THE OLD NATIONAL ROAD.

Every man, woman and child in Washington county, Pennsylvania, knows Major John Ewing, the uncle of James G. Blaine, and who to-day at 88 is as hale in body and active in mind as most men of 60. Major Ewing's long life, cotemporary with the growth of the nation, has been a most eventful one, and he has been ever foremost in the enterprises that have raised his native country to deserved prominence in the commonwealth. But to the people of to-day the most interesting event in the octogenarian's life was his connection with the building of the national road, the artery which connected the East with the Western wilderness, and forty years ago exerted a greater influence on the commerce of the nation than do any of the great trunk lines of to-day. No one is more familiar with the building and history of the national road than Major Ewing, and this afternoon, seated by his cozy fireside, the old veteran chatted in a most entertaining way of the men and events of auld lang syne.

"The building of the National road," said Major Ewing, "was first suggested as long ago as the adoption of our constitution. In the convention which framed that instrument the principal objection to its adoption, raised by the smaller states, was that Virginia, whose territory then covered the present states of Ohio, Indiana, Illinois and Michigan, if permitted to come into the union still holding such immense possessions, would, in the natural course of events, soon exercise a dominating influence in national politics. To meet this objection the Virginians agreed to cede to the general government all their territory north of the Ohio river, upon the condition, however, that a portion of the money received from the sale of the lands should be used in the building of a public road through the domain. From the fund thus created the National road was built.

"It was not, however," continued Major Ewing, "until 1806 that final measures for the building of the road were adopted by congress. It was at first proposed that the road should extend from Washington city to St. Louis, but after some millions had been expended in its erection congress grew economical, and the road was completed only as far as Indianapolis, Ind. For twelve years after its completion the road was maintained by the national government, and was free to all, no toll being exacted. But when Gen. Jackson was president the road was turned over to the several states through which it ran. Ohio, Pennsylvania and Virginia all passed enactments accepting the road, and each state created a commission to take charge of the portion given them, to fix toll-gates and arrange the schedule of tolls, and in fact to have general control of all matters connected with their charge. At the outset in this state the toll-gates were placed at intervals of twenty miles, and vehicles of two horses were charged 18¾ cents, and those with one horse 12½ cents. Vehicles whose tires were less than six inches in width went through free. People going to church or to a funeral, to a general muster or a town meeting were also given free way, but within the last few years the free list has been greatly restricted.

"Few people of the present day," continued the Major, "have any idea of the proportions of the freight and traffic which passed over this road in its palmy days; by the latter I mean the period from 1835 to 1850. The passenger traffic is what we hear the most of nowadays, but the freight traffic was also immense. I can remember distinctly of one day counting sixty-three six-horse wagons in sight on the road, and the loads which these wagons carried would tax the capacity of three of the ordinary wagons of the present day. Some of them had hind wheels ten feet high, and carried loads of five and six tons; nearly all of them were covered with canvas. Eighteen days was the time allowed for the transportation of freight from Cumberland to Wheeling, and the teamsters generally got through ahead of time. It was over the National road that the tide of Western immigration flowed in those days, and the immigrant ships, as they were called, sometimes stretching out into caravans half a mile long, were familiar sights.

OLD-TIME STAGING.

"The passenger traffic, of course, was what made the road famous. There were four companies engaged in staging at different times in the history of the road, the National and the Pioneer being the best-known lines. The four often carried as high as 6,000 passengers a month. Travel by stage in the old days was neither as slow or devoid of comfort as a man who eats his meals in a Pullman bowling along at the rate of sixty miles an hour would imagine. The macadamized surface of the road was broad and smooth, and the traveler could journey along in a chartered or a public coach, as he saw fit, although the former was a luxury indulged in only by the wealthy few. There relay stations every ten miles and changes of teams were made by the Jehus of the road in the time that it takes to tell it. The regular coaches carried nine passengers inside and two out, and the baggage of each was limited to fifty pounds. To lower the record, if possible, and never be passed on the road was the drivers' unwritten law, and its rigid observances carried the passenger along at a ten-mile gait. At one time there was a through line of coaches which left Wheeling at 6 in the morning and reached Cumberland less than twenty-four hours later. I remember that on one occasion an Ohio river boat arrived at Wheeling at 10 in the morning with a lot of passengers booked for the train leaving Cumberland at 6 the next morning. One hundred and thirty-two miles of hill and valley lay between them, but Dave Gordon, a noted driver, took them thorough in twenty hours, an unheard-of feat. Desperate feuds often sprang up between the rival lines, and the drivers were always ready to champion the cause of their employers with tongue and muscle. Scythes fastened to hubs to cut the spokes of the wheels of an opposition coach were no uncommon occurence.

"The passenger corches carried the mails for several years, but regular mail coaches were finally substituted, and to those the stage lines devoted their best drivers and fastest horses. The drivers' orders were to make the time or kill the horses, and teams were often driven miles at a full run. If a horse gave out the delay was only for a moment. He was unharnessed and left by the roadside and the journey resumed. But it was the delivery of the president's message that put the driver's mettle to the full test, as on it depended the letting of the contracts by the post-office department, and the driver knew that if he failed to come in ahead, the contract with his company would be canceled and given to the opposition. Bill Noble once carried the president's message from Washington, a town in Western Pennsylvania, to Wheeling, thirty-two miles, in two hours. Robberies were never heard of, as the passenger coach seldom traveled singly and the mail coaches always went in bunches of eight or ten.

THE ROAD HOUSES.

"The traveler on the National road was sure of generous entertainment at the old road houses when his day's journey was done. You could not travel ten miles without passing one of these taverns. The genial and courteous landlord met his guests at the door, and the latter, with his appetite whetted by his long ride through the open air, was sure to sit down to a table furnished with the best the land afforded," and the Major smacked his lips in remembrance of the meals of long ago. "And the whisky, sir, with which the bars of these old road houses used to be stocked! It braced and exhilarated, but left no headaches behind. There was no rush and scramble. The wants and wishes of every guest were looked after, and he literally took his ease in his inn. There were two of these hostelries located just west of this place, and at them nearly all of the famous men of the country stopped at various times. Monroe, Adams, Jackson, Harrison, Polk, Clay, Benton, Taylor, Crittenden and Bell were among the most noted who found Washington a pleasant resting place on their way to the larger city of the same name. One of the hotels of which I speak was kept by an ardent democrat, and the other one by an equally ardent whig, and both of them entertained at one time or another all the famous leaders of their party.

"Although I was only a boy at the time I remember distinctly President Monroe's visit here eighty years ago. He had, as an officer in the Revolutionary war, acquired a fondness for military dress and ceremonies which clung to him even after he became president. I remember at the reception tendered him he and the members of his staff appeared in full dress. When Lafayette made his famous tour through the country, he traveled west over the National road, and was entertained at Washington, Pa., by the Freemasons. He impressed me as the most courtly gentleman I had ever seen, and that impression remains to the present day. General Jackson often stopped here in Washington, and I recall seeing him quite frequently in attendance at the Presbyterian church, in company with A. M. McDaniel, a warm friend of his. The prejudices which I, as a whig, had imbedded in regard to the great democratic leader were badly shattered by his apparent devoutness on those occasions. Sam Hughes kept the democratic house, and in the course of time a sincere friendship sprang up between him and General Jackson. At one time Hughes went to Tennessee to manage the Hermitage, but it was not long before differences arose and Hughes returned to Washington. They used to tell a good story in connection with one of Jackson's visits to Hughes' hotel. Those, you know, were the days of training bands and, one morning, the commander of our local battalion called on Jackson in all the glory of his office, introducing himself with great dignity and not a little vanity as 'Major Simon, of the militia, sir.' Jackson, who was quietly smoking his pipe, surveyed his visitor with great deliberation, and then said, 'I know of your militia, but I'll be d—d, sir, if I ever heard of you.' Simon was vanquished at this rejoinder, but it was the most eventful incident of his life.

"General Taylor's visit here while on his way to Washington to take the oath of office was almost as fatal to my own vanity. A party of Whigs went out to the Rankin House, a mile west of town, to meet him, and I, as spokesman of the party, had expended much time and care on an address of welcome. The driver of the coach that brought Taylor to town was Jack Bayless, a great democrat, and he, aware of our plans, stopped at the McDaniel House, a quarter of a mile away. It was two hours before we discovered the president-elect's whereabouts, and our chagrin at the trick that had been played us was so keen that all thought of a formal reception was lost sight of. Taylor was very tall and thin, with a shock of hair which bore a close resemblance to the quills of a porcupine. On the occasion in question he shook hands with his left hand, adding by way of explanation that in getting off from the steamboat at Wheeling he had got into the crowd and had his hand badly smashed. He said that the series of receptions to which he had been forced to submit had worn him completely out, and no doubt contributed in a great measure to his death, which occurred a few months later. He was plain in his dress and simple in his habits. Here in Washington he was tendred a banquet. The supper was a sumptuous affair, but Taylor surprised those present by calling for hitch and bacon, and having secured these two delicacies he let the others go untouched.

A STORY OF HENRY CLAY.

"Henry Clay often stopped here. On one occasion he reached here in the evening, and was forced to remain over night. The whigs could not let the occasion pass without a speech from him, the dining room of the Mansion House, where Clay was stopping, being selected as a hall. Early in the evening the room was crowded, but hour after hour passed, with Clay still missing, and those who had come to hear him were forced to accept a traveling companion of his, a Kentucky congressman, as a substitute. Meanwhile, up stairs, in Clay's room, was a crowd of democrats, who, having bolted and barred the door so that escape was impossible, had engaged Clay in conversation until he became so interested that he entirely forgot his friends below. Not long after this an accident occurred to Clay between here and Monongahela City, which for years formed one of the stock stories of the drivers along the road. As the stage was going at a breakneck gait down a hill, the wheels encountered a rut, and Clay was pitched through the window and into the mud outside. It was some minutes before he was extricated from his unfortunate position. When the driver finally came to his relief, he simply remarked that that was the first time he had ever known of Kentucky clay mixing with Pennsylvania stones. There is a man living in the lower part of the county, the owner of a fine farm, who got his first start in life from a $50 bill given him by Clay. One winter Clay, on his way from Kentucky to Washington, reached Cincinnati, only to find the Ohio frozen and no steamers running to Wheeling. A young man, named Eli Shafer, brought him through by private conveyance. At the end of the trip, Clay presented the driver with a crisp new $50 bill. By wise investment that bill grew in a few years to what is one of the largest and most productive farms in Washington county."

Much more of interest in regard to the National road was brought out by Major Ewing in the course of his conversation. The old road houses have nearly all disappeared, and with them their landlords. A year or so ago there was a reunion of the old drivers at Uniontown. About a score of them were there, and the affair was a most interesting one. The road itself is as good as it was half a century ago. It was strongly and substantially built, and the repairs upon it have been constant and careful.

We recommend De Witt's Colic and Cholera cure because we believe it a safe and reliable remedy. It's good effects are shown at once in cases of cholera morbus and similar complaints. W. E. Brock.

Fencing With Newspapers.

Somebody says: "My children fence with rolled-up newspapers as foils, only a touch on the sword arm to count. They begin with some calmness, but in about a quarter of a minute they are whacking away at each other like good fellows, and a quarter of a minute later they are prancing all over the room and laughing uproariously. There seems to be more exercise and more fun in fencing with rolled-up newspapers than in any other home amusement."

The most pleasant little pills for regulating the bowels are De Witt's Little Early Risers. Cures sick headache and constipation. Small pills, small doses. W. E. Brock.

When the silver dollar, now piled up in the treasury at Washington, and the silver bars on which certificates have been issued are coined and in circulation, it will be time enough to begin talking about buying more silver for currency purposes. The fact is that the government has now millions upon millions of silver on hand that no one will take. The thing to agitate is how to make the dollars now in stock circulate concurrently with other forms of money.—Springfield, Ill., Journal.

The democrat who puts his ear to the 'phone nowadays for information with regard to his party hears a racket that makes him think it is hopelessly stampeded.

CASTORIA

for Infants and Children.

THIRTY years' observation of Castoria with the patronage of millions of persons, permit us to speak of it without guessing. It is unquestionably the best remedy for Infants and Children the world has ever known. It is harmless. Children like it. It gives them health. It will save their lives. In it Mothers have something which is absolutely safe and practically perfect as a child's medicine.

Castoria destroys Worms.
Castoria allays Feverishness.
Castoria prevents vomiting Sour Curd.
Castoria cures Diarrhœa and Wind Colic.
Castoria relieves Teething Troubles.
Castoria cures Constipation and Flatulency.

Castoria neutralizes the effects of carbonic acid gas or poisonous air.
Castoria does not contain morphine, opium, or other narcotic property.
Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep.
Castoria is put up in one-size bottles only. It is not sold in bulk.
Don't allow any one to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose."
See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

Children Cry for Pitcher's Castoria.

Notice to Bridge Builders.

THERE WILL BE LET TO THE lowest bidder, on Wednesday, July 3, 1895, at 10 o'clock A. M., at the County Court room, the contract for constructing a bridge and fill on County road leading south from the Porter nursery to Baseline road in Washington County, Oregon. The Court reserves the right to reject any or all bids; all bids to be sealed. Specifications may be seen at Clerk's office, on or after July 3, 1895.

B. P. CORNELIUS,
County Judge of Washington County, Oregon. 4-5

NOTICE OF SALE.

I WILL SELL AT PUBLIC AUCTION, at the livery stable of Wiley & Dennis, in Hillsboro, Or., at 2 o'clock p. m., Saturday, June 29, 1895, to the highest bidder for cash, the following described personal property, to wit: One sorrel horse, 5 years old, weight, 1400 pounds; 1 sorrel mare, 6 years old, weight, 1350 pounds, being a first-class, gentle team; 1 bay filly, 2 years old; 1 red mooley cow, 8 years old; 1 spotted cow, 4 years old, giving milk; 1 3½ inch Studebaker farm wagon, complete, 1 set double farm harness, with breeching; 1 Spaulding covered two-seated hack. J. I. KNIGHT.
4 5

Notice of Sale of Real Estate by Administratrix at Private Sale.

UNDER AUTHORITY OF AN Order of sale granted by the County Court of the County of Washington, State of Oregon, and dated June 5, 1895, the undersigned will, from and after Saturday, the 20th day of July, 1895, proceed to sell at private sale for cash in hand, the following described real property, situate in Washington County, State of Oregon, to-wit: Commencing at the southwest corner of the northwest ¼ of section 32, township 2 north of range 4 west of the Willamette meridian, and running thence east 80 rods, thence north 61 rods and 3½ feet; thence west 80 rods, thence south 61 rods and 3½ feet to the place of beginning, containing 30 acres. Bids will be received at the office of W. D. Hare, at Hillsboro, Or.

Dated this 20th day of June, 1895.

4-8 EMMA SHELDON,
Administratrix of the estate of Frank G. Sheldon, deceased.

SUMMONS.

IN THE CIRCUIT COURT OF OREGON, for Washington County.

Alice Norton, plaintiff,
v.
George Race Norton, defendant.

To George Race Norton, the above named defendant:

In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled court and suit within ten days from the date of the service of this summons upon you if served within this county, or if served upon you within any other county in this State, then within twenty days after the date of said service, but if this summons is served upon you by publication, then you are required to appear and answer said complaint on the first day of the next term of said court, after six weeks publication of said summons, to-wit: On Monday, the 15th day of July, 1895; and if you fail so to appear and answer said complaint for want thereof the plaintiff will apply to the court for the relief demanded in said complaint, to-wit: For a decree dissolving the bonds of matrimony now existing between the plaintiff and the defendant, and for the costs and disbursements of this suit, and for such other and further relief as shall seem meet to this Honorable Court, and agreeable to the principles of equity.

And you are further hereby notified that the summons in this suit is served upon you by publication thereof in the HILLSBORO INDEPENDENT, a newspaper published at Hillsboro, in Washington County, Oregon, pursuant to the order of the Honorable L. A. McBride, judge of the said court, made the 27th day of May, A. D. 1895.

CARSON & FLEMING,
4-7 Attorneys for Plaintiff.

SHERIFF'S SALE ON EXECUTION.

BY VIRTUE OF TWO EXECUTIONS, issued out of the County Court of the State of Oregon for Washington County, first, in favor of William Barker, and against W. T. Smith, for the sum of $14.60, costs, and the further sum of $2'0.50, U. S. gold coin, with interest thereon at the rate of 10 per cent per annum, from the 5th day of October, 1893; second, in favor of J. W. Hughes, and against W. T. Smith, for the sum of $14.60, costs, and the further sum of $166.90, U. S. gold coin, with interest thereon at the rate of 10 per cent per annum, from the 5th day of October, 1893, and for the costs and expenses of sale and of said writ

Now, therefore, by virtue and in pursuance of said judgment, and for want of sufficient personal property, I did, on the 12th day of June, 1895, levy on all the interest of the above-named defendant, in the hereinafter described real property, and will, on Monday, the 22d day of July, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10 o'clock A. M. of said day, sell at public auction to the highest bidder for cash, the following described real property, to-wit:

Beginning at a point on the east line of the donation land claim of Elkanah Walker and wife, in T 1 N R 3 W north 8° 30' east 25.30 chains from the S E corner of the same, thence north 89° 27' west 3.83 chains; thence south 1.15½ chains, thence south 89° 27' E 3.66 chains to the said east line of the Walker claim, thence north 8° 30' east 1.16½ chains to the place of beginning, all said land situate in Washington County, Oregon, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 19th day of June, 1895. H. P. FORD,
Sheriff of Washington County, Or.
By W. D. BRADFORD, Deputy.
4-8

NOTICE.

IN PURSUANCE OF AN ACT PASSED by the fifteenth regular session of the legislative assembly of the State of Oregon, entitled an act "to require County Warrants to be cancelled after seven years from the date of issuance," notice is hereby given that if the following named warrants are not called for and presented for payment within sixty days from the first day of July, 1895, they will be cancelled, and payment thereof will be refused:

Date of issuance.		To whom issued.	Amt.
September 7,	1881	Geo H Bonny	$1 00
" 8,	"	Margaret Vedder	1 50
" 8,	"	Jane Belinger	1 50
February 3,	1882	W M Morrison	2 00
March 9,	"	Dan Keating	2 00
May 3,	"	C Meier	8 20
June 7,	"	R Hughey	1 50
" 8,	"	Jos. Haywood	4 00
July 5,	"	H T Hudson	1 50
September 6,	"	Wm Lawrence	1 50
October 4,	"	John Valaro	1 50
November 8,	"	Louise Josse	2 00
" 8,	"	H C Rasmer	3 40
" 8,	"	Frank Smiley	1 50
" 8,	"	Caleb Wilkins	2 10
" 8,	"	Albert Bledsoe	1 50
December 7,	"	Henry Cop	1 20
" 7,	"	Hubert Barnard	1 20
March 8,	1883	T J Knighton	6 00
April 5,	"	M Haskell	15 00
June 7,	"	Albert Ogg	2 10
" 7,	"	Jacob Wonderli	1 80
July 6,	"	J S Robinson	1 50
September 6,	"	C H Pierce	1 50
November 8,	"	J Doughty	3 30
January 9,	1884	Joseph Mason	1 70
" 9,	"	David Williams	1 70
" 9,	"	J D Spencer	1 70
March 6,	"	A R Fanno	2 00
July 10,	"	Josephine Brady	4 00
" 11,	"	A R Fanno	2 00
" 11,	"	H E Mayer	3 10
" 11,	"	M Segar	3 10
November 6,	"	Annie C Hansen	1 50
" 6,	"	"	2 70
May 7,	1885	James Heaston	2 00
July 9,	"	Geo W Beal	4 80
" 9,	"	M P Snelling	3 2
August 6,	"	W F Chapman	4 50
" 6,	"	W Hamilton	4 50
" 6,	"	W S Chapman	4 50
September 10,	"	John Kanna	8 00
December 10,	"	A R Fanno	2 60
January 6,	1886	R Nixon	2 70
" 11,	"	A L Kaufman	1 50
" 12,	"	Carl Pfender	2 00
March 5,	"	J C Moreland	13 70
" 5,	"	C Nissen	1 90
June 10,	"	I N Edmunston	6 00
July 7,	"	Charles King	4 00
August 5,	"	M P Snelling	1 00
" 5,	"	Mattie A Hiatt	1 50
September 8,	"	Niels Anderson	3 00
October 7,	"	M J Smith	2 00
" 8,	"	M Charlton	2 00
December 9,	"	Chas Montgomery	3 10
March 11,	1887	W C Johnson	2 00
April 6,	"	B Anderson	4 00
May 4,	"	Geo Landess	3 20
" 4,	"	P M Edwards	3 00
June 9,	"	D L Edwards	2 70
" 9,	"	Fred Raemer	1 80
" 9,	"	Winnie Raemer	1 80
" 9,	"	E I Rowen	1 50
January 5,	1888	H Harris	1 50
March 7,	"	A Rasmusen	1 00
" 7,	"	O S Peterson	1 60
" 7,	"	Mary Ferndrup	1 50
" 7,	"	Claus S Peterson	1 50
" 7,	"	C Conradi	1 00
" 7,	"	Agnes Wilhelm	1 50
April 5,	"	Stephen Sell	2 00
June 7,	"	J S Shearward	3 10

By order of the County Court.
3-7 R. B. GOODIN,
County Clerk.

SHERIFF'S SALE.

BY VIRTUE OF AN ATTACHMENT, execution and order of sale, issued out of the County Court of the State of Oregon, for Jackson county, in favor of J. C. Hare, plaintiff, and against Andrew Phillips, defendant, for the sum of $7.50, costs, and for the further sum of $90.56, U. S. gold coin, with interest thereon at the rate of 10 per cent per annum, from the 6th day of May, 1895, and the sum of $20.00, attorney's fees, and for the costs and expenses of sale and of said writ.

Now, therefore, by virtue and in pursuance of said judgment, execution and order of sale, I will, on Monday, the 8th day of July, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10 o'clock A. M., of said day, sell at public auction to the highest bidder for cash, all of the right, title and interest of the above named defendant, in and to the following-described real property, to-wit:

Certificate No. 50, in T 1 N R 3 west of Willamette meridian, in Washington County, Oregon, described as follows

Commencing at the south west corner of that tract of land heretofore conveyed by J. W. and Martha Powers to Mary P. Trapp, by deed, dated March 5, 1889, and recorded on page 486 of Book Z, Records of Deeds for Washington County, Oregon, which is 13.60 chains south of the northwest corner of the east half of said donation claim, and running thence north on the west line of the east half of said claim 3.60 chains, thence east 6.62½ chains to the west edge of the road running from Cornelius to North Plains; thence southerly with the west edge of said road 3.60 chains to the south line of said Mary P. Trapp's tract of land; thence west 5.62½ chains to the place of beginning, containing 2¼ acres, more or less, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 5th day of June, 1895. H. P. FORD,
Sheriff of Washington County, Or.
2 6

FIRST NATIONAL BANK
OF HILLSBORO,

Transacts a General Banking Business.

J. W. SHUTE.....PRESIDENT
BENJ. SCHOLFIELD.....VICE-PRESIDENT
J. D. MERRYMAN.....CASHIER

Sells sight Exchange and Telegraphic Transfers, and issues Letters of Credit available throughout the United States.

Draws Bills of Exchange on London Liverpool, Dublin, Paris, Berlin, Frankfort-on-the-Main, Stockholm, and all principal cities of Europe.

Collections made on all accessible points.

Banking hours from 9 A. M. to 3 P. M.

O. R. & N. CO.

E. C. McNEILL, Receiver.
.. TO ..
THE EAST

GIVES THE CHOICE OF TWO TRANSCONTINENTAL

ROUTES

Great Northern Ry.	Union Pacific Ry.
VIA SPOKANE Minneapolis AND St. Paul	VIA DENVER Omaha AND Kansas City.

LOW RATES TO ALL EASTERN CITIES.

OCEAN STEAMERS LEAVE PORTLAND EVERY 5 DAYS
.. FOR ..
SAN FRANCISCO

For full Detail, call on
J. I. KNIGHT, Hillsboro, Or.,
Or Address, W. H. HURLBURT,
Gen'l Pass. Agent.
Portland, - - Oregon.

$100.00 Given Away Every Month

to the person submitting the most meritorious invention during the preceding month. WE SECURE PATENTS FOR INVENTORS, and the object of this offer is to encourage persons of an inventive turn of mind. At the same time we wish to impress the fact that

It's the Simple, Trivial Inventions That Yield Fortunes

—such as De Long's Hook and Eye, "See that Hump," "Safety Pin," "Pigs in Clover," "Air Brake," etc.

Almost every one conceives a bright idea at some time or other. Why not put it in practical use? YOUR talents may lie in this direction. May make your fortune. Why not try?

Write for further information and mention this paper.

THE PRESS CLAIMS CO.
Philip W. Avirett, Gen. Mgr.,
618 F Street, Northwest,
WASHINGTON, D. C.

The responsibility of this company may be judged by the fact that its stock is held by over one thousand of the leading newspapers in the United States.

PATENTS
CAVEATS, TRADE MARKS
COPYRIGHTS.

CAN I OBTAIN A PATENT? For a prompt answer and an honest opinion, write to MUNN & CO., who have had nearly fifty years' experience in the patent business. Communications strictly confidential. A Handbook of Information concerning Patents and how to obtain them sent free. Also a catalogue of mechanical and scientific books sent free.

Patents taken through Munn & Co. receive special notice in the Scientific American, and thus are brought widely before the public without cost to the inventor. This splendid paper, issued weekly, elegantly illustrated, has by far the largest circulation of any scientific work in the world. $3 a year. Sample copies sent free.

Building Edition, monthly, $2.50 a year. Single copies, 25 cents. Every number contains beautiful plates, in colors, and photographs of new houses, with plans, enabling builders to show the latest designs and secure contracts. Address

MUNN & CO., NEW YORK, 361 BROADWAY.

PATENTS

Caveats, and Trade-Marks obtained, and all Patent business conducted for MODERATE FEES.

OUR OFFICE IS OPPOSITE U. S. PATENT OFFICE and we can secure patents in less time than those remote from Washington.

Send model, drawing or photo., with description. We advise, if patentable or not, free of charge. Our fee not due till patent is secured.

A PAMPHLET, "How to Obtain Patents," with cost of same in the U. S. and foreign countries sent free. Address,

C. A. SNOW & CO.
OPP. PATENT OFFICE, WASHINGTON, D. C.

RAILWAY TIME TABLE.

EAST AND SOUTH . .
— VIA —
THE SHASTA ROUTE
— OF THE —
SOUTHERN PAC. CO.

EXPRESS TRAINS LEAVE PORTLAND DAILY:

South				North
6:15 P M	Lv	Portland	Ar	8:30 A M
10:45 A M	Ar	San Francisco	Lv	7:00 A M

Above trains stop at all stations from Portland to Albany; also at Tangent, Shedds, Halsey, Harrisburg, Junction City, Irving, Eugene, and all stations from Roseburg to Ashland, inclusive.

ROSEBURG MAIL DAILY:

8:30 A M	Lv	Portland	Ar	4:30 P M
6:20 P M	Ar	Roseburg	Lv	7:00 A M

DINING CARS ON OGDEN ROUTE.

PULLMAN BUFFET SLEEPERS
.. AND ..
Second-Class Sleeping Cars
ATTACHED TO ALL THROUGH TRAINS.

West Side Division.

BETWEEN PORTLAND & CORVALLIS.

Mail Train Daily (Except Sunday).

7:30 A M	Lv	Portland	Ar	5:35 P M
8:50 A M	Lv	Hillsboro	Lv	4:22 P M
12:15 P M	Ar	Corvallis	Lv	1:00 P M

At Albany and Corvallis connect with trains of the Oregon Pacific Railroad.

Express Train Daily, (Except Sunday).

4:40 P M	Lv	Portland	Ar	8:25 A M
6:00 P M	Lv	Hillsboro	Lv	7:13 A M
7:25 P M	Ar	McMinnville	Lv	5:50 A M

THROUGH TICKETS to all points in the Eastern States, Canada and Europe, can be obtained at lowest rates from J. J. Morgan, agent, Hillsboro.

E. P. ROGERS,
Asst. G. F. & P. Ag't.
S. KOEHLER,
Manager, Portland
n44

RIBBONS AND . . .
. . . CARBON PAPER
FOR
TYPEWRITERS
AT
INDEPENDENT OFFICE

SOLDIERS' RE-UNION

AND

GRAND CELEBRATION!

AT

WARREN'S PARK, AT HILLSBORO,

ON

JULY . . . 3d, 4th and 5th

PROGRAM FOR THE FOURTH . . . . . .

ORATOR, HON. JOSHUA WALTON, of Lane.

READER OF DECLARATION, MISS LENA PARKER, of Forest Grove.

GAMES! PRIZES WILL BE GIVEN TO THE SUCcesstul Competitors in the Following SPORTS!

Bicycle race,	Base ball,
Sack race,	Climbing greased pole,
Fat man's race---60 yards,	Greased pig,
Girls' egg race,	

UNRIVALED DISPLAY OF FIREWORKS IN THE EVENING!