Skin-Tortured Babies
AND TIRED MOTHERS
Find Comfort in Cuticura

INSTANT RELIEF and refreshing sleep for Skin-tortured Babies and rest for Tired Mothers in a warm bath with CUTICURA SOAP and a single anointing with CUTICURA, the great skin cure and purest of emollients. This is the purest, sweetest, most speedy, permanent, and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted, and pimply skin and scalp humors, with loss of hair, of infants and children.

Millions of Mothers Use Cuticura Soap

Assisted by Cuticura Ointment for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough, and sore hands, in the form of baths for annoying irritations, inflammations, and chafings, or too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanative antiseptic purposes which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. Cuticura Soap combines delicate emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odors. No other *medicated* soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic *toilet* soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in One Soap at One Price, viz., Twenty-five Cents, the best skin and complexion soap, the best toilet and best baby soap in the world.

Complete External and Internal Treatment for Every Humor, $1.25,

Consisting of CUTICURA SOAP (25c.), to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA OINTMENT (50c.), to instantly allay itching, inflammation, and irritation and soothe and heal, and CUTICURA RESOLVENT (50c.), to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the most torturing, disfiguring and humiliating skin, scalp and blood humors, with loss of hair, when all else fails. Sold throughout the world.

SENATOR HANNA'S REMARKABLE WHIP LETTER.

We present herewith a facsimile of a letter sent by Senator Hanna to the Republican senators before the opening of the present session of congress. We wish to call attention especially to the assumption of authority on the part of Senator Hanna involved in sending out such a whip letter and the coolness of his introduction of Senator Frye as the prime mover, when taken in connection with the request that acknowledgment should be made to himself at Cleveland.

HEADQUARTERS

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METROPOLITAN BUILDING
1 MADISON AVENUE.

NEW YORK, November 10, 1900

[redacted]
U.S.Senator,
[redacted]

My dear Senator:-

Senator Frye has asked me to say to you that he earnestly hopes to see each Senator in his seat on the morning of the first day of the session, so that at the opening of business the shipping bill may be placed in the proper position for prompt action.

Your kind acknowledgment, to reach me at Cleveland, will oblige,

Yours truly,

M A Hanna

SHIP SUBSIDY CLAIMS ANALYZED.

The Bill Will Neither Promote Commerce Nor Provide Fast Cruisers For Time of War.

The subsidy bill claims to be a bill to promote the commerce of the country and its foreign trade and to profitably employ the surplus products of the farms of the United States.

To justify the expenditure of the $9,000,000 a year proposed by this bill it ought to be shown that all these objects are accomplished by this bill better than they could be by any other means; for if the other so called objects of the bill—to provide cruisers and transports—are to be considered by themselves, it is clear that a cheaper and surer way of having efficient service would be for the government to build its own ships.

Just how the bill will not promote the commerce in a manner at all commensurate with the enormous expenditure is easily seen by a study of one outward voyage, taken at random, of the steamship New York, a vessel belonging to the International Navigation company, the chief beneficiary of the bill.

On her first voyage from New York in 1900 this ship carried cargo to the value of less than $700,000, and of this only $116,000 was agricultural products. Now, compare the statement of the president of this company with one made by Mr. Stratton, representing before the house committee in January, 1899, the board of underwriters of New York and the American bureau of shipping. Mr. Griscom has repeatedly said that the cost of his four fast steamships was $10,000,000. Mr. Stratton, at the hearing mentioned above, said, when speaking of the relationship existing between a vessel and her cargo, "Say a ship is worth $500,000 or $1,000,000 and that vessel goes to sea—the cargo is worth on an average twice what that ship is," and a little later, "If you find a ship is worth $500,000, you will find the cargo is worth $1,100,000 or $1,200,000."

On this basis a ship worth $2,000,000 to $2,500,000 ought to have a cargo worth from $4,000,000 to $5,000,000, instead of one worth less than three-quarters of a million of dollars.

Surely this ship, which under the proposed bill would receive a subsidy of a quarter of a million dollars or more a year—that is, about one-eighth of the entire subsidy to be paid American steamships already built before Feb. 1, 1899—cannot be said to promote commerce or foreign trade or provide profitable employment for the products of the farm to any appreciable extent.

Whatever else she does she cannot in any way be said to help in any of the commercial objects of the bill unless the promoters and supporters of the bill can show that Mr. Stratton is as "ignorant" as they claim every one not agreeing with them must be.

The defenders of the bill are constantly setting forth before those who in their "ignorance" are opposing it that the British and German governments and other nations are subsidizing their fast steamships for war purposes in case of need and we must do as much. Then they appeal to the work done by the two ships of the International Navigation company in the late fracas with Spain as an instance of what might happen again. But the bill as now amended gives no subsidy for speed beyond 18 knots, while the fast ships of the English and German merchant marine attain a speed of 23 knots or better. In the event, then, of a war with these countries the New York, which can make at most 21 knots, her owners say, could neither go in pursuit of the enemy's fast ships nor run away from them. But by the bill no new fast ships are to be called into existence, so that the so called object of providing fast cruisers is not fulfilled by the bill. It fails as lamentably as it does to promote commerce and foreign trade.

Inasmuch as the government in 1899 employed as temporary transports for her soldiers to and from Manila (see report of commissioner of navigation, pages 203 and 205) certain ships which would under this bill have been subsidy winners had the bill been in force, we can judge the kind of ships that would be used were this bill now in operation. There were eight of these vessels. One was 14 years old, one 17, one 18 and the other six from 21 to 40 years old.

This is the kind of ships the companies would turn over to the government to carry her soldiers if they were called on for transports. It is not worth while to pay $9,000,000 a year for the sake of having this sort of thing. It would be far cheaper to build some ships, and when there was no need of them to give the use of them to some poor company that could not make both ends meet without begging from the whole country.

In his speech before the senate on Friday, Feb. 15, Senator Perkins of California showed that the entire sum of $9,000,000 was already taken up and that the bill was actually no help to the building of new ships, much less to the establishing of new lines. In other words, the bill as now drawn is a bounty giver to lines already established and given in such manner that no new line will be able to compete with those now able to seize upon the subsidy. In short, the bill gives to a few lines large sums of money, that new lines may be established. Thus we have the anomaly of a bill professedly in favor of the commerce and shipping interests of the country so drawn as to prevent any competition by American citizens. True, the bill does in words provide that one not now owning a ship may contract to build a new one, but as it also provides that as soon as the $9,000,000 limit is reached a general reduction shall be made pro rata, the new shipman will have no share at all of the slice until it is whittled down to small proportions, and meanwhile the lines already in the field will have gorged themselves to their hearts' content. The bill, then, is really one to prevent the building of any new ships except by the favored few. They, and they alone, may develop and "promote commerce."

Poison Oak Poison Ivy

are among the best known of the many dangerous wild plants and shrubs. To touch or handle them quickly produces swelling and inflammation with intense itching and burning of the skin. The eruption soon disappears, the sufferer hopes forever; but almost as soon as the little blisters and pustules appeared the poison had reached the blood, and will break out at regular intervals and each time in a more aggravated form. This poison will loiter in the system for years, and every atom of it must be forced out of the blood before you can expect a perfect, permanent cure.

SSS Nature's Antidote FOR Nature's Poisons, is the only cure for Poison Oak, Poison Ivy, and all noxious plants. It is composed exclusively of roots and herbs. Now is the time to get the poison out of your system, as delay makes your condition worse. Don't experiment longer with salves, washes and soaps—they never cure.

Mr. S. M. Marshall, bookkeeper of the Atlanta (Ga.) Gas Light Co., was poisoned with Poison Oak. He took Sulphur, Arsenic and various other drugs, and applied externally numerous lotions and salves with no benefit. At times the swelling and inflammation was so severe he was almost blind. For eight years the poison would break out every season. His condition was much improved after taking one bottle of S. S. S., and a few bottles cleared his blood of the poison, and all evidences of the disease disappeared.

People are often poisoned without knowing when or how. Explain your case fully to our physicians, and they will cheerfully give such information and advice as you require, without charge, and we will send at the same time an interesting book on Blood and Skin Diseases.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

Why Not Free Ships?

Shipping is not an end, but only a means—a means of taking our productions to market. Low freight rates are even more to be desired, for upon them depends the profit of everything we export and, more than that, the possibility of exporting many things.

The antiquated and foolish navigation act which forbids American citizens from buying foreign vessels and sailing them under their own flag restricts the investment of capital in shipping, limits competition in freights and is opposed consequently to the real interests of every farmer and other producer who must find a foreign market. Moreover, at least a million tons of foreign built vessels are now owned by American citizens, but who are forced by such law to sail them under foreign flags.

What reason can be given for persisting in maintaining a prohibition which has been rendered obsolete and ridiculous? The ship subsidy bill proposes to let in a limited number of foreign built ships and pay them subsidies. Why exclude the many more vessels of this class whose American owners would gladly place them under American registry and their country's flag if only permitted without asking a dollar from the national treasury?

Now that American shipyards, well built up on naval contracts and having the cheapest iron, steel and lumber in the world, are successfully competing with foreign shipbuilders we can conceive of no valid reason why Americans should longer be prohibited from buying foreign built vessels and sailing them under the flag of their country. On the contrary, we believe that the repeal of this restriction and the restoration to our people of their natural right to avail themselves of good bargains in foreign vessels whenever opportunity occurs is absolutely essential to prevent the great shipyards of the country, necessarily few in number and backed by enormous capital, from combining in a vast shipbuilding trust and monopoly and charging their fellow countrymen "trust" prices for ships. Already the press teems with items foreshadowing such a combine, in which British capital is to play a leading part. The passage of the ship subsidy bill will tremendously aid and accelerate this scheme. To restore competition by throwing open American registry to foreign-built, American-owned vessels is the sure and ready way to defeat it.—Exchange.

A Republican Hint on the Subsidy Bill.

The subsidy bill may be of special importance to the International Navigation company, but there are comparatively few people in the United States outside of that corporation and its particular friends who are desperately anxious to have a bill passed that will open the gates of the treasury for another extravagant expenditure of public money.—Sandusky (O.) Register.

One Thing at a Time.

One trouble with too many poultry keepers is that they are trying to study too many phases of the subject of poultry keeping at the same time. The result is that they make very slow progress in them all. They do not concentrate their thought and effort on any one subject long enough and earnestly enough to enable them to master it. They spread themselves out too thin, attempt too many things and accomplish nothing worth while.

The novice, the person who cannot rightly be said to have a satisfactory working knowledge of the elementary things in poultry culture, whether he is a beginner or only a persistent failure, will find it worth a trial at least to ignore for the time other questions and make an effort to attain a mastery of some one matter in poultry keeping. —Farm Poultry.

The romantic vision of the first half of a man's life is the most real survey of earth he will ever make.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

General Buller can point to the present conditions in South Africa to corroborate his declaration that he had a hard time down there.—Indianapolis News.

The Good Old Time Religion.

The good old time religion that we have in Flowerville:
This is the kind that suits me, an the kind that always will.
There ain't no pew that isn't free—the same as heav'nly grace—
But then I sort of claim a seat up in the "Amen" place,
An it is good to hear the way the old time stanzas ring
When Parson Brown lines out the hymn an says, "Arise an sing."

The good, old time religion, an the old time music, too,
It sets your soul a-singin 'fore the verse is half way through.
There ain't no high priced singer, who seems too good for earth,
A-warblin just enough to give the folks their money's worth.
The congregation sings the song; it may get off the key,
But still the old time praise an song is good enough for me.

The good, old time religion—the new kinds are too strange.
But, thank the Lord that heaven hasn't suffered any change!
We still believe that heaven is our home up in the skies,
An it is still old fashioned when we call it "Paradise."
We've got new streets an 'lectric lights an waterworks, but still
We've got old time religion in the church at Flowerville.

—Baltimore American.

Still More Counterfeiting.

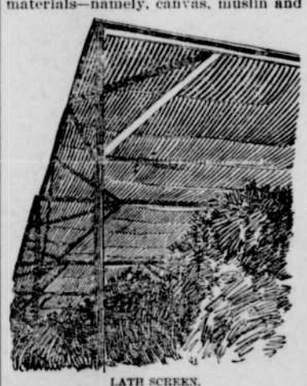
The Secret Service has unearthed another band of counterfeiters and secured a large quantity of bogus bills, which are so cleverly executed that the avergae person would never suspect them of being spurious. Things of great value are always selected by counterfeiters for imitation, notably the celebrated Hostetter's Stomach Bitters, which has many imitators but no equals for indigestion, dyspepsia constipation, nervousness and general debility. The Bitters sets things right in the stomach, and when the stomach is in good order, it makes good blood and plenty of it. In this manner the Bitters get at the seat of strength and vitality, and restore vigor to the weak and debilitated. Beware of counterfeits when buying.

Southern California.

Notable among the pleasures afforded by the Shasta route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest and added sources of enjoyment, under its sunny skies, in the variety of its industries, in its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain. The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect. Illustrated guides to the winter resorts of California and Arizona may be had on application to C. H. Markham, G. P. A., Portland, Oregon.

Frost Protection by Screening.

All the screening or covering devices now so much used in protecting citrus fruits against frost are in effect modified hothouses, and there is no question but that a thorough protection can be accomplished. The expense is the one objection. Screens are made of light materials—namely, canvas, muslin and



LATH SCREEN.

light woodwork—and have been used with considerable success. At a large California ranch an elaborate structure of lath screens is in use. There is no question as to the value of the protection, but the expense is considerable, averaging perhaps $400 to the acre. This lath covering may be considered as forming a well ventilated hothouse.

One Thing and Another.

Kaffir corn is grown in every county in Kansas, Secretary Coburn reporting 382,895 acres in 1899 for that state.

The quality of the California vintage this year is reported to fully equal that of the famous 1893, while the quantity is about 15,000,000 dry and 7,000,000 sweet wines.

The government of Spain has decided to construct reservoirs and irrigation canals for enlarging the agricultural area. It is estimated that the valley of the Ebro river, for example, may be so flooded as to allow the reclamation of 230,000 acres. It is found that the irrigated lands in the valleys of the Ebro and Tago yield 12 times as much fruit as the dry lands. There is sufficient available water in Spain to reclaim an immense domain.

The largest hopyards in the world are in California, along the Sacramento, Russian and Feather rivers, and the biggest hopfield on earth is at Pleasanton, in Alameda county, where, according to an exchange, there are 368 acres, with more than 445,000 vines, under one wire.

FLOWER AND TREE.

Humboldt describes an oak tree which he saw in France which was 90 feet in circumference at the base and was estimated to be 2,000 years old.

The potato, hitherto grown as a tuber under ground, is now being produced like fruit from the stem of the plant. The flavor of these potatoes is excellent.

A few years ago there was on a farm near Stuart, Va., an apple tree which produced at one bearing 130 bushels. It shaded at meridian 90 feet of ground in diameter.

Cut flowers will last much longer in water if the stalk is pealed. This is especially true in the case of any shrub plant. Succulent stalks may be split up the ends. This process expedites the absorption of water and keeps the plant fresh.

Poultry and Potatoes.

Last spring, as an experiment, I planted my poultry yard, containing one-fourth of an acre, to potatoes. I have just dug 50 bushels of fine potatoes from this quarter acre. I did nothing but plant and dig the potatoes; the hens did the rest—kept off the bugs, kept the ground free from weeds, fertilized the crop and kept the ground in fine condition, so that I didn't need to cultivate. The yield is double that on land adjoining, and the potatoes are entirely free from scab. Seventy-five hens occupied the quarter acre. When the potatoes were planted, a few whole potatoes were thrown into the yard for the fowls, so that they had no need to dig out the seed potatoes. I think 100 hens could care for an acre of potatoes to their mutual benefit.—F. N. Clark in Farm Poultry.

Something New.

Just published by the Southern Pacific company is a pamphlet upon the resources of Western Oregon, which includes an excellent map of the state, and contains information on climate, lands, education, etc., existing industries and their capabilities. Attention is also directed to such new fields for energy or capital as promise fair return. This publication fills a need lodg experienced by Oregonians in replying to inquiries of eastern friends. Copies may be had of local agents of the Southern Pacific company, or from C. H. Markham, general passenger agent, Portland, Oregon.

For Over Fifty Years.

An old and well tried remedy. Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic and is the best remedy for diarrhoea. Is pleasant to the taste. Sold by druggists in every part of the world. 25 cents a bottle. Its value is incalculable. Be sure and ask for Mrs. Winslow's Soothing Syrup and take no other kind.

A singular battle was witnessed recently in an English apiary. A hive of bees was besieged by a large swarm of wasps. The bees made valiant sorties to try to drive away their besiegers, and the wasps made furious assaults to drive out the bees. The battle raged for two days, at the end of which time the bees evacuated the hive and the wasps took possession.

"I have used Chamberlain's Colic, Cholera and Diarrhoea Remedy and find it to be a great medicine," says Mr. E. S. Phipps, of Poteau, Arkansas. "It cured me of bloody flux, I cannot speak to highly of it." This remedy always wins the good opinion, if not praise, of those who use it. The quick cures which it effects even in the most severe cases make it a favorite everywhere. For sale by A. K. Wilson.

Farewell of the Leaves.

Said the leaves upon the branches
One sunny autumn day:
"We've finished all our work, and now
We can no longer stay.
So our gowns of red and yellow
And our cloaks of sober brown
Must be worn before the frost comes
And we go rustling down.

"We've had a jolly summer,
With the birds that built their nests
Beneath our green umbrellas
And the squirrels that were our guests,
But we cannot wait for winter,
And we do not care for snow;
When we hear the wild northwesters,
We loose our clasp and go."

—Margaret E. Sangster.

Your Best Work

Cannot be done unless you have good health. You cannot have good health without pure blood. You may have pure blood by taking Hood's Sarsaparilla now. You cannot realize the good it will do you until you try it. Begin taking it today and see how quickly it will give you an appetite, strength and vigor and cure your rheumatism, catarrh or scrofula. All liver ills are cured by Hood's Pills. 25 cents.

The Equinoxes.

The equinoctial storms are no longer believed in by scientific persons. The equinoxes are the dates of the year when the sun crosses the equator at one of the equinoctial points. They occur about March 21 and Sept. 21, and though storms have been known to occur about those times, they are no longer considered as due to the perfectly natural occurrence of the crossing.

BAD COLDS.

Quinine is ten years behind. Colds do not now have to be endured. Mendel's Dynamic Tabules (called dynamic from their energy) cured a week's ordinary treatment into 12 hours, and abort the worst of colds over night.

"It was the worst case of grip I ever had. A half dozen friends had sure cures. Still it hung on. Heard of the Dynamic Tabules. To my amazement they stopped both cough and cold the first night. I endorse and recommend them to the people."—Barclay Henley, ex-member congress and attorney, 101 Sansome street, San Francisco. July 7, 1900.

"Winter colds have always been serious things to me. They are hard and stay for months. But the last was stopped suddenly by Mendel's Dynamic Tabules. Both cough and cold disappeared in a couple of days. Nothing else does this for me."—Mrs. Emma L. Hollin, 14 Moss street, San Francisco. August 6, 1900.

"I live across the street from where Mendel's Dynamic Tabules are made. This is how I first took them. They stop colds without notice. I took a dozen boxes with me for self and friends when I went to Nome."—H. L. Van Winkle, capitalist, 3,017 Washington street, San Francisco. August 10, 1900.

Sent postpaid for 75 cents in stamps by INLAND DRUG CO., 2,934 Washington street, San Francisco. Also on sale by our local agent, A. W. Wilson.

Always Fresh.
Always the Best.
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are sold everywhere.
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D. M. FERRY & CO., DETROIT, MICH.

WORKING FOR EGGS.

A Succession of Pullets Is the Way to Get Winter Eggs.

It would be better if poultry keepers would interest themselves in the selection of layers, as it is really of more importance than exhibition points, because the majority of people keep fowls simply for the eggs or as a hobby, and if care be taken to select only the best layers and set them the profits would increase wonderfully. As a rule, extraordinary laying hens, particularly in their second year, will lay right up to the end of autumn or beginning of winter and then molt. Such hens require a little extra care at this time and usually come on to lay again in February. After they have been resting the germs are stronger, and generally the first few dozen eggs laid will be fertile.

A good layer can, with very little practice, be detected by the formation of her head and eye, and if a person will watch the habits of the hens known to be good layers he will soon be able to pick out the others without watching them.

The first one or two litters of eggs laid by pullets are not so serviceable, so sure or profitable for hatching as is their later product, because they were first formed at a time when the pullet was growing and the organs not fully developed.

Selections should be annually made for the purpose of keeping up the youth and strength of the race and to supply the places of such fowls as have become too old or from other causes unprofitable to breed from.

There can be no question that the best way in which to obtain a supply of winter eggs, no matter what the breed kept may be, is to have a succession of pullets, for, as our readers will find, there is a great difference in seasons. This matter of a succession of pullets is of supreme importance for those who require a regular supply of eggs all the year round—and who does not? Supposing the first batch come out early in February, they should, if of the lighter breeds, commence laying about August or September, when the older ones are going into molt, and thus render special service. Then with more pullets hatched, say every second week until the end of April, it may be looked for that these will begin operations correspondingly until Christmas. The very early pullets are not enough, for, as a rule, they will lay until we have a snap of cold weather, when their places should be taken by the later hatched birds.—Morgan Bates in American Poultry Journal.

Every once in awhile something happens which causes one to wonder why emotional persons do not pass resolutions sympathizing with the British rather than the Boers.—Chicago Record.

A revolt on the part of the Cape Dutch at the present time would be a more serious matter to England than if it had occurred a year ago. Have Kitchener's methods brought on this danger?—Pittsburg Dispatch.

In distance and direction it is as if De Wet had moved from Buffalo to the Shenandoah valley, in Virginia, and was now headed for Harrisburg after escaping his foes on the Potomac at Harper's Ferry.—Philadelphia Press.

Lord Salisbury says the war in South Africa must continue until the burghers are whipped. Mr. Kruger says it must continue until his people get their rights. Both sides being willing, there is no apparent reason why the fight should not go on.—Louisville Dispatch.

Electric coal cutting machinery is rapidly displacing handwork and other varieties of mechanical mining appliances in the collieries of Great Britain and the United States. The coal thus mined is cleaner, the waste less and the effect of the machine on the ventilation and temperature of the mine less than with any other mechanism.

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Trains leave Dallas for Portland and way stations at 6:10 a. m. except Sundays.

Leave Portland 8:30 a m, 7:30 p m
Leave Salem 11 a m; 9:35 p m
Arrive Ashland 12:33 a m; 11:30 a m
Arrive Sacramento 5 p m; 4:35 a m
Arrive San Francisco 7:45 p m; 8:15 a m.

—o—

Arrive Odgen 5:45 a m; 11:45 a m.
Arrive Denver 9:00 a m; 9:00 a m.
Arrive Kansas City 7:25 a m; 7:25 a m.
Arrive Chicago 7:45 a m; 9:30 a m.

—o—

Arrive Los Angeles 7:20 p m; 7:00 a m.
Arrive El Paso 6:00 p m; 6:00 p m.
Arrive Fort Worth 6:30 a m; 6:30 a m.
Arrive City of Mexico 9:55 a m; 9:55 a m.
Arrive Huston 4:00 a m; 4:00 a m.
Arrive New Orleans 6:45 p m; 6:22 p m.
Arrive Washington 6:42 a m; 6:42 a m.
Arrive New York 12:43 p m; 12:43 p m.

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Pullman and Tourist cars on both trains. Chair cars Sacramento to Odgen and El Paso, and tourist cars to Chicago, St. Louis, New Orleans and Washington.

—o—

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7:30 A M Lv — Portland — Ar. 5:50 P
11:03 A M Lv. — Derry — Lv. 2:14 P M
11:55 P M Ar. — Corvallis — Lv. 1:20 P M

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Daily, Except Sunday.

5:00 P M Lv. — Portland — Ar. 9:30 A M
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Passenger depot, foot of Jefferson street.
AIRLIE FREIGHT—TRI-WEEKLY.

Leave 8:35 a. m. — Portland — Arrive 3:05 p. m
Leave 2:50 p. m. — Dallas — Arrive 8:50 a. m
Arrive 5:10 p. m. — Airlie — Leave 7:30 a. m

See I. N Woods, agent at Dallas station or address C. H. MARKHAM, G. P. A. Portland, Oregon.

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