

Mecca for American Tourists

Soon Panama will be as popular for tourists as Havana today. Already the occupation of the United States government has caused the hotels to improve. The climate, besides, offers many attractions. The canal building, the headquarters of the Isthmian Canal Commission, was originally built for a hotel, then sold to the French company, who later transferred it to Uncle Sam. Next to the President's palace it is the most imposing structure in Panama. The offices are a marvel of luxury, with high windows, marble stairs and valuable paintings.

The theatre of Panama was built in 1885, during the high tide of the French regime. The first celebrity who performed there was Sarah Bernhardt, and the theatre bears her name.

Of the population of Panama seventy-two percent is black and ten percent Indian, the remainder being white. Two up-to-date English and Spanish newspapers convey the news of the world to the Panamanians.

The old town of Panama was founded by Peter Arias de Avila in 1519, and destroyed by Henry Morgan, the famous pirate, in 1671. He sacked the town completely, took everything of value, even took the Indians as slaves. The old streets and foundations are today the only witnesses of that tragedy. After the destruction of old Panama foundations were laid and the building of Panama on its present site was commenced.

Panama is girded in by three sides of water; mountains form a substantial background. At low tide you may walk a half mile into the bay. The flood tide rises twenty-four feet in a few hours. The Bay of Panama is studded with beautiful islands, among them Pearl Island and Taboga Island. The latter is nine miles south of Panama, and is covered with beautiful gardens, tropical vegetation abounding. Its springs of pure water are known all along the Pacific coast. A number of other islands are in the vicinity. Pericos and Naos being the cooling stations of the Pacific Steam Navigation Company and Pacific Mail Steamship Company. These islands are now a part of the zone.

La Boca, the Pacific end of the great canal, has an immense iron wharf, 985

feet long and fifty-four feet wide, built by the French Canal Company. The water there at low tide is forty-five feet deep, and vessels five hundred feet long, with a draught of eighteen feet, can now be docked.

Panama is not so hot as persons who are not familiar with the climate think. The thermometer seldom registers more than 85 degrees at noon. The custom of old residents to remain quiet indoors from eleven to two is well for strangers and visitors to follow.

The market of Panama, which is situated two blocks northeast of Santa Ana Park, is about the size of an ordinary city block. Part of the building extends out over the Bay of Panama on iron pillars. The concession for the market is in the hands of private capitalists of the city, and has a few more years to run.

The market is a credit to the city. It is large, well kept and well systematized. Many of the stalls are rented to Chinese dealers. Nearly all the vegetables used in Panama are raised and sold by them. The meat and fish department is very interesting. Fish are abundant and cheap, as are oysters. Fresh meat sold in the city of Panama must be inspected and slaughtered at the city slaughter house, which is owned and operated by the city. At present there is no cold storage in the city, therefore the meat is never one day old. The small sailing boats which land on the beach are loaded with all sorts of products—coconuts, pineapples, yams, chickens, eggs, and so on.

The boats come in during high tide; when the tide goes out it leaves the boats on the beach, where dealers and citizens can reach them by walking and driving among them. Kents in Panama have increased of late, but many houses are being built and old houses repaired.

Clothes are washed by old, crude methods. The native women wade in the river waist deep, put the linen on a rock and hammer it with a board until the dirt has disappeared. An up-to-date American steam laundry would be a good mine for the owner.

Host of the people of Panama, in fact, some 85 per cent, are devout Catholics. Seven Catholic churches, one Episcopalian and a Wesleyan mission

administer their rites. The Salvation Army also does good work among the natives.

The old cathedral is one of the oldest churches in America. Many holes in its walls testify to the countless revolutions during the last fifty years. Whenever a party has been hard pressed it has taken refuge in the church, and always found the altar a haven of security.

The military band plays every Sunday evening at 8 o'clock in Central Park (a new name given by Americans). Santa Ana Park has concerts every Tuesday evening at 8 o'clock. On Sunday afternoon a volunteer band plays the latest composition; but during the time of the revolution they played regularly, each player having his gun alongside in case of emergency.

The governments both of Panama and Colon are directed by governors. The present governor of Panama is Dr. Gerardo Ortega, a man of very democratic habits. Everywhere he goes the people flock to him, shaking hands. He inquires into their conditions, here patting a little baby in its mother's lap, there advising a young man about his work. The presidential palace is the most magnificent building in Panama. Few houses on Fifth avenue can rival it in architectural beauty, furnishings and equipment. It faces the sea for the north sea wall, a guard of soldiers patrolling the entrance constantly.

President Amador is one of the easiest men to approach. His people may come to him any day to tell him of any complaint. In the afternoon the President attends to his many social duties, assisted by his wife. The term of the governor's office varies from twenty-one days to eighteen years.

The United States is represented by Minister John Barrett, who is very popular in Panama.

The houses of Panama are built of stone. Very picturesque architecture prevails. The streets are narrow, and just now fumigating brigades are busy ridding Panama, like Havana, of yellow fever. Should Dr. Gorgas succeed here as he has in Havana, Panama will become a regular winter resort. It is more picturesque and quaint than many other points visited by tourists.

Only five concessions are now run-

ning, all of which have been transferred from the Colombian regiment. The policy of the new Republic of Panama is to allow no person, persons or corporations to run a monopoly. The principal concessions now in force are as follows:

Lottery concession, expiring in 1920.
Market concession, expiring in 1907.
Gambling concession, expiring in 1905.
Tobacco concession, expiring in 1906.
Cigarettes concession, expiring in 1906.

Panama has two hospitals, Santa Tomas, which is owned by the city, and the Ancon Hospital. There is no better equipped hospital in the world for its size than the one on Ancon Hill. It was built by the French Canal Company, and is said to have cost \$5,000,000. The capacity of the Ancon Hospital is about 500 beds, but in case of an emergency sufficient ward space is available for 700 beds.

Patients receive the best of care in the hospital. Special precautions are taken to prevent the spread of disease by insects. It is a special duty of the board of health to prevent the spread of contagious and infectious diseases and to stamp out, if possible, the malarial types of fever. Unusual efforts are being made to destroy the mosquitoes, which spread yellow fever, malarial fevers and other diseases. Water containers are being covered, ponds and pools of standing water are being drained, or covered with oil to prevent the breeding of mosquitoes, and special care will be taken in the future to dispose properly of all filth accumulations and waste.

There has also been organized an effective quarantine service, one on the island of Flamenco, near Panama, another on the hospital grounds at Colon. The natural resources awaiting the prospector are rich and varied. There are oil, coal, minerals, timber, gold; a fertile soil that grows in abundance almost everything eatable—grains, fruits and vegetables. Farming is in its infancy. In fact it is just now almost extinct. Millions of American dollars will be invested to develop the many and wonderful resources which have remained untouched for hundreds of years.

Any paper published may be secured at reduced rates in a clubbing combination with the Twice-a-Week Statesman.

Aerial Problem at Portland

Six aeromats have been engaged to show their machines at the Lewis and Clark exposition, and enter them in the contests to be held this summer. There are a number of other inventors who probably will be induced to come, and with the flights and contests put on a sound business basis for the first time, and the favorable weather at Portland, it is expected that the results of the contests will be far more satisfactory than at St. Louis. It is not improbable that the problem of aerial navigation will be practically solved.

Captain T. S. Baldwin of San Francisco, inventor and owner of the "California Arrow," the only dirigible airship that has made successful flights at St. Louis, has been engaged to take charge of the flights and contests, and arrange details. The Aerial Navigation Company, of which Major T. S. Clark of St. Louis is manager, will have general management, and will see that there are no avoidable hitches in the programme. The first contests will be held about the middle of June, and others will take place at frequent intervals. There will be about twenty in all.

The airships will start and return at the Aeronautic Concourse on the shore of Guild's lake, the exposition's surpassing water feature. The Aeronautic Concourse embraces a space of 400 feet square, which has been enclosed by an attractive wall of staff. On one corner of the concourse is an aerodrome, where the airships will be moored, and the advantage which the Aeronautic Concourse possesses as a starting and finishing point lies in its location, which is several hundred yards from any large building, with clear space on every side, so that the machines will not be liable to accident by running foul of buildings or tall trees.

Weather conditions at Portland are much more propitious than at almost any other city, as there is very little wind, and it is expected that this circumstance will contribute materially to the success of the contests. The airships which are successful in the contests and flight will remain in the air for half an hour or more, and their course will take them to Portland Heights, one of the fashionable resi-

dential sections of Portland, and back, a distance of six or eight miles. Captain Baldwin, besides having charge of the details in the contests, will be himself a prominent contestant. Besides the "Arrow," which made the former baseball manager almost as famous as Santos Dumont, Captain Baldwin has built another airship, which he says is even better than the "Arrow," and which he expects to win a share of the \$20,000 in prizes which the exposition management has offered.

Peculiar interest will attach to the performances of George T. Tomlinson, because he will sail an airship which is the invention of Charles B. Knox of New York, the millionaire hat manufacturer. Mr. Knox is an enthusiast who has devoted a great deal of time and money to the perfection of a machine which he expects will prove superior to all others. A silk bag for his airship is being made in New York city.

Professor J. J. Montgomery of San Jose, Cal., and Carl Brown of Calistoga are also among the contestants. Professor Montgomery's machine is constructed with aeroplanes, and thus differs from the others, which are equipped with propellers and steering gear like a ship. Professor C. E. Heaton of Oakland is another California man who thinks he has solved the aerial navigation problem and will bring his machine to the western world's fair. T. C. Benbow of Columbus, Mont., is also an aspirant for aeronautic honors. Benbow claims that a deficiency in the power provision is the only thing which prevents his ship being entirely successful, and expects to have this remedied in time to win one of the prizes.

The report that Roy Knabenshue, who as aeronaut shared with Captain Baldwin the triumphs of the "Arrow" at the St. Louis exposition, was working on a machine of his own design, at his home in Toledo, Ohio, has attracted a great deal of interest, and the report is verified by Major Clarkson, who says that Knabenshue has written saying that he hopes to have his machine perfected in a few weeks and that he will enter it in competition with that of his former employer and the others. It is not known exactly what sort of an airship Knabenshue is making, but it is thought that he will bring to the fair

one which is an attempt to improve the famous "Arrow," and built on the same general lines. Of the \$20,000 prize money which the Lewis and Clark exposition has provided with a view to inducing aeromats to bring their machines to the fair, the first prize of \$10,000 is offered for an accomplishment which will demonstrate that an airship is as airworthy as a ship at sea. The man who wins this prize may claim to have solved the problem which has puzzled scientific men and cranks since Icarus sailed too near the sun, and which has been a live problem since the time of "Darius Green and his flying machine."

The course outlined for the grand prize contests is roughly in the shape of the figure eight. Starting at the Aeronautic Concourse, the successful airship must describe a loop over the city, cross its own trail above the starting point, describe a second loop to the northwest, and land at the starting point. The other prizes are for easier flights and contests. Technically a flight is an attempt by one ship to perform a feat, and a contest is a struggle between two or more in which speed and accuracy of management are factors.

While the contests and flights will prove the principal attraction to the thousands of visitors who will be interested in demonstrations of the practicality of aeronautic navigation, amusement of the most exciting nature will be provided for those who wish to experience without danger the actual sensation of riding in an airship.

For the first time at any exposition, people will have an opportunity to go up in airships after the manner of ascending in balloons. The airships will be securely anchored, and will be drawn back to earth after reaching an elevation of several thousand feet. It is expected that the trip into the heavens and back to earth will take about 150 minutes.

In the aerodrome, which has been built to house the airships, visitors may examine the machines and study the mechanical arrangement which enables them to fly.

The exposition, which opened the first day of June, is already in full swing.

Pen Picture of Canal Builder

"Such is a good description of Theodore P. Shonts," said a prominent official of the Roosevelt administration at Washington when asked what kind of a man President Roosevelt had appointed chairman of the Isthmian Canal Commission. The world of public life had known little of Theodore P. Shonts before the great honor of directing the wedding of the oceans at Panama was conferred upon him a few weeks ago. He is forty-nine years old and most of his manhood has been spent in the Middle West at hard work, which has brought him a fortune estimated at several million dollars and a reputation in the railroad world second to that of no other man as one who understands the business from first to last.

"We are going to begin work just as quickly as possible," has been his only comment since he took up his monumental task. Since then little has been heard from him in the newspapers. He goes and comes from Washington without ostentation, but the preliminary work of canal building is moving about twice as fast as before.

The whole Panama project is a business proposition to Mr. Shonts. He talks about it as he would of a new railroad he might have undertaken to build. When asked about his new duties, he said:

"The people of the United States are the stockholders of the Panama canal. It is the biggest venture they have ever made. For the next four years they have selected President Roosevelt to vote their stock for them. Therefore our policy will be to work precisely as we have worked in constructing and building great railway systems. Direct business methods, publicity and absolutely no politics—that is the keynote of the policy of the Panama Canal Commission. Monthly reports of progress, reports of the outlook for the next work to be done will be rendered, just as railroad builders report to the men who are putting up the capital. These reports will be filed in Washington. Every official and the public will be able to learn fully, reliably and frequently, the status of the tremendous work."

Mr. Shonts is one of those large, lithe western men, much the same type as Paul Morton, secretary of the navy, who is his intimate friend. He stands something over six feet, has shoulders of generous breadth and muscles which have food him in good stead more than once. The blood that courses through his veins is French Huguenot, and although he is of the west he is not native to it. He was born in Crawford county, Pa., and transplanted to Iowa. At Centerville, in that state, he lived until it was time for his college course, when he went to Monmouth College, in Illinois, the president of which was the father of John F. Wallace, now chief engineer of the Panama canal. Mr. Shonts went back to Centerville to work in a bank. He was a first class accountant and devised an im-

proved system of accounting for country banks. He travelled all over Iowa, putting it into operation in other banks.

In Centerville lived one of Iowa's greatest men, Gen. Francis M. Drake, afterward governor of the state. Mr. Shonts married his eldest daughter, an accomplished musician. Mr. Shonts is a music lover and a musician. He plays the violin with feeling and skill. He has a catholic taste in literature. His sister, Miss Eva Shonts, is a prominent temperance advocate, regarded as the legitimate successor in the middle west of Miss Frances E. Willard.

With his father-in-law Mr. Shonts built the Iowa Central Railroad, and was one of its operating officers when it was completed. This and other tasks of railroad work won him a reputation as a man who knows the railroad business in its every phase. He has done everything from obtaining the right of way to operating the complete system. He knows law like a trained practitioner. He is not an engineer, but he has in his time employed some of the best men of that profession, and he comprehends problems of construction with a mind even broader than that of the engineers themselves.

Although Mr. Shonts has never been connected with any of the big railroad systems it is his own choice which has kept him identified with the smaller ones. It is a harder job to make a little cross-state railroad pay than to administer the clockwork details of a great line, with its unfeeling resources and wealth of qualified subordinates. Mr. Shonts is the kind of railroad president who knows his road from one end to the other. He knows the condition of the roadbed. He knows the various legal problems concerning the right of way, the repairs necessary to tracks, rolling stock and stations, the difficulties of operation, and all the ins and outs of competition with other lines. He is more likely to dominate the directorate than to be dominated by it. The knack of organization is a gift he has in high degree.

With Paul Morton he bought from Governor Drake the Iowa, Illinois and Indiana Railroad, held it for two months and then sold it out. Mr. Shonts' profits were about a million and a half. He has since that time been successful in nearly every venture he has touched until he has a private income of \$100,000 aside from the \$30,000 he received as salary from the Toledo, St. Louis and Western Railroad for the Clover Leaf system, of which he was the head, when President Roosevelt invited him to become chairman of the Canal Commission. Like most big railroad men Mr. Shonts is a speculator, and as successful in that as in his other work. He has cleared up \$500,000 since January 1.

While there is nobody who is less likely to hunt trouble than Mr. Shonts, he is not the man to dodge a fight. He was general manager of the Iowa, Illinois and Indiana Railroad, with offices at Kankakee, Ill., several years ago. In this little town there was a

blustering coal merchant, somewhat larger even than Mr. Shonts. He did not like the way the railroad officials treated him, and after making the air blue in reference to "them boys" who were operating the railroad he started for their office with the avowed intention of "cleaning up the place." He tongue lashed the subordinates, and finally reached Mr. Shonts' office. His immense beard was bristling with rage. He continued his flood of profanity until Mr. Shonts, tried beyond all endurance, seized the beard tightly in one hand and with his free fist pummeled the belligerent coal dealer until both eyes were closed and he cried for mercy. Then he was released and allowed to go his way.

"Not a word about this to any one," said Mr. Shonts to the admiring office force.

"But we want to tell the people of Kankakee that you have whipped this bluffer," protested the subordinates.

"Not a word," said Mr. Shonts. But the story leaked out, for the coal dealer himself informed every one he met that he had just been thrashed by Mr. Shonts. Every time that coal dealer is in Chicago or anywhere else that Mr. Shonts is he calls upon him. "I like a man with sand," is his invariable remark at these meetings.

Mr. Shonts has made one or two trips to Cuba. That constitutes his experience in the tropics. He has never been in Panama. He now more about the great problem to be solved there from his friend Chief Engineer Wallace than from any one else. Mr. Shonts purposes to spend most of his time wherever it will do the most good, whether that be at Panama, at New York or Washington. Lacking one year of fifty the president hopes and expects that the new chairman will see the work of canal digging straight through to completion. His friends think that he will unless he has a difference of opinion with the administration. This is not expected from anything now in sight, but Mr. Shonts has been thoroughly independent all his life.

Mr. Shonts has been associated with small railroads, of which he was the ruling force. He will not stand much domination. Like most eminently successful men he is a better leader than a lieutenant. Invariably he has sacrificed all efforts to the object in view. Work done by the government is sometimes interfered with by political considerations which do not arise in private enterprise. People who know Mr. Shonts are interested to see what will happen should such consideration come up, despite the "no politics" policy of President Roosevelt during the next ten or fifteen years while the canal is building.

Mr. and Mrs. Shonts have two children, who are now at school in Washington. As they grow up they will find that their father's name is linked with the greatest construction problem of any time or any country, and that if he succeeds where De Lesseps failed they will have the legacy of an immortal name.

ANSWERS CALL

MYRON E. GOODELL, PROMINENT CITIZEN, SUMMONSED TO GREAT BEYOND.

Resident of Salem For Twenty-One Years—Was City Recorder and Justice of Peace of This City—Death Due to Second Stroke of Apoplexy.

After a career of utmost usefulness and duty well performed, Myron E. Goodel, for twenty-one years a resident of this city, passed to his eternal reward early last evening, after a lingering illness of over two years' duration. The angel of death came quietly,

and the patient suffered passed away peacefully surrounded by his family, who had been summoned in anticipation of the fatal moment.

Over two years ago deceased sustained an apoplectic stroke, from which he never recovered. Two months ago he received a second attack, and since then he has been confined to his home on Chemeketa street, his strength failing rapidly and the approach of the end being manifest with each passing day. Yesterday he began to sink rapidly, and at the day waned the pallor of death began to show itself upon the features of the dying man. Shortly after 9 o'clock the sufferer breathed his last.

Deceased was born in Pennsylvania February 11, 1840. At an early age he moved west, and during the Civil War was a trooper in Troop C, Second California Cavalry. In 1870 he married Miss Ann Southwick, of Viroqua, Wis.,

and to this union were born four children, all of whom survive him. His wife died in this city nine years ago.

Twenty-one years ago Mr. Goodel came to Salem, where he has since made his home. During the two decades that he lived in this community deceased has enjoyed the most enviable reputation and made hosts of friends. He was an upright and patriotic citizen, a considerate neighbor and conscientious official.

His integrity won for him the confidence of the citizens of this city, who, in the late 80s, elected him to the responsible office of justice of the peace, a position he held for several years. In the early 90s he was elected city recorder, a position which he held with credit to himself and the city.

During the early years of his advent to this city, Mr. Goodel conducted a restaurant business, which he gave up as his public duties began to increase.

The children who survive him are Hugh, of Valdez, Alaska; Frank E., of Portland, and Mrs. Edna Tiffany, widow of Guard E. F. Tiffany, shot by Convict Tracy at the penitentiary, and Mauley, an attendant at the asylum.

The funeral services will be held from the late home on Chemeketa street Wednesday morning at 10 o'clock, with services at the M. E. church, the Rev. W. H. Selleck officiating.

MARRIED.

Sunday evening June 4th, at Rose-dale farm, Ethel C. the youngest daughter of Mr. and Mrs. C. Burris, to Mr. John Sholund of Salem.

The impressive ring ceremony was celebrated by Rev. Cliff of the Baptist church. Only the immediate friends and relatives were present.

The bride was beautifully gowned in silk organdie, and carried brides roses. The groom wore the conventional black. The home was beautifully decorated with ferns and hundreds of roses. A solid bank of pink and white roses from floor to ceiling, formed the back ground for the bridal party.

Mr. and Mrs. Sholund will be "at home" to their friends in Salem after June 15th.

State News

Polk's Pioneers.

Hon. H. H. Hewitt, of Albany, will deliver the address at the Polk County pioneers' reunion at Dallas next Saturday.

To Be Enlarged.

The Dallas handle factory is to be enlarged in order to do a greater amount of manufacturing of the indispensable things known as axe, hammer, etc., handles.

Many Salmon Eggs.

The fish hatchery at Elk City, Lincoln county, has 100,000 salmon eggs in cold storage for an exhibit at the Portland exposition. This hatchery has been very successful the past season, having secured and hatched about 8,000,000 eggs.

An Old Cemetery.

The Salt Creek cemetery, in Polk county, was established by Jesse Applegate, a pioneer of 1843. Two bodies were laid to rest there in 1847, and since then many pioneers have been buried within its borders.

A Bad Break.

Chester Bonebrake, who has been working at Fuller's livery stable and delivering and collecting for the steam laundry, skipped out Saturday with a \$18 wheel, rented from Lee Smith, and \$35 laundry money—had collected.—Dallas Itemizer.

Moorbairns of Salem.

Not all of the exercises connected with the portage road will be deferred until Saturday. On the contrary, an important ceremony was planned by Manager McClelland and took place this afternoon at 3 o'clock at Big Ed-dy. It was the christening of the wharfbark "Moorbairns" of Salem, named after the state board—Governor Chamberlain, Secretary Dunbar and Treasurer Moore. A wagonette full of ladies left the city this afternoon for the scene, and in their presence and that of a number of the employees Miss Dorothy Fredren broke over its bow a bottle of Mumm's Extra Dry, which had been donated for the occasion.—The Dallas Chronicle.

CASTORIA

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ACT WILL STAND

ATTORNEY GENERAL PASSES UP ON VALIDITY OF WAYWARD GIRL STATUTE.

Says Fact That Refuge Home of Portland Is Classed as a Religious Institution Does Not Prevent Its Drawing Money—Rev. W. H. Selleck Protested

Pursuant to the request of Secretary of State Dunbar, which is prompted by a protest from Rev. W. H. Selleck of this city against the payment of any money under the "wayward girl reclamation act" on the ground that it is repugnant to section 5, article I, bill of rights of the constitution, the attorney general has rendered an opinion in which he holds the act is not unconstitutional and that it is valid in every particular.

This act was contested strongly throughout its enactment into a law, in which opposition Rev. Selleck assumed a leading role, and it was followed up after the bill had reached the hands of the governor when a petition signed by the clergy of this city and remonstrating against the approval of the bill was presented to the governor. This act carries an appropriation of \$7,000 per annum, or so much of this amount as is needed at the rate of \$84 per year for each girl under care and maintenance, and as the act provides that no institution will be entitled to receive any benefit from the fund unless it has been in the business of caring for wayward and destitute girls for more than one year and has no less than five girls in charge at any and all times, there is but one institution in the state, the Refuge Home of Portland, which can receive any benefit from the fund.

Rev. Selleck protested against the disbursement of the fund to the Refuge Home on the ground that it is a Catholic institution and outside of the bill of rights referred to, "no money shall be drawn from the treasury for the benefit of any religious or theological institution."

In passing upon this point the attorney general holds that the money is not appropriated for the benefit of the institution, but is appropriated for the benefit of the wayward girls with the object of reclaiming them and, therefore, the act does not conflict with those provisions of the constitution cited. He states further that in his opinion any institution of the character named in the act, providing the proof that it has performed the duties required under the act, will be entitled to receive the proportion of the fund provided.



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G. A. Waggoner's Book, Stories of Old Oregon,

Which is declared by competent judges to be the most interesting sketch book that has ever appeared in the west, is now being sold by subscription, but it has also been placed with G. W. Putnam, druggist, 135 North Commercial street, who will be pleased to show it to all who desire to see the work

Price in Cloth, \$1.50

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Some day you will get a bad scare, when you feel a pain in your bowels, and fear appendicitis. Safety lies in Dr. King's New Life Pills, a sure cure for all bowel and stomach diseases, such as headache, biliousness, constipation, etc. Guaranteed at Daniel J. Fry's drug store, only 25c. Try them.

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Dr. Stone's Drug Store

Does a strictly cash business; owes no one, and no one owes it; carries a large stock; its shelves, counters and show cases are loaded with drugs, medicines, notions, toilet articles. Wines and liquors of all kinds for medicinal purposes. Dr. Stone is a regular graduate in medicine and has had many years of experience in the practice. Consultations are free. Prescriptions are free, and only regular prices for medicine. Dr. Stone can be found at his drug store, Salem, Oregon, from 9 a.m. to 9 p.m. in the morning until nine at night.

NOT TOO NEAR NOT TOO FAR

Mill Military Academy as a Hotel VISITORS TO THE LEWIS AND CLARK EXPOSITION

Will do you remember that the Mill Military Academy offers splendid home-like accommodations for all who visit Portland during the exposition. The location of the academy is ideal for such purposes as it is situated less than ten minutes walk from the entrance and close to street cars. If the only hotel in a large block, the center of the residential portion of the city. Meals will be served in the spacious dining room connected with the academy. For rates and reservations apply to J. W. HILL, Prop., Portland, Or.

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A Safe, Certain, Painless, and Powerful Remedy for all Female Complaints. NEVER KNOWN TO FAIL. Relief Promptly and Surely. Write for Book—Full description of all Diseases. Will send free of charge. Full and complete. If you are troubled with any of the above named ailments, send your name to the UNITED MEDICAL CO., 209 E. 10th, S. L. C., and you will receive a free copy of the book.

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