

SALEM AS IT IS.

Some Information and Interesting Items.

IMPROVEMENTS FOR THE YEAR.

Something in General, and a Few Things in Particular About the Capital City.

In this number of the STATESMAN, it has been the aim of the management to give to its readers, something of an index to the business interests of Salem, the capital city of the state. This object, the reader will find, has been obtained in different ways. To the "trade," attention has been given in appropriate local notices, while several of the leading business firms are represented in our regular advertising columns. The manufacturing interests of the city have been treated in a special article, which will prove of interest to many at home, as well as abroad. The "Flora of Salem" has received extended and special notice from the able pen of A. T. Hawley. Hon. George A. Peebles, county superintendent of public schools, has written fully regarding the public schools of this city. Major Frank E. Hodgkin has fully shown to the outside world that Salem has an excellent fire department, and has shown that the equipment of the department is such that we are fully able at any time to cope with any common fire.

But aside from all these able and extensive discussions there yet remains much that must, and more that could be said about this city, and of these things of which something must be said, the writer will treat in such manner and at such length as his limited space will admit. Under the title "In earlier days," the history of Salem has been written, and the writer will confine his article to the present, going into the past only where necessary, and a desire for completeness, prompts. The Salem of today occupies the reputation of being the "queen city of the northwest," in all matters, except that of population. In this however, Salem ranks next to Portland in Oregon, and is easily entitled to its claim of over six thousand souls resident within its borders. In the requirements of a locality, embracing all the advantages necessary to make life pleasant, and to build up a home, wherein the builder may pass his declining years in comfort, and in the joy of seeing his family enjoying that pleasure, and health that comes only from a salubrious climate, Salem has no superiors in the United States and few equals. It is distinctly a city for a home. Here one lives—does not "stay." There are so many things of this nature that could be said, but the writer desires this article to speak of the things that one can readily see rather than of those that one can only learn by experience.

The city has often been well named "the city of magnificent distances," for it probably covers as much as, if not more ground than "any other city of its size" on the Pacific coast. The streets are as a rule, one hundred feet in width, while the blocks range from 300 to 330 feet square. The citizens of today have great cause to be thankful to the persons whose ideas of landscape architecture so singularly meet the views of every one of this time, and gave us such magnificent and broad streets. The streets are lined with beautiful shade trees, while the system of sidewalks, extending throughout the city, is as good as that of any city the writer has ever visited. The streets run at right angles throughout the city, the general direction being northerly and southerly, and easterly and westerly. The grades are easy, and the natural drainage can be utilized very easily, and made unusually perfect. Some of the streets are already supplied with sewers, and within the next few years, Salem will have as perfect a system of sewerage as could be desired.

A walk about the city reveals to the casual observer, a host of pleasant residences, cozy cottages, and neat homes, while here and there he finds a goodly number of public buildings (mentioned elsewhere) substantial business structures, and elegant private mansions, indicative of all the grades of society, and of a general business prosperity. Among the many institutions to which Salem can call attention with pride, is the

WILLAMETTE UNIVERSITY.

The Oldest Institution of Learning in the State of Oregon.

The Willamette University first opened its halls for instruction in 1844 with twenty pupils. In 1853 it organized under the name of a University, by charter and appointed a president and faculty. In 1866 the medical department was organized, and one year after, the brick building which now serves for recitation rooms in the literary department, and which occupies the campus, opposite, and south of the state capital, was erected at a cost of about \$40,000. In 1880 the property on the corner of Court and Capitol streets was purchased and enlarged to provide a home for young ladies attending the University, and to supply rooms for the Conservatory of music. It is now known as the Woman's College, which is simply a department of the University. A building for use in the medical department has just been erected at a cost of over \$22,000. [This building was partially destroyed by fire however during the month just closed, before the contractors had given it over to the University. Work of rebuilding it has been begun, however, and it will be completed within a few months.] In 1884 a law

department was organized, and instruction in law began in September of the

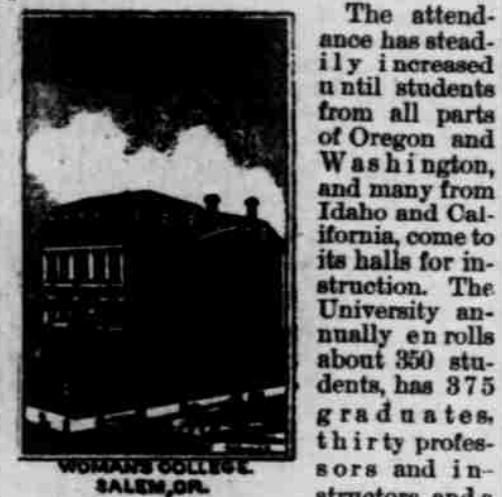


UNIVERSITY HALL, SALEM, OREGON.

same year. A department of theology will probably be supplied in the near future. So much has already been done toward it, as to choose a lecturer, who instructs the theological students once a week on lines of doctrine and sacred history. A young men's boarding hall has just been provided in order to reduce the expenses of non-resident students. The University now provides day board to young men and boys for just what the provision and cooking costs—\$1.50 per week. Rooms are rented for one dollar a month. The cost of attending school in this University has been reduced to such a reasonable amount, that any person with moderate ambition and perseverance may obtain a good education. There are five courses of study besides three regular preparatory courses:

1. Classical course with the degree of B. A.;
2. Latin Scientific with the degree of B. S.;
3. Modern Literature with the degree of B. L.;
4. Normal or Teachers course, with diploma;
5. Business course, with diploma. Those completing the three preparatory courses receive diplomas.

The departments now are: College of Liberal Arts; Medical Department, E. P. Fraser, M. D., dean; Law Department, Judge Wm. Ramsey, dean; Woman's College, Mrs. C. C. B. Hawley, dean; Conservatory of Music, Z. M. Parvin, director; University Academy; Art Department.



WOMAN'S COLLEGE, SALEM, OREGON.

property valued at more than one hundred thousand dollars. Catalogues are sent free on application to Thos. Van Scoy, President, Salem Oregon.

COURT HOUSE.

The Finest County Building in Oregon—Cost \$110,000.

Salem is also the county seat of Marion county, and here is located the county court house, the finest building of the kind in Oregon, or in the Pacific northwest.

This attractive and beautiful building was erected at a cost to the county of about \$110,000. The original contract price was \$89,650 but extras continued to be added to it until the cost reached the amount named. Hon. C. N. Terry, (now of San Francisco) county judge, and John Giesy, and Al Coolidge, commissioners, constituted the court that authorized its erection, and W. F. Boothby, the well-known architect, was one of the contractors on the structure. Work was begun on it in 1872.

The building occupies the center of block 6, and faces to the west. The location is admirably near to the business portion of the city. The building has a



COUNTY COURT HOUSE.

frontage of 86 feet, and is 148 feet in length. It has a basement 12 feet high part of which is occupied by the sheriff, and the remainder used as a county jail. The first story is 16 feet in the clear, and in it are located the county offices, and court room. The second story is 22 feet in the clear, and in it is the circuit court room, with the necessary jury rooms. The building is surrounded by a mansard roof, giving a 16 foot attic, while on the top is a fine cupola, on which is supported the statue of the Goddess of justice, with her balances. From the ground to the top of the statue, the height is 136 feet. The building is substantially composed of brick, with architectural details

in iron. It is very symmetrical, in all its lines, and calls for favorable comment from every visitor, as well as every resident.

SALEM'S BUSINESS BLOCKS.

A List of Her Societies—Water Power and Other Things.

Salem has business blocks that will compare favorably with those of any town of its size in the west. The city buildings consist mainly of the city hall, three fire engine houses, and a city jail, all of which speak well for the public spirited liberality of our taxpayers.

Salem has been well termed "the city of churches," there being ten edifices of that nature, and twelve religious societies, including Methodist, Episcopal, Congregational, Evangelical, Presbyterian, Baptist, German Evangelical (reformed), Dunkards, Seventh-day Adventists, and Spiritualists. Some of these edifices are elegant in the matter of design and finish, and all are well attended on each Sabbath of the year. Salem has also two public libraries in addition to the state library, each under the direct management of the Odd Fellows and Masons. While speaking of the secret societies we would state that Salem has two Masonic lodges, one Chapter, three Odd Fellows lodges, and one Encampment, three lodges of the Ancient Order of United Workmen, one of the Knights of Pythias, one of the United Order of Temple, one of Good Templars, and Sedgwick Post No. 10 Grand Army of the Republic. In the way of literary societies, we have the Alka-Hesperians, an outgrowth of the Willamette University, although at present independent of it in every respect; the Philodorian and the Philodorian are the brother and sister societies of the University. Salem boasts also the best volunteer band in the state—their name "H. A. C. band of Salem" being known from the southern boundary of Oregon, to British Columbia, throughout all of which territory it has an excellent reputation for furnishing good music.

Salem is liberally supplied with water, and gas, and our streets are lighted with electricity. A telephone system is also in operation, and many other "modern improvements" will be found in use here. Salem has the finest water power, or at least it is second only to that at Oregon City, in the state. By it, two large flouring mills, the capacity of each of which will be found in another column, are run, and power is further furnished for the Salem hydraulic water works, the electric light plant, the agricultural works, mentioned elsewhere, the Pioneer oil mills, and for a large chop mill, beside being put to sundry smaller uses. The day is not far distant when this same power will again turn the wheels of a woolen mill, and of other factories as important.

The Monroe house, and Chemekete hotel, noticed elsewhere, are the leading hostleries of the city, although there are several smaller institutions of that nature, and countless private boarding houses. Reed's opera house block, Patton's block, the Miller block, and "State" block, Capital mills, and First National bank block, are all massive brick structures, while the "Bank" block which is just nearing completion will add further to the list. Aside from these blocks there are numerous brick stores about the city, while in several less pretentious buildings, business to the amount of thousands of dollars is done annually. To other buildings, such as the many fine residences to be found about the city, space forbids extended attention. Suffice it to say that they will compare favorably with those of any other city in the west.

SALEM'S WATER SUPPLY.

How this City is Furnished With Good Pure Water.

As stated above Salem's people are liberally supplied with good wholesome water, which is one of the most important articles to the health of a city. The Salem water company was incorporated under the laws of Oregon in February 1871, and the company at once proceeded to erect a system of works for supplying the city. A reservoir was placed on scaffolding, near Drake's foundry, at a sufficient height so that the pressure of the water would be sufficient to carry it to any part of the city. The water was then taken from the river just between the old ferry and the gas works. In 1883, this plant was found to be inefficient, and the company, not feeling satisfied with it, proceeded to the erection of new works, which were completed in September of that year. They put in a substantial stone pump house on Commercial street near the new bridge, and placed their machinery in it, and they will find, as they intended, that the present mode of supplying the city will answer for years to come.

The pump house is a circular building, 68 feet in depth, rather than in height, as thirty feet of the building is below the surface of the ground. The water is brought through an iron sixteen-inch suction pipe, 2157 feet in length—the longest section-main, at present, west of the Rocky mountains, extending to the pump house, across the slough and Minto's island, from almost the middle of the river, where the water is taken through a heavy crib that acts as a filterer, and that allows no trash, or foreign matter to enter the pipe. This suction pipe was put in place during the past year, at an expense of over \$5000, and took the place of the old wooden box suction. The pumps are of the Dow patent, and the system is known as the "direct pumping system," which is without doubt the best known. The pumps are operated by water power, although they are also connected with a stationary engine, which can be used should the water power fail. The pumps are capable of pumping 2,000,000 gallons per day, and the new suction pipe has a capacity of 4,446,000 gallons per day.

The company has in active operation between seven and eight miles of mains and distributing pipes throughout the city, and during the past season repairs and improvements to them have cost over \$15,000. About three miles of wooden distributing mains have given place to pipes of cast and wrought iron, while a considerable extent of streets. It is intended during the coming year to replace all the old wooden mains with iron

pipes, and to still further extend the mains throughout the city. There are numerous fire hydrants connected with their mains throughout the city for which the city pays the water company an annual rental. The forcing power of the works would answer for a city of 30,000 inhabitants. The present officers of the company are: J. M. Martin, president, and superintendent; J. H. Albert, treasurer; R. S. Wallace, J. M. Martin, and Dr. L. A. Port, directors. Mr. Martin, the superintendent, is untiring in his efforts and endeavors to furnish the patrons of the company with every convenience in the way of the sparkling fluid, and to his energy much is due for the free and abundant water with which the city is supplied.

THE CITY'S LIGHTS.

Electricity Introduced During 1886—A Brief Sketch of the System.

The streets of Salem are brilliantly lighted by electric lights, and have been since the first of August 1886. The system used is the "Keith," and the proprietor is Mr. Thomas Holman. Mr. Holman also supplies the stores, etc., of the city with both arc and incandescence lights, with great satisfaction to the customers. Water power is the motive force. Prof. N. S. Keith, the inventor of the system, came from San Francisco where he manufactures his apparatus for electric lighting, and superintended the erection of Mr. Holman's plant, and also that of the Oregon Electric Light Co., which has the contract to light the public buildings of the state by electricity. The motive power of the latter company is the water fall and wheel at the penitentiary, over a mile from the capital, yet the three hundred incandescent lamps at the capital are brilliantly lighted, as our citizens nightly witness. The Oregon Electric Light Co. also furnish twenty-four Keith arc lights at the capital and penitentiary. At the latter place they are run all night. Mr. Holman's plant has a capacity of more than sixty arc lights, or their equivalent in incandescence. For some time before he put in his second thirty-light Keith dynamo, he ran thirty-one arc lights on a circuit of nearly seven miles length. The lights are a great improvement to the town, and are highly appreciated by the citizens. Much is due to Mr. Holman for his enterprise and judgment in selecting and erecting such a superior system of electric lighting. We understand that Prof. Keith is doing a large business on this coast in supplying his excellent system of illumination.

THE YEAR'S IMPROVEMENT.

Over \$325,000 Expended in Improvements During the Year.

There have been a great many improvements, aggregating nearly \$325,000 in value, during the year just closed. The following amounts will show where the expenditures were placed:

NEW STRUCTURES.

The bridge,	\$ 50,000
Geo. Collins, residence,	3,000
L. Kuhn, residence,	2,500
N. Bier, residence,	1,700
W. D. Pugh, cottage,	1,000
Z. M. Parvin, residence,	3,000
H. M. Stapleton, two cottages,	2,700
B. F. Drake, residence,	1,000
R. J. Hendricks, residence,	1,000
O. Hutton, residence,	1,000
"Bank" block,	30,000
Capital Lumbering Co., barn,	700
Dr. H. Smith, barn,	800
A. T. Yeaton, cottage,	1,250
Nelson, cottage,	1,000
C. Snowden, cottage,	1,200
New house on 12th street,	1,000
Dr. H. Carpenter, barn,	700
Leabo, residence,	1,200
Jones, (Nursery) residence,	2,000
Jno. Knight, shop,	500
Alice M. Aiken, two cottages,	3,000
Frickey, cottage,	800
Total,	\$111,250

IMPROVEMENTS TO OLD STRUCTURES.

North Salem bridge,	\$ 600
Depot wagon bridge,	150
East Salem public school,	20,000
Willamette University dormitory,	1,500
"State" block,	2,500
State capital,	75,000
C. S. Rockefeller,	500
Monroe house,	2,500
Oregon school for mutes,	2,000
Oregon school for blind,	1,000
County court house,	3,000
W. T. Gray's barn,	400
Agricultural works,	1,000
Three iron fronts,	2,100
Mallory block (Steiner & Blosser),	1,000
W. F. Boothby, residence,	700
W. Q. Adams, residence,	700
Thos. Burrows, residence,	500
Salem Gas L. Co.,	500
Oregon State penitentiary,	50,000
Oregon asylum for insane,	20,000
Repairing sidewalks, streets, painting and other sundry improvements about the city, (a low estimate),	10,000
Total,	\$209,650

Deducting the amount expended for improvements on the state building, leaves over \$150,000 expended about the city. This certainly makes a very creditable showing for the city. Then a reference to the article on manufactures will further and fully refute the statement that Salem is a dead town. It is, in fact, anything but a "dead town." These improvements with many others of a minor nature give the town a very general appearance of thrift that is pleasing to observe.

SAMUEL ADOLPH.

Salem's Leading Brewer—An Establishment of 21 years' standing.

Twenty-one years ago, Samuel Adolph, now one of the wealthiest citizens of this place, began the manufacture of malt liquors at the corner of Trade and Commercial streets. Since establishing his brewery in this city, Mr. Adolph has manufactured many thousands of barrels of beer, and he has established a trade with all parts of the state. The quality of the beer manufactured by him is fully up to the standard of that made anywhere. His brewery has proved a market for many thousands of bushels of barley and other grain.

THE BRIDGE.

A Monument to the Enterprise of Salem.

A MILE POST OF PROGRESS.

A History of the Causes that Led to its Construction—A Description of the Structure.

The year 1886 has been an eventful one in Salem's progress. The spirit of enterprise has manifested itself in many ways, but the most noticeable advance forward has been the construction of a free wagon bridge across the Willamette river, joining the Marion and Polk county banks—the first bridge across this river below the head of steamboat navigation. It will be interesting to the present generation, and doubly so to the next, to read a brief history of the agitation that led to the construction of this magnificent monument to the enterprise of Salem. It marks an epoch in the history of her progress, and joins in sympathy with her advancement a vast region of country on the west side of the river.

There have been other bridge agitations from time to time, but as they were not successful, they cannot be accorded a place in the record of local history.

In the early part of 1886, THE STATESMAN contained a number of editorial articles upon the importance of the construction of a bridge, and they all helped to arouse public opinion, and attract attention to the subject.

On Sunday, February 28th, 1886, the following editorial appeared in the STATESMAN:

"A SUGGESTION."

The people of Salem must not let the interest in a bridge across the Willamette die out. WE MUST HAVE A BRIDGE! No one will dispute the necessity of a bridge. Therefore, would it not be a good idea to call a meeting of business men to appoint a committee to mature plans to set this project on foot? We hope this suggestion may be heeded.

And it was heeded. On Tuesday afternoon, March 2, a number of the heavy taxpayers and business men of Salem held a meeting at the office of the Capital National bank, to take the initiatory steps toward getting the question of a free bridge across the Willamette properly before the people of the city of Salem, and Marion and Polk counties. A call for a meeting at the opera house on Saturday evening, March 6th, to provide for ways and means for the construction of the bridge was there signed by the following citizens: A. Bush, Werner Breyman, A. A. McCully, Geo. H. Burnett, John G. Wright, J. M. Martin, R. S. Wallace, J. W. Crawford, Squire Farrar, C. B. Moores, H. W. Cottle, John Hughes, A. N. Gilbert, M. L. Chamberlin, T. McF. Patton, F. N. Gilbert, J. H. Albert, W. J. Herren, R. J. Hendricks, W. W. Martin, and A. B. Crossman.

The meeting at the opera house on the evening of the 6th was largely attended by the taxpayers and citizens. W. J. Herren was chosen as chairman. The following general committee of twenty-five on the question of building the bridge was appointed by the meeting: W. J. Herren, A. Bush, Wm. Cosper, M. L. Chamberlin, Werner Breyman, John Hughes, W. N. Ladue, W. S. Simpson, A. A. McCully, Geo. H. Burnett, Dr. L. A. Port, W. F. Boothby, W. T. Gray, Wm. England, R. S. Wallace, H. W. Cottle, Squire Farrar, J. M. Rosenberg, Ed. Hirsch, S. D. Gibson, B. F. McClench, A. N. Gilbert, T. McF. Patton, Thomas Pearce, and Stephen Statts.

This general committee of twenty-five met at the council chamber on the evening of the 8th, and after much discussion and considering different plans of action, appointed an executive committee, to mature plans, and to take general charge of the work. W. J. Herren, who was in the chair, appointed A. N. Gilbert, Geo. H. Burnett, R. S. Wallace, W. N. Ladue, and W. T. Gray as such committee. This was the working committee, and they immediately set about to get ready for the work. A. N. Gilbert was chairman, Geo. H. Burnett was the legal adviser, and every member of the committee was a worker. The business men were asked to subscribe upwards of \$1000 to have a complete survey of the river made. They responded with a will, the money was forthcoming, and Capt. Chas. F. Powell, of Portland, was soon on the ground with competent assistants to make the survey, which was soon completed, and the bridge agitation then practically rested until after the June election.

On Thursday evening, June 10th, the general bridge committee of twenty-five met to hear the report of the executive committee of five. The executive committee reported that the survey had been completed, plans perfected, and bids advertised for and received. They reported favorably upon the bid of the San Francisco Bridge Co., for a combination iron and wood bridge, for \$48,887, and recommended the city council to take steps to secure the construction of a bridge according to that proposal.

At its meeting of June 15th, the Salem city council decided to submit the question of bonding the city for \$30,000 to aid in the bridge construction, to the people, the vote upon the question to be taken at an election to be held June 25th, to fill the vacancy of W. T. Bell, city treasurer, who resigned in order to give the people an opportunity to take this vote. The vote resulted, 663 for the issuance of the bonds, and 21 against, and Bell was re-elected city treasurer, receiving 689 votes.

On July 8th the Marion county court made an order to give \$15,000 to the bridge construction, and the Polk county court followed a month later with \$50,000, after that sum had been guaranteed by a number of the prominent citizens of that county. On July 13th, the contract for the construction of the bridge was signed and the bond approved. The contract called for the completion of the bridge by November 29th. It was between the San Francisco Bridge Co. and the city of Salem, Mayor W. W. Skinner and Councilmen John Hughes and J. H. Albert acting as a committee appointed by the

council, and clothed with this power. Actual construction was soon commenced, and the contract was completed on the day named, November 29th, and the bridge accepted by the city council, and opened for travel on December 2.

The total cost of this bridge to the city of Salem was a little over \$50,000, and of this amount, she had \$20,000 assistance from Marion and Polk counties. Its total length from end to end is about 2340 feet; the channel span is 270 feet long, the center span 230 feet, and the last or east span, 200 feet. The center piers are eighty-six feet high, and there is no draw the bridge being high enough to admit the passage of all river steamers under her spans at every season of the year.

In closing this sketch of the history of the causes that led to the construction of this living monument to the enterprise of Salem's citizens, due credit should be given to Chas. F. Powell, the engineer who made the survey and perfected the plans. He drew them up in such a manner that when their provisions and specifications were complied with, we have a bridge that is well built and protected and will stand against the severest storms and floods of which we have any record or any reason to expect in the future. The committee, assisted by Mr. E. Pihl, from Capt. Powell's office, who had charge of the work for the city, were particularly to see that the provisions of the contract were carried out to the letter, and even some points improved and parts strengthened, and Salem has to-day a substantial and magnificent bridge, dedicated to the free use of the public for all time. It stands a free will offering, a perennial invitation to all to visit her, without the payment of toll or admission to her gates, a welcome to the people everywhere.

Let us hope that the example of the enterprise of 1886 will not be forgotten in the succeeding years, but that the stimulus to advancement and progress will continue to be felt for an indefinite future.

THE CHEMEKETA HOTEL.

The Oldest Established and Largest Caravansary in Salem.

This hotel is one of the largest and finest hotel buildings on the northwest coast. It was erected in 1869 by a stock company at a cost of \$150,000, but the building afterwards became the property of Ladd & Bush, the banking firm. For a number of years Wesley Graves was "host," but in November 1885, the building was leased to Du Bois brothers, two young men, well acquainted with the hotel business, who called their father, one of the oldest hotel managers and caterers on the coast, to their assistance. They proceeded at once to a thorough renovation of the immense building, and to refurbish and recarpet it throughout. They have now a hostelry to which they cordially invite an extensive custom, feeling that the customer accepting an invitation will find himself perfectly satisfied with his entertainment while a guest at the Chemeketa hotel. The building has accommodations for one hundred and fifty guests, of which rooms are formed, beside the numerous single ones, fifteen fine and handsomely furnished suites. The dining room on the first floor is a large, well lighted room, and capable of seating a great many guests. Connecting with the office is the barroom, where a full line of the finest liquors and cigars can always be found. In the building are the telegraph office and express office while the postoffice is but across the street. A free, bus and free baggage wagon are run between the house and trains for the accommodation of guests.

PETE F. EMERSON.

The Oldest and Leading Restaurant of Oregon's Capital City.

From "Bunch Grass" to the pebbly shores of the gentle Pacific, from the broad Columbia to the Umpqua, there lives not a man, better or more favorably known to the traveling public than "Pete Emerson" the proprietor of Emerson's Crystal restaurant, Salem Oregon. Sixteen years ago Mr. Emerson came to our city and set his "stakes" to broil "steaks" and get up edibles for wayfarers and citizens. Since that time, during the intervening years, since 1870, Mr. Emerson's fame as a caterer has steadily increased until his name has become a household word in the valleys, hamlets and towns of that "far off" country "where rolls the Oregon."

Mr. Emerson has recently refitted his establishment and is ready for the large trade that is his when the solons of Oregon meet in biennial session.

And by the way, gentlemen, members, clerks, lobbyists and lookers on, if you want to see how Mr. Emerson prepares "grab" for his guests, you just ask him when you are in his place to let you take a look into his kitchen, pantries, store houses, etc. You will be more than surprised to see how neatly everything is kept in those places and the lack through them will give you an "appetite" that no tonic can give. When in Salem anybody can point out Mr. Emerson's place and do not fail to give him a call.

PIANOS AND ORGANS.

Whale & Galliber, Dealers in Fine Pianos and Organs.

One of the most enterprising firms in the business on the coast, is that of Whale & Galliber, who deal in fine pianos and organs, and supply the surrounding country, with Salem as their headquarters. They sell the celebrated Everett piano, and the Clough and Warren organ. Their office is with Gilbert Bros., bankers, Commercial street.

BAXTER & SON.

This long established firm does all kinds of general jobbing in iron and steel, makes carriages and wagons to order, and makes horseshoeing a specialty. Both Mr. Baxter, senior, and his son Wm. Baxter are thoroughly competent workmen, and all work done by them will prove to have been done to the perfect satisfaction of their customer. Their shop is located at No. 50 State street, near Tiger engine house.

EMIL SCHOETLE.

The popular tailor over Good's drug store will make you a fine suit out of good cloth at reasonable rates. The latest style patterns, in the finest American and English goods. A perfect fit guaranteed.