm. Cole. We find they came to their death by fall of Feb. 2, 1890, which was caused by the railroad company failing to provide suf number of track-walkers to guard against A. WATT, Foreman,

C. P. ASH, J. A. HAMILTON, J. F. ATWELL, JOHN TRANA. CLEAR YOUR FACE. It has been heretofore shown in

these columns that modern medi-cine has demonstrated that a pim-ply skin is not the result of blood diseases, but is caused by impaired digestion, for which they now give vegetable correctives instead of potnonials are here given to contrast the action of the potash sarsaparillas and Joy's Vegetable Sar

writes that she took one of the leading sarsa-parillas for indigestion and dyspepsia, Its only affect was to cause pimples to appear on her face. Upon taking Joy's Vegetable Sarsaparilla the first effect was the disappearance of the pimplea and she was subsequently relieved of he Indigestion and dyspepsia. Hobert writes from Petaluma, Cal., that being troubled with bolls he found that one of the leading sarsaparillas actually increased the cruptions, which responded at once to Joy's Vegetable Sarsaparilla and disappeared almost immediately.

A Card to the Public. Olympia S. Murray, M. D., female stilist. Has practiced on the Pacific of for the past twenty-five years. A life time for the past twenty-ive years. A life time devoted to the study of female troubles, their causes and cures. I have thousands of testimonials of permanent cures from the best people on this coast. A positive guarantee to permanently cure any case of female weakness, no matter how long standing or what the stage may be. Charges reasonable and within the reach of all. For the benefit of the very poer of my sex who are suffering from any of the great multiare suffering from any of the great multi-tude of ailments that follow in the train of that terrible disease known as female weak-ness, and who are not able to pay for treat-ment, I will treat free of charge. Consul-tation by mail, free. All correspondence strictly confidential. Medicines packed, ooxed and sent by express with charges pre paid-for "home" treatment, with specific directions for use. If you are suffering from any female trouble, periodically or

Constantly, addrees,
OLYMPIA S. MUREAY, M. D.

Morristown, Tenn., July 4, 1888The Swift Specific Co., Atlanta, Ga.:
Gentlemen—Five years ago I was so unfortunate as to contract an extremely bad case of blood poison. My bones ached and my muscles begen to swell and contract. I was under treatment of the physician from the inception of the disease until I found that he could do me no good. Then, through the advice of a friend I began taking S. S. S. Your medicine seemed to have an immediate effect. I took six bottles, and to-day am sound and well. That was two or three years ago, but I have seen no evidence of the return of the disease, and I take this opportunity to thank you for what it has done for me. It saved my life. You can refer any one to me. R. M. WALL.

FARMERSVILLE, TEX., June 22, 1888.
The Swift Specific Co., Atlanta, Ga.:
Gentlemen—The mother of a member of our firm was afflicted with a cancerous sore on her face for about twenty years. During the past few years it troubled her very much by continued pain and itching. She used your S. S. S., and the sore has disappeared and is apparently well. Should it break out again, will advise you.

Very truly,
PENDLETON, YEARLY & RILEY,
Druggists.

Three books mailed free on application THE SWIFT SPECIFIC CO., Atlanta, Ga.

Electric Bitters.

Railroad to the Interior---Committee

The regular monthly meeting of the poard of trade was held Tuesday night in the court room, at which there was a good attendance, and much interest was taken in the following business, with President Macalister in the chair and B. S. Hunt-

J. D. Lee and O. Kinersly, to have full The old committee reported they had aken a page in the U. P. Pamphlet.

The question of a railroad from here south, was then discussed, a blank form read, and on motion a committee consisting of R. Mays, S. B. Adams and C. L. Phillips, were appointed to canvass the matter of incorporating a company to be The subject met with hearty approval and there is no doubt but the project

The chair appointed the following standing committees: On membership-Jos. MacEachern Leslie Butler and C. L. Phillips.

Finance-E. B. McFarland.E. Schang nd Geo. Ruch. Arbitration -- D. M. French, O. Kinrsly, Jos. T. Peters, G. J. Farley and A. . Bonney. Statistics-J. O. Mack, O. D. Taylor.

Navigation and river improvements-D. M. French, R. F. Gibons and John Michell. Legislation, regulation, commerce and

rade-R. Mays, C. N. Thornbury and Geo. A. Liebe. Roads, bridges and ferries-E. Schanne I. T. Nolan and Geo. Filloom.

Meterological--S. L. Brooks, J. chenck and Geo. Blakeley. Another Railroad Company,

W. W. Union. On Friday certificates of incorporation of the Farmer's Transportation company were filed in the auditor's office. The objects of the company are to construct, maintain and operate a railroad on the north side of the Columbia river, in the state of Washington from opposite Celilo, the Columbia to a point opposite Astoria-Also to extend the road westerly to a

railroad company. The principal office frozen that he could not be restored. The s established at Vancouver, Wash. The rescuing party managed to get Stevenson apital stock is \$1,000,000; 10,000 shares into camp, where he soon after died. Depar value of \$100 each. Existence of the corporation is limited to 50 years. about 25 years. He had only been in the The incorporators are H. D. Chapman, F. H. Taylor, Max Baumeister, W. Byron Daniels, E. S. Hidden and H. D. Chap-man, as trustees. All the incorporators are named in the board of trustees, who for the first three months. These articles of incorporations are amendatory to the articles of the Farmer's Railroad Navigation and Steamboat Portage Company, of Walla Walla, which were filed by B. L. Sharpstein, J. E. Biogham, F. W. Paine, D. W. Small and Max Baumeister on Dec. 1885. The object of the original corporation was to construct, maintain and op-erate a railroad, and railway for transporting steamboats, barges, vessels and other water craft on the Washington side of

The Augry Willamette. Thursday's Daily.

the Columbia river, from a point opposite The Dalles to a point opposite Celilo.

The Willamette river during the last bree days has been the highest ever ecollected since 1861. The flood extends from Eugene City to Portland, and in many places have washed away bridges, dwellings and undermined ware-houses, center is seamed with true fissure veins, Literally the Wallamette valley is a lake | showing, wherever examined, the presence of several miles in extent, and the cur- of rich ore. With the developments that rent is of unprecedented velocity. The are now certain to come, Elk City and the bridge at Salem has been washed out, mountain country around, will within the uildings flooded, etc. At Oregon City the break-water is a thing of the past, and population and more than regain the fame the fury of the waters was only equalled it enjoyed in the palmy days of placer by the great freshet of 1862. Large forces of men have been employed in removing goods from all Willamette towns, and the people are in a state of the greatest excitement. In Portland boats were washed from their moorings, the lower World of Dec. 28 said: "Dan Morris Sulpart of the city submerged, the iron livan's company, which played Kitty from bridges rendered unsafe, and the ferry- Cork in the Imperial Opera House last boats stopped making trips. The city night, is decidedly the best comic opera has been the scene of the greatest excite- troupe which has visited Vancouver this ment, and hundreds have watched the wild waves of a raging river from the and the panorama of Irish scenes was an Morrion street bridge. The water has excellent work of art. In addition to berushed through Front and First streets and merchants have been forced to move their goods to higher ground. Millions of logs have broken loose, and have floated down the angry current. The loss of property, caused by the flood is the different towns of the submerged region, will reach millions of dollars.

LATER. From passengers who came to the city this morning, and left Portland Wednes-day at 6 o'clock A. M., we learn that the water was rising very rapidly, and creating considerable damage. Factories, mills, baied huy, and everything conceivable was washing down the Willamette. One large building washed against the Morrison street bridge, which finally know from personal experience just how goed a thing it is. If you have ever tried it, you are one of its staunch friends, because the wonderful thing about it is, that when once gives a trial, Dr. Ring's New Discovery ever after holds a place in the house. If you have never used it and should be afflicted with a cough, cold or any throat, lung or chest tromble, secure a trial bottle at once and give it a fair trial. It is guaranteed every time, or money refunded. Trial bottles free at Snipes & Kinersly's drug store. passed without damaging the structure. Boats were transferring persons across streets up Third, and Front. First, Secand Third werecovered with from eight to ten inches of water.

The Pulpit and the Stage. Rev. F. M. Shrout, pastor United Brethen church, Blue Mound, Kan., says: "I feel it my duty to tell what wonders Dr. King's New Discovery has done for me. to-day, it was resolved that by reason of the My lungs were badly diseased, and my sickness of Judge Bird, this term of court

darishoners thought I could live only a will not be held this month.

few weeks. I took five bottles of Dr. King's New Discovery and am sound and well, gaining 26 lbs. in weight." Arthur Love, manager Love's Funny Folks Combination, writes: "After a thorough trial and convincing evidence, I am confident Dr. King's New Discovery for consumption, bests 'em all, and cures when everything else fails. The greatest kindness I can do my many riends is to urge them to try it' Free trial bottles at Snipes & Kinersly's drug

store. Regular sizes 50c and \$1.00. DOWN WENT M'GINTY. Host Ridiculous and Most Popular

You hear it everywhere. In parlor and in kitchen, in office and in store; in the mansions of the rich, in the homes of the poor. It is more infectious than the discomfitting grip"-and if it is not checked in its mad career it will soon prove more annoying.
"Down went McGinty to the botton

of the sea." That is the refrain of the most ridicu lous song that has ever been sprung upon he American public for years. All othe jingles have been driven out of use for the time being by its catchy air and senseless words. It has neither musical nor literary ment. and why it should become popular craze is one of those mysterion things that no fellow can satisfactoril explain. The words of the song are follows:

Soonday marnin', just at nine, Dan McGinty, dressed so fine, ood lookin' agin' a high stone wall; Whin his young frind Pat McCann, Siz, "Or'll bet a foiver, Dan, kin caray yez to the top without a fall!"

So on his shoulder he took Dan, And to climb the lad began. 'twas very near he did to rache the When McGinty, thinking thin That the foiver he would win,t go his hould an' tuk an awful drop CHORUS.

Down went McGinty to the bottom of the wall An' tho' he won the foive, 'Twas more dead he was than aloive, ribs an' nose an' back broke from

Dressed in his best shoot av clothes! From the hospital McGinty went home, When they'd fixed nich broken bone feind he was the father av a choild; So to celebrate it roight, Friends he went out to invite. And soon was drinkin' whiskey

As he wandered down the strate, In his Soonday shoot so nate, Wid head hould up proud as John the In the sidewalk was a hole,

For to resave a ton av coal, That McGinty never saw till just too late. CHORUS. Down went McGinty to the bottom av And the driver of the car-rt,

Bedad he gave the coals a star-rt,

An it took us an hour to dig McGinty the coal—
Dressed in his best shoot av clothes! When McGinty thin an' pale, Wan foine day got out av jail, He wid love to say his bhoy was nearly w

To his house he quickly ran,

An to his wife—his birdy Ann— But she had skipped the rope an' tuk Then he gave up in despair
And plucked all his ripest hair!
Then in an hour he stood by the river shore
An' knowin' well he cud not swim,
He did foolishly jump in,
Although water he had never tuk before!

Down went McGintyl to the bottom of the Vogt Grand Opera House.

An' he must be very wet, For they haven't got him yet,
But his ghost is at the dock ivery marn at TWO NIGHTS ONLY

Northern Idaho, is just now coming to

the front with the certain promise of be

ing a first-class bullion producer in the

early future. Several of the old lodes,

which have long been known to be per-

manent and rich in ore bodies, and some

large capital stock to develop and work

them. Recent discoveries and develop-

ments have demonstrated the fact that the

great mineral belt that traverses the

mountain section of which Elk City is the

ensuing tweive months, attract a large

Mirror of Ireland.

Dan Sullivan will be with us in a few

days. This company played at Vancou-

ver, B. C. a few days since, and the Daily

season. The play was strong throughout

ing finished actors, each member is a vo-

calist of rare merit. The duet, Come Lis

ten to My Tale of Woe, by Josie Morris

Sullivan and Maurice Daniels as Richard

mining.

Dressed in his best shoot av clothes! FEBRUARY 10 and 11 Frozen to Death. state of Washington from opposite Celilo, to a point on the big eddy of the Columbia, and to extend said railroad westward to a point opposite The Dalles and further to a point opposite The Dalles Two young men, Henry Stevenson and extend it westward on the north bank of on the old Ryan Wood road, were in town last week and on Thursday left to return to their camp. A short distance this side Also to extend the road westerly to a connection with another system of railcould go no further. As he was a stout, roads. The company also have the right heavy man, his partner could do nothing to construct and operate telegraph and telephone lines, steamboats, wharves, ware-houses and do all other things ceased was from Kansas and was aged POPULAR PRICES, 50 and 75c

Re-erved seats now onsale at Blakeley & Houghcountry a short time, having prived in Boise late last fall. As the road between BEFORE YOU BUY the camp in the mountains and the valley is filled with snow drifts in many places, it was impossible to bring the remains out for interment, so they were temporarily STEAM ENGINE buried near the camp to be brought out Coming to the Front,
Boise Statesman.

The old mining camp of Elk City in

BOILER ATLAS ENGINE WORKS

INDIANAPOLIS, IND.

of more recent discovery, have recently passed to the control of a wealthy syndicate that has already organized with a and BARLEY FOR SALE

WASCO WAREHOUSE



ONE ENJOYS Both the method and results when Thornton, was given most sweetly. Dan Sullivan was equally good in the four roles he assumed, and won his way into the good will of the audience as well by Liver and Bowels, cleanses the syshis deep sonorous voice as by faithful impersonations of the characters he represented and fevers and cures habitual sented. To-night the firror of Ireland will again be given and a packed house should greet this fine company." In Vogt Grand Monday and Tuesday.

Constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its werything conceiven the Willamette.

ashed against the ge, which finally ging the structure.

You have heard your friends and neighbors talking about it. You may porsentle one of the many who know from porsonal experience just how goed a thing it is. If you have ever tried it, you are one of its

CALIFORNIA FIG SYRUP CO. LOUISVILLE, KY. NEW YORK, N.Y.

THE NORTHWESTERN. CONSERVATORY OF MUSIC. At a meeting of the bar held in this city

Children Cry for Pitcher's Castoria,