

EVENING CAPITAL JOURNAL  
WEDNESDAY, JUNE 27, 1888.

Overland to California  
—VIA—

Southern Pacific Company's Lines.

THE MOUNT SHASTA ROUTE

Time Between Salem and San Francisco—  
Thirty-six Hours.

CALIFORNIA EXPRESS TRAIN—DAILY			
South	North	South	North
4:00 p. m. L. & S. Portland Ar. 10:45 p. m.	10:45 p. m. L. & S. Portland Ar. 4:00 p. m.	6:30 a. m. L. & S. San Fran. L. & S. Portland Ar. 6:30 a. m.	6:30 a. m. L. & S. San Fran. L. & S. Portland Ar. 6:30 a. m.
7:45 a. m. L. & S. San Fran. L. & S. Portland Ar. 8:45 a. m.	8:45 a. m. L. & S. San Fran. L. & S. Portland Ar. 7:45 a. m.	10:45 a. m. L. & S. Portland Ar. 10:45 a. m.	10:45 a. m. L. & S. Portland Ar. 10:45 a. m.
12:45 p. m. Ar. Corvallis L. & S. Portland Ar. 12:45 p. m.	12:45 p. m. Ar. Corvallis L. & S. Portland Ar. 12:45 p. m.	2:45 p. m. Ar. Eugene L. & S. Portland Ar. 2:45 p. m.	2:45 p. m. Ar. Eugene L. & S. Portland Ar. 2:45 p. m.

PULMAN BUFFET SLEEPERS.  
TOURIST SLEEPING CARS.

For accommodation of second class passengers attached to express trains.

The O. & C. Railroaderry makes connection with all the regular trains on the East Side division from foot of F street, Portland.

West Side Division, Between Portland and Corvallis:

DAILY—EXCEPT SUNDAY			
7:30 a. m. L. & S. Portland Ar. 8:15 p. m.	8:15 p. m. L. & S. Portland Ar. 7:30 a. m.	12:45 p. m. Ar. Corvallis L. & S. Portland Ar. 12:45 p. m.	12:45 p. m. Ar. Corvallis L. & S. Portland Ar. 12:45 p. m.
4:45 p. m. L. & S. Portland Ar. 5:45 p. m.	5:45 p. m. L. & S. Portland Ar. 4:45 p. m.	6:45 p. m. L. & S. Portland Ar. 7:45 p. m.	7:45 p. m. L. & S. Portland Ar. 6:45 p. m.
8:45 p. m. L. & S. Portland Ar. 9:45 p. m.	9:45 p. m. L. & S. Portland Ar. 8:45 p. m.	9:45 p. m. L. & S. Portland Ar. 10:45 p. m.	10:45 p. m. L. & S. Portland Ar. 9:45 p. m.

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

For full information regarding rates, maps, etc., apply to the Company's agents, Salem, Oregon. E. P. JONES, R. KOELLER, Ass't. Gen. Mgr. and Pass. Agt. Manager.

Oregon Railway and Navigation

COMPANY.

"Columbia River Route."

Trains for the east bound Portland at 10:45 a. m. and 2 p. m. daily. Tickets to and from principal points in the United States, Canada and Europe.

ELEGANT PULMANN PALACE CARS.

Emigrant Sleeping Cars run through on express trains to

OMAHA.

COUNCIL BLUFFS

and ST. PAUL

Free of Charge and Without Change.

Cross connections at Portland for San Francisco and Puget Sound points.

For further particulars inquire of L. A. Manning, agent of the company, Capital Journal office, Court street, Salem, Oreg., or A. L. Maxwell, G. P. & T. A., Portland, Oregon.

A. L. MAXWELL, G. P. & T. A.  
H. HOLCOMB, Agent, Manager.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

And Oregon Development Company's steamship line, 225 miles shorter, 20 hours less time than by any other route. First class through passenger and freight train from Portland and all points in the Willamette valley to and from San Francisco.

Willamette River Line of Steamers:

The "W. M. H. H." the "S. S. Bonney," the "Three Sisters" are in service for both passenger and freight traffic between Corvallis and Portland and intermediate points, leaving company's wharf, Corvallis, and Messrs. Hallinan & Co.'s wharf, 230 Front street, Portland, three times each week as follows:

NORTHBOUND  
Leave Corvallis, Monday, Wednesday and Friday, 9 A. M.; arrive Salem Monday, Wednesday and Friday, 3 P. M.; leave Salem Tuesday, Thursday and Saturday, 9 A. M.; arrive Corvallis, Tuesday, Thursday and Saturday, 3 P. M.

SOUTHBOUND  
Leave Portland, Monday, Wednesday and Friday, 6 A. M.; arrive Salem, Monday, Wednesday and Friday, 7:30 A. M.; leave Salem, Tuesday, Thursday and Saturday, 8 A. M.; arrive Corvallis, Tuesday, Thursday and Saturday, 10 A. M.

TIME SCHEDULE (From Corvallis)

Leave Albany 1:00 P. M.  
Leave Corvallis 1:45 P. M.  
Arrive Yaquina 4:30 P. M.  
Leave Yaquina 6:00 P. M.  
Leave Corvallis 6:45 P. M.  
Arrive Albany 10:30 A. M.

O. & C. trains connect at Albany and Corvallis.

We have trains connect at YAQUINA with Oregon Development Co.'s line of steamships between Yaquina and San Francisco.

SAILING DATES.

FROM SAN FRANCISCO

Williamette Valley July 1st

Williamette Valley July 15th

Williamette Valley July 25th

Williamette Valley June 25th

This company reserves the right to change sailing dates without notice.

S. S.—Passengers from Portland and all Willamette Valley points can make close connection with the trains of the YAQUINA ROUTE at Albany or Corvallis, and it destined to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing.

Passenger and Freight Rates Always the lowest and Freight Rates Always the lowest information apply Mr. Moses Hulman & Co., Freight and Ticket Agents, and 20 Front st., Portland, Oreg.

C. H. BOOGIE, Ass't. Gen'l. Fr. & Pass. Agt., Oregon Pacific R. R. Co., Corvallis, Oreg.

G. H. HASWELL, Jr., Gen'l. Fr. & Pass. Agt., Oregon Development Co., 301 Montgomery st., San Francisco, Cal.

WELL DIGGING.

WELLS DRILLED OR REPAIRED ON Short Notice. Send orders through the post office or mail to my house, South A. Dahl.

SALEM BATHS.

H. DIAMOND, Proprietor.

Cong. St., Int. Ferry and Main.

SHAVING HAIR CUTTING AND Shampooing neatly done.

A BOOTBLACK AND A SCRUB.

Where Some Military Gentlemen Were Left in the Race of Life.

Hello, there!" exclaimed a portly gentleman. "Hello, there, Major! Have you filled that order of Mulberry & Green's yet?"

"Yes sir," replied the Major, an ordinary looking individual, with clothing rapidly failing into seediness.

"I suppose Captain Bladsworth attended to the copying of the letters?"

"Well—no; the fact is, the captain has been on another spree, and so I got one of the office boys to do the work."

The captain is getting worse, eh! We'll have to send him off if he doesn't break up a little. Can't stand much more of his nonsense. You may tell him that one more speech and he goes. If ye hear, major?"

"Yes sir; I'll tell the captain; but I fear there's little hope for him."

"Yes, he has got pretty bad; that's fact; but we'll give him just one more chance. But where is Colonel Blodsey?"

The colonel is down cellar fixing the furnace."

"When he comes up tell him to wash the windows in my office here, and while he is about it he may as well clean all the windows. The colonel is getting mighty lazy of late, and we must keep him at something or he'll die of dry rot. And, by the way, major, send General Blodsey here immediately."

"Beg your pardon, sir, but the general is out in the back room blacking my boots; shall I let him finish them first?"

"Oh, yes; I'm in no particular hurry, but as soon as he gets through send the general here. I want him to sweep out and clean these cupboards."

The writer, who was present at this conversation, could not refrain from asking the gentleman first mentioned a few questions.

"Who is that man you called major?"

"That is Major Strong. He has a fine military record, and was several times mentioned in general orders for gallantry on the field."

"And who is the Captain Bladsworth you spoke of?"

"Why, is it possible you never heard of Captain Bladsworth? He was one of the most efficient line officers in the service. A splendid disciplinarian and a perfect tiger in battle."

"And now he is a drunkard?"

"Yes; when the war ended the captain went right down, and he has been down ever since."

"And this Colonel Blodsey, who fixes furnaces and cleans windows—surely his title is given to him through facetiousness?"

"Not bit of it. I have seen the colonel many a time at the head of his regiment, and a very superior officer he was, too."

"And this General Bean?"

"A full Major-General, sir. He did excellent service in the Army of the Potomac, and you'll find his name in connection with almost all the leading events in the Virginia campaigns."

"And now he is a bootblack and general scrub?"

"Oh, that's nothing; life is full of changes, you know."

"But, Mr. Hemington, you were in the army, too, I believe?"

"Yes."

"An officer, of course?"

"Not I. I was high private in the rear rank, and carried a musket for four years."—Boston Transcript.

law-firms services.

Recently an advertisement appeared in a New York paper to the effect that a certain dry goods house on Broadway required the services of a youth who understood shorthand and typewriting, for which they would pay the unfeudal sum of \$4 per week. Mr. S. Powell, a well-known member of Plymouth Church, replied to the generous offer as follows:

"Gentlemen: In answer to your advertisement of this date for a youth familiar with shorthand and typewriting to assist with correspondence, salary \$4 per week, I would say that I know a youth who, besides these qualifications, possesses a critical knowledge of six modern languages, as well as drawing, painting, architecture, telegraphy, land and submarine, can play a snare drum, teach roller-skating, is a promising light-weight scrapper, in religion a strict Calvinist, in deportment, a Chesterfield, and is seldom in liquor."

"This lad is anxious to work for your firm for 10 per week, for the reason (as he asserts) that in case you should fail at any time to pay him, he will not lose so much; so he will not accept your too liberal offer of four dollars."

"I have suggested to him that in case he should accept this offer and larger sum, the possession of so large sum of money every week might prove a temptation for people to rob him, and perhaps lead him into dissipated ways."

"In this he concurs with me. He is perfectly willing to scrub out the store, hushie building material around the yard, lick the postage stamps, and run on errands, when not engaged in short-hand writing, as he believes these to form a part of the stenographer's duties."

"Should he come, you will please discharge your janitor and one teamster, and allow him to fill their places in his leisure hours? He would like this."

"Meet me at the entrance of Calvary cemetery at twelve o'clock tonight, and I will introduce you to this youth, when you can tie a rope around his neck and drag him to your place of business."—Brooklyn Standard-Union.

LANDS AND HOMES.

Marion county is situated in the heart of the magnificent Willamette valley, the central gem in the cluster of rich counties that form that princely domain, and is the banner commonwealth of the great northwest in all the essentials that go towards making it a profitable abiding place, and a home for the thrifty farmer, the cunning artisan and the industrious mechanic.

Rich in its agricultural resources in its cultivated and uncultivated lands, in its water powers, and minerals; rich in its colleges and schools of learning, and with a climate unsurpassed for its salubrity, it presents to the immigrant from the overpopulated states, where cold winters and hot summers, with terrible cyclones, prevail, who comes to the coast with some means, advantages that no other county in Oregon possesses.

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Much has been written of this western country that requires a stretch of the imagination to comprehend, and numerous complaints are heard from the class who have been misled by them, so in this brief sketch the writer desires to avoid exaggeration as to its present and prospective advantages, asking those in the east into whose hands this may fall—particularly those who have their eyes directed towards this coast—to peruse it carefully, feeling that it is not written to lure immigrants within its borders, but only as a truthful description of a land which, if it does not "flow milk and honey," contains within its bosom wealth and resources equal to any other country on the Pacific side of the Rocky mountains.

BOUNDARIES.

Marion county is bounded on the north by the Willamette river and Butte creek, which separates it from Clackamas county; on the east by Clackamas county and the Cascade mountains, which separate it from Wasco county; on the south by the Santiam river and the north fork of the Santiam, separating it from Linn county, and on the west by the Willamette river.

There are two main divisions, the mountain and the valley. The latter extends from the foot of the Cascade mountains, a distance of about fifteen miles.

The mountainous portion contains some fourteen townships of mostly unoccupied land; lying in a strip twelve miles north and south by forty miles east and west, and comprises all classes of land, from rich narrow valleys in the passes, up through all the grades of rolling, hilly and broken, to that of rock-bound canyons and inaccessible craggy peaks. It is generally heavily timbered, and in the near future will be valuable for its lumber supplies. These hills and mountains afford a wonderful summer range for stock, and many of the enterprising farmers are availing themselves of this opportunity, and when the cold frosts of autumn approach, the stock are brought out to feed pastures, thus enabling them to withstand the winter storms with little care.

GREAT ADVANTAGES.

A decided advantage Marion county has over many others is the diversified farming interest that can be carried on throughout the entire year; notwithstanding this is a wet climate during the winter months the uplands are seldom too wet to work, and long before the prairie farmers are through with their seeding, the hill farmer is preparing for his summer work. And yet the low lands are much