

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.
4:00 p. m. Lv. Portland Ar. 10:40 a. m.
6:30 p. m. Lv. Salem Lv. 8:30 a. m.
7:40 a. m. Ar. San Fran. Lv. 6:30 p. m.

LOCAL PASSENGER TRAIN—(DAILY EXCEPT SUNDAY).
8:00 a. m. Lv. Portland Ar. 7:40 p. m.
1:02 p. m. Lv. Salem Lv. 12:52 p. m.
1:40 p. m. Ar. Eugene Lv. 9:00 a. m.

PULLMAN BUFFET SLEEPERS.

TOURIST SLEEPING CARS,
For accommodation of second class passengers attached to express trains.
The O. & C. Railroad ferry 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. Lv. Portland Ar. 6:15 p. m.
12:25 p. m. Ar. Corvallis Lv. 1:30 p. m.

McMINNVILLE EXPRESS TRAIN—(DAILY EXCEPT SUNDAY).
6:50 p. m. Lv. Portland Ar. 9:00 a. m.
8:00 p. m. Ar. McMinnville Lv. 5:45 a. m.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.
For full information regarding rates, maps, etc., apply to the Company's agent, Salem, Oregon. E. F. ROGERS, R. KOEHLER, Asst. G. F. and Pass. Ag't, Manager.

Oregon Railway and Navigation COMPANY.

* Columbia River Route.
Trains for the coast leave Portland at 10:30 a. m. and 2 p. m. daily. Tickets to and from principal points in the United States, Canada and Europe.

ELEGANT PULLMAN PALACE CARS.
Emigrant Sleeping Cars run through on express trains.

OMAHA COUNCIL HEADS and ST. PAUL
Free Charge and Without Change.

Connections at Portland for San Francisco and Coast Points.
For further particulars inquire of A. A. Manning, agent of the company, 245 Commercial Street, Salem, Oregon.
A. L. Maxwell, G. P. & T. A., Portland, Oregon.
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THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

AND Oregon Development Company's steamship line, 22 1/2 miles shorter, 20 hours less than that by any other route. First class through passenger and freight line from Portland and all points in the Willamette valley to and from San Francisco.
TIME SCHEDULE (Except Sundays).
Leave Albany 10:00 P. M.
Leave Corvallis 11:00 P. M.
Arrive Yaquina 6:00 A. M.
Leave Yaquina 6:45 A. M.
Leave Corvallis 10:05 A. M.
Arrive Albany 11:10 A. M.
O. & C. trains connect at Albany and Corvallis.
The three trains connect at YAQUINA with the Oregon Development Line. Frequent stops between Yaquina and San Francisco.
SAILING DATES.
STEAMERS FROM SAN FRANCISCO.
Willamette Valley August 9
Willamette Valley August 19
Willamette Valley August 29
STEAMERS FROM YAQUINA.
Willamette Valley August 4
Willamette Valley August 14
Willamette Valley August 24
This company reserves the right to change sailing dates without notice.
N. B.—Passengers from Portland and all Willamette Valley points can make close connection with the trains of the YAQUINA ROUTE at Albany or Corvallis, and if desired to see Francisco, should arrange to arrive at Yaquina the evening before date of sailing.
Passenger and Freight Rates Always the Lowest. For information apply to Messrs. HULMAN & CO., Freight and Ticket Agents 39 and 39 1/2 Front St., Portland, Or. or to
E. C. HOGUE, Ag't Gen'l. Frt. & Pass. Ag't, Oregon Pacific R. R. Co., Corvallis, Or.
A. H. HASWELL, Jr. Gen'l. Frt. & Pass. Ag't, Oregon Development Co., 20 Montgomery St., San Francisco, Cal.

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A good iron frame Horse Power. Good for all uses, from one to full capacity. All for the low price of \$30. Call at the Pacific Cider, Vinegar & Fruit Preserving Company's office, Salem, Oregon.

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Farm of 230 Acres, on the O. & C. R. R., IN MARION COUNTY, ONLY HALF mile from depot; 100 acres in cultivation; house, barn and fine young orchard. For sale at \$18 an acre.
Call soon and secure a Bargain!
Office in Opera House.
July 17, 1888, tm.

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PRICE \$4000, TIME GIVEN.
Come right to the farm and save agent's fees.
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STATE STREET - SALEM, OREGON.
All kinds of fresh and cured meats always on hand. Fat weight and a square deal all around.

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Plumbing, Gas and Steam Fitting.
Tinware and Artistic Metal Work a Specialty.

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THE TRASCASPIAN.

RUSSIA'S NARROW GAUGE RAILWAY TO SAMARCAND.

An Important Event in the Old World's History—Asia to be awakened to Commercial Activity—Modern Civilization Teaching the Orientals.

An important event in the Old World's history has been the completion by Russia of a narrow gauge railway from Orenburg in the Transcaspien province, to Samarcand, the "holy" Mohammedan city of Bokhara or western Turkestan. The shrill shriek of the locomotive within 850 miles of the gates of Herat and within, too, about 600 miles of the northwestern military frontier of British India, is an event to give pause to the observant publicist in all lands, just as surely as it will arouse among our British cousins, especially of the Jingo faith in politics.

The appearance by rail of the Russians within comparatively easy campaign distances of Herat, the gateway of Afghanistan, and of Teheran, the capital of Persia, is unquestionably, as affairs stand, a menace to the British Indian empire. It is perhaps an even more direct menace to the great Chinese kingdom and power. It certainly threatens, as a near possibility, the independence of Persia, and if so, the possible and probable absorption of Beochochistan on the Persian gulf. But the military character of the situation will be found, when analyzed, to be the smaller factor in it.

Without doubt Russia has driven this little track across the Merv desert to the east of the Caspian sea and over the fertile plains or prairies of Bokhara for a military purpose. But on its existence Russia can have but slight hope, as any one can see who has any experience in military matters of making it the means of precipitating operations against the British power in India. There is in the Russian Caucasus but one railroad, and in the adjacent parts of European Russia not one other well equipped road on which troops to any number could be moved to the shores of the Caspian. The fleet on that inland water is quite large and could be rapidly made available for military transportation. It has been reported that at least one thousand vessels navigate that sea, of which one half are steamers of considerable tonnage. The railroad east of the Caspian, which is now at Samarcand, 800 miles beyond the sea, and the petroleum fields which have created its large marine is but a poorly equipped road. It will not carry over fifty tons per train, according to David Ker and other travelers. Its cost is said not to have exceeded 95,000 roubles per mile—that is to say about \$18,000 in our money. A bare statement of the fact that this Samarcand-Caspian road is of the character indicated shows quite plainly that the Russian war office, which is ably directed and understood of necessity the science of logistics, especially in view of the territorial difficulties they must overcome in all their movements, can have no idea of precipitating an army on British India. All Russia can do now in a hostile sense by means of this new railroad of hers is to annoy the Anglo-Indian empire, and prevent, perhaps, that full concentration about Constantinople which British strategists are now likely to deem most desirable.

In other and more importantly permanent ways the entrance of the locomotive into the ancient capital of Thour, the Tartar is a matter of first class importance. It is far more likely to toll, and very early too, in favor of the peaceful and material development and rehabilitation of central Asia than to the provoking of more bloodshed. It will of course concentrate Russian power by its existence, and it will also focalize the diplomacy of intrigues which its ambition created, at this new center one thousand miles beyond the Transcaspien province, now wholly secure in the hands of its permanent army of 100,000 Russian soldiers from Samarcand will go and to it will come the agents who will bring all Turkish nomads to the Russian standard, who will plot and cabal in Persia, who will explore Thibet and the great Himalayan plateau, who will press forward into the northwest among the Mussulman Chinese of the empire of China, and also those who will in one way and another creep into British India, with the view of fomenting disaffection there among the vast native population, which it is conceded by all is sufficiently disgraced to be good material for such operations.

All this presupposes that neither the sagacious and able Anglo-Indian soldiers and statesmen, nor the very astute rulers of the vast Celestial nationality, will do anything to prevent or counteract the expected movements of Russia. It also shows the largest factors in the problem which the railroad exploitation of central Asia and Siberia must produce. Those actors are involved in the new industrial and commercial relations and conditions that are constantly being evolved. Countries since all this central Asia region was the seat of powerful and prosperous peoples. We imagine that they have altogether passed into what might be "in ancient demerit" in these respects, but the traditions and some of the forces of their former power and activity have not been entirely obliterated. The experiences of Beryl Thomas Stevens, in his journey round the world, have proven his

The Samarcand-Caspian railroad will really conquer a new development and a new power for native races of Asia. The commercial prize for which Russia contends is a greater one than the territorial acquisitions to which of necessity she yet aspires. She wants to get to the India ocean, and Great Britain will be wise to allow her to do so, by means of a road through Persia and Beochochistan.—New York Graphic.

He Was Doubly Grateful.
A certain minister of our acquaintance was invited to dine with a member of his flock who, though well enough off in the goods of this world, lived sparingly in his greed for the dollars and cents. When dinner was served the host said: "I can't give you nothing but bacon and greens, partner; it's all I can afford these hard times. Will you ask a blessing?" The minister responded: "Lord, make us truly thankful for what we are about to receive. We expected nothing but greens—and behold! here is bacon also. Make us truly thankful!"—Smithville (Ga.) News.

MISCELLANEOUS.

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