## WATERSIDE CHARACTERS.

**The Work Done by 'Longshoremen and Stevedores in New York Harbor.**

The jolly jack tar of the British and American ship is a hard worker at sea. In these days merchant vessels, as an old salt in the United States Shipping Office remarked to a New York Graphic man, "carry no more cats than can catch rats." Ships go to sea with just enough of a crew to enable them to manage the vessel and in bad weather they have a rough time of it. When the ship is weathering Cape Stiff, as the boys term the Horn, Jack does not spare himself, but pulls out the weather earring with frozen and benumbed hands, as he glances into the vast concavity of blue and icy water below him. He does not object to trim cargo when it shifts, or to go aloft to secure a main top royal when the wind is singing a death rattle through the standing rigging, when the foot-rope is running slack through the stirrups and the reef points are stiff as iron rods. But he most decidedly objects to receive or discharge cargo in port. That he considers the duty of 'longshoremen employed by the stevedores. 'Longshoremen are many here in New York. Two years ago they were very prominent in the Knights of Labor, but since they inaugurated a strike against the Dominion line a few years ago they have not been the objects of much newspaper attention. They are fine, manly, able fellows, and if they do hang around the saloons on the "slips" and all over South street it is because their work is of an intermittent nature, and not because of any desire to idle away their time.

The 'longshoremen whose business it is to load and unload ships must be within the reach of the stevedore from daylight to dark, and so down on South street near the ferry and on Burling and Coenties slips, where boss stevedores congregate, rooms are fitted up for the men in rough sailor fashion, where they can sleep, drink and play cards in their off hours.

About 20,000 men, all told, handle the freight that comes into and leaves the port of New York, and the wages paid them yearly is estimated at over $10,000,000. Every race is represented except the Chinese among these workers along shore.

In New York harbor there are, all told, 300 stevedores, and many have amassed great wealth. They are in effect the agents of the consignees to whom cargoes are brought, and like agents for the "charter party," the legal maritime term for any person or company chartering a vessel to convey a cargo of goods from one port to another. To illustrate: A vessel has been chartered to convey a cargo from New York to Liverpool. She is ready for her cargo and her cargo ready for her. The "charter party" calls for his stevedore, as all large shippers usually continuously employ the same man, and contract with him to put their cargo aboard. This does not mean that it shall merely be put on the vessel's deck. It must be stowed away in the hold and between decks in a proper manner for an ocean voyage. These contracts are based either on weight or measurement, and often on both; and the cost of loading a cargo of a 1,000-ton bark or a great ocean steamer will vary from $1,500 to $6,000. While the vessel is being loaded he is practically its master. For while a ship's captain may suggest regarding stowage, he must after all yield to the arbitrary ruling of the stevedore, who thus becomes the responsible party for the good condition of the cargo on delivery at its foreign port.

The stevedore usually has several foremen in his employ. These are 'longshoremen who work either by the hour, week or month, at an advance of about one-third over the ordinary workmen. When vessels are to be loaded or unloaded these foremen start out on the street and select with almost unvarying impartiality their "gangs" among the 'longshoremen always waiting about the approaches to the docks, frequently in most picturesque groups, and then the liveliest of commotion begins. The 'longshoremen working force comprises a foreman at each vessel, who has entire charge of the work and who keeps the time of the men, assistant foremen in number proportionate to the magnitude of the task, "headers" and regular laborers. "Headers" and assistant foremen receive five cents per hour extra.

If a vessel is loading and the stevedore is able to secure the cargo rapidly, a large number of gangs are worked. Usually one gang is employed at each hatch and side-port, but frequently, if hurried, two are used. Then there is the dock gang, who handle the freight to the ship's side and see that it is started right in its ascent by the "whip" to above the hatch for lowering, and the gangs below who are loading the cargo. These usually consist of two men and a "header" on either side of the vessel. The header practically represents the stevedore in the proper stowing of the freight, and the "headers" must be bright men, for on their directions and care rests the possible good condition of the cargo. The spots where heavy and light materials must be placed; arranging so that freights likely to injure each other are kept separate; stowing so that the cargo shall be borne at the vessel's center of gravity, and that she shall not roll and strain from great dead weights in improper places; and then that the craft's utmost carrying capacity shall be utilized; all must be considered and met and adjusted; for a badly-placed cargo may "shift" at any moment in a storm and send a vessel to the bottom. The raising and lowering of the "whip's" tackle is signaled by the shrill call of an assistant foreman's whistle by the hatch, where this man stands at the port side and receives the packages coming in or going out of the vessel and attends to their being lowered properly and in safety, for hundreds of 'longshoremen's lives have paid the penalty of careless handling of ocean freight along these very wharves.

The stevedore business of the port of New York is now crowded into narrow limits. For want of dock room some of the big steamship companies have been forced to the Jersey side, while those on the New York shore are crowded. Along the North river on the east and north along the East river shore the sailing craft of the world mainly clusters, while the Brooklyn shore for a little distance above the bridge is covered with docks and basins extending for miles.

The 'longshoremen differ much from sailors in one essential respect. They are provident, and many of them have quite a little pile in the savings banks. Their work is hard, and the pay not large, but quite a number of 'longshoremen, especially the Irish, manage to marry and support a family in moderate comfort. They are a peaceable set, seldom figure in the police courts, and not half as rough as their rough calling would cause one to imagine.

**Only One Yankee.**

A little girl came home from school the first day, and when asked how she liked school said: "There ain't but one Yankee in the whole school; that one is John Jones, and he is an


# ROYAL BAKING POWDER

**Absolutely Pure.**

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER Co., 106 Wall, N.Y.

A. SEDGWICK,

NO. 99 STATE STREET,

HAIR CUTTING AND SHAVING!

All kinds of hair work, hair charms, gold charms, switches, puffs, bangs, anything you may desire in his line.

**Hair Work Always on Hand.**

He has everything in the hair line for ladies. Give him a call and he will fill your order.

OVER **6,000,000** people believe that it pays best to buy Seeds of the largest and most reliable house, and they use

# Ferry's Seeds

D. M. FERRY & CO. are acknowledged to be the *Largest Seedsmen* in the world. D. M. FERRY & Co's Illustrated, Descriptive and Priced

**SEED ANNUAL**

For 1889 Will be mailed FREE to all applicants, and to last year's customers without ordering it. Invaluable to all. Every person using Garden, Field or Flower Seeds should send for it. Address

Earliest Cauliflower in existance.

**D. M. FERRY & CO., Detroit, Mich.**

—Call and See—

T. J. CRONISE,

Salem's Popular Job Printer,

AT HIS NEW QUARTERS IN THE State Insurance Building, Cor. Commercial and Chemekete streets 10-1tf


## For the Public Good.

It is an indisputable fact that the handsomest vestibule trains that are now run on the American continent are those on the Burlington route, leaving from Union depot in Denver, also St. Paul, immediately on arrival of all through trains from the west. The first and second class coaches are magnificent, the reclining chair cars suburb, the Pullman sleepers extremely luxuriant, and as for the meals that are served in those palace Burlington dining cars—yum yum. The next time you go east to Kansas City, Chicago or St. Louis, if you mention to the ticket agent that you want your ticket to read from Denver or St. Paul over the Burlington route, you will get it, and you will always be glad of it.

If you go via the Northern or Canadian Pacific, the elegant vestibule trains of The Burlington Route, between St. Paul and Chicago, or St. Louis, will carry you along the eastern shore of the Mississippi river for a distance of 350 miles, amidst scenery that cannot be surpassed; or, if you go via the Oregon Short Line or Southern Pacific, and your ticket reads via The Burlington Route from Cheyenne or Denver, you will pass through all the thriving cities and towns located in what is popularly known as the Heart of the Continent. For further information apply to A. C. Sheldon, General Agent, 85 First street, Portland, Oregon. 4-19d&wtf


$50. HORSES. $50.

One hundred head of brood mares and young horses for sale. Forty or fifty colts expected in the spring. Two fine horses, Clyde and Percheon stock, weight sixteen and seventeen hundred; have been with the band for the past three years. Original stock from the best quality of mares. For particulars address or see

W. H. BYARS,
Salem, Or.
w4t.

OREGONIAN RAILWAY CO.

(Limited Line.)

CHAS. N SCOTT, - - Receiver.


On and after Feb. 18 1889, and until further notice trains will run daily (except Sunday) as follows:

EAST SIDE.

| Coburg Mail From Portland | STATIONS. | Portl'd Mail Tow'rd Portland |
|---|---|---|
| Lv. 11.30 am | PORTLAND P & W V | Ar. 4.40 p.m. |
| Ar. 10.00 | Foot of Jefferson. St | |
| Lv. 2.15 p m | Ray's Landing, | Ar 1.80 |
| " 2.28 | St. Paul's, | " 12.47 |
| " 3.16 | Woodburn, | " 12.00 |
| " 3.31 | Townsend, | " 11.46 |
| " 11.40 | McKee, | " 11.40 |
| " 3.53 | Mt. Angel, | " 11.24 |
| " 4.03 | Down's, | " 6.14 |
| " 4.16 | Silverton, | " 11.09 |
| " 4.35 | Johnston's Mill | " 10.39 |
| " 4.39 | Switzerland, | " 10.16 |
| " 4.47 | East Side Junct., | " 10.07 |
| " 5.09 | Macleay, | " 9.46 |
| " 5.16 | Aumsville, | " 9.18 |
| " 5.26 | West Stayton | " 8.50 |
| " 6.14 | O P Crossing, | " 8.40 |
| " 6.24 | West Scio, | " 8.28 |
| " 6.53 | Crabtree, | " 8.00 |
| " 7.20 | Spicer, | " 7.31 |
| " 7.29 | Tallman, | " 7.22 |
| " 8.03 | Plainview, | " 6.48 |
| " 8.37 | Brownsville, | " 6.13 |
| " 9.20 | Rowland, | " 5.30 |
| " 10.15 | Coburg. | " 4.30 |
| Ar p m | AR | Lv a m |

Commution mile on sale. Tickets at two cents per at stations having agents.

Connection at Ray's and Fulquart Landing with steamer "City of Salem."
CHAS. N. SCOTT, Receiver.

General Offices, N W Cor. First and Pine, Portland, Oregon.


## Proposals for Supplies.

The board of trustees of the Oregon State Insane Asylum hereby invite sealed proposals for furnishing at the asylum, near Salem, Oregon, the following supplies for the six months commencing July 1, 1889:

DRUGS.

2 lbs fluid extract cascara sagrada.
2 lbs fluid extract rhus aromatica.
1 lb fluid extract cimicifug rac.
2 lbs fluid extract ginger.
1 lb fluid extract ipecacuanah.
2 lbs fluid extract liquorice.
1 lb fluid extract senna.
2 lbs fluid extract cherry bark
2 lbs fluid extract arnica.
½ lb tannic acid.
3 lbs carbolic acid crystals.
2 lbs bromide of potash.
2 lbs iodide potash
1 lb iodide ammonia,
1 lb subnit bismuth, squibbs.
5 lbs gum camphor
1 lb pulv acacia.
10 lbs epsom salts.
1 lb pyro phosphate iron.
6 ozs concentrated nitrous ether.
8 ozs oil cloves.
2 ozs oil lemon.
2 ozs oil bay.
1000 pil Aloin Co (McK. & R.)
200 pil manganese binox (McK & R 2 gr.
200 pil phosphorus 1-50 (Mc K & R.)
300 pil phosphorus 1-100
3 doz surgeons sponges.
1000 empty capsules, No 1
½ gross corks each Nos 1 to 6 XX extra long.
1 gross pill boxes, No 30.
1-3 gross ointment boxes 1 and 2 oz each.
½ gross 2 drachm vials.
1 gross 1 oz Phila ovals.
½ " 2 " " "
½ " 3 " " "
½ " 4 " " "
½ " 6 " " "
½ " 8 " " "
5 gals port wine, Napa valley.
3 gals whisky, O K Cutter.
½ doz Davidson syringes, No 1.
½ doz black hard rubber syringes, ½ oz.
½ doz " " " " 1 "
½ doz ear syringes
3 gals glycerine.
3 gals grape brandy.
5 gals sherry wine, No. 1.
5 gals alcohol.
5 bbls sal soda.
15 lbs Japan wax.
1 lb aq ammonia. conc.
1 lb cream of tartar, Squibbs.
¼ lb resublimated iodine.
2 lbs rosin.
2 lbs gum asafoetida.
1 lb accetic acid.
2 lbs diluted phosphoric acid.
1 doz Phillip's cod liver oil.
30 ft rubber tubing, ¼ inch.
50 filtering paper, 10 inch.
6 oz sulfonal.
2 doz bot's soluble hypodermic tablets, sulphate hyoscyamine, No 45, 1-60 gr, John Wyeth & Bro.
2000 powder papers, No 16
¼ doz soft rubber catheters

DRY GOODS

350 lbs yarn, all wool; 250 lbs white; 100 blue
2000 yds Canton flannel, Nashua XXX
500 yds Marsellies, York M'f'g Co checks
500 yds Lonsdale fine sheeting, 36 in
200 yds Pequot fine sheeting, 9-4
1200 yards mariner's stripes (Amoskeag)
800 yds Pequot sheeting, heavy A, 36 in
1200 yds Pequot sheeting, heavy, 45 in
200 yds toweling, red and blue check.
800 yds calico, American full standard.
100 yds table oil cloth, white and heavy
60 doz spools white thread, No 36, Mile End
15 doz pairs suspenders
12 doz Turkey red handkerchiefs
6 doz spools black linen thread, No, 25

GROCERIES

6000 lbs Liverpool salt, fine
720 lbs tea, U S brand, Ponchong
900 lbs tobacco, Rapidan brand
160 lbs China starch
300 lbs soda crackers, extra fresh
200 lbs raisins, California layers.
160 lbs Germea Sperry's new process
12,000 lbs sugar; 7000 golden C, 6000 grain
500 lbs cheese, Cranston's, or as good
2000 lbs corn meal, Gold Dust, fresh ground.
1000 lbs cracked wheat, fresh ground.
1300 lbs oat meal, fresh ground.
1300 lbs coarse hominy, fresh ground.
1440 lbs rolled oats (Cormack's patent).
300 lbs dried currants.
144 lbs carb soda, C and Co A and H brand.
160 lbs sago.
20 doz brooms.
18 doz cans oysters, Blue Points.
10 doz concentrated lye (American).
12 doz cans corn, Winslow.
1 doz Turkey dusters, 14 in.
5 doz dust brushes, Murphy and L & Co., 7 B.
2 doz small mirrors, 10x12 in.
300 gals syrup, extra Golden, American refined.
200 gals coal oil, 50 gal tanks. Pearl brand.
100 gals molasses, Orleans extra,
1 doz qts olive oil.
25 gross matches, Metropolitan and Com Co.
12 boxes maccaroni, No 1.
12 boxes vermicilli, No 1.

COFFEE.

1800 lbs Costa Rica, 1st grade.
150 lbs Government Java.
75 lbs Real Mocha.
400 lbs Chicory.

SPICES.

200 lbs black pepper.
50 lbs cinnamon.
50 lbs ginger.
30 lbs allspice.
50 lbs mustard.
30 lbs cloves.
20 lbs mace.
10 lbs sage.
10 lbs unground cloves.
10 lbs unground cinnamon bark, fine.

CROCKERY.

18 doz tea cups, without handles, w 9.
18 doz saucers, W G.
40 doz bowls, 1 qt, W G
½ doz wash bowls, W G

VINEGAR.

400 gals pure cider vinegar, 40 gr

FLOUR

800 bbls best roller process, to be delivered as required

STATIONERY

10 boxes 404 Gillott's pens
2 boxes London Inc Pen Co, No 4 genuine
8 qts ink; 7 qts Arnold's, 1 qt Stafford's B B
8 doz Payson's indelible ink
6 reams letter paper, Live Oak

SOAP

2500 lbs Kirk's savon, or as good

PAINTS, OILS AND GLASS.

20 gals Pioneer linseed oil
20 gals turpentine
190 pounds white lead, Pioneer
50 pounds putty
4 boxes glass, 16x20
4 " " 14x20
5 gals copal varnish
2 gals Japan dryer

MEATS

350 lbs per day, more or less, of beef and mutton, as required, in equal parts of fore and hind quarters

Samples may be seen at the office of the board of trustees, and goods must be in accordance therewith

Goods must come in original packages when possible

The board reserves the right to reject any, and all bids

Delivery of supplies will be required within ten days' notice of acceptance of bid

A copy of this advertisement mu t accompany each bid

The name of the class of supplies bid upon must be written on the envelope

Each bid must include all the items in the special class bid upon, and must give items and totals in full, with the exception of meat and flour

Auditing officers are prohibited by law from confirming accounts of purchases when the advertisement does not contain a full and complete description of the kinds of articles to be purchased

Bids will be considered at 10:30 a m on Tuesday, July 2, 1889

SYLVESTER PENNOYER,
GE . W. McBRIDE,
G. W. WEBB,
Board of Trustees.

WM. A. MUNLEY,
Clerk of Board.

GEORGE WILKINS'

NEW BUTCHER SHOP

On Liberty street, across the bridge in North Salem. All kinds of meats kept on hand. 5-1mo

## BRIGHTEN YOUR HOMES

By repapering and decorating your residence. For material go to Sargeant's Variety Store, who carries the latest styles and patterns in Wall Paper, Borders and Decorations. Paper trimmed free of charge. A fine line of

BABY CARRIAGES

always on hand, besides a large assortment of new goods too numerous to mention

WM. SARGEANT,

Variety Store, Commercial St., Salem.

**LITTLE WOMEN**

are as a rule, possessed of happy dispositions but when these sweet dispositions become soured and irritable, in consequence of the long train of distressing features peculiar to female complaints, they are then not companionable to say the least. It is the duty, not only of little women, but of all women so afflicted, to bring about the subjection, and immediate removal, of these painful maladies. This is easily accomplished by the use of Dr. Pierce's Favorite Prescription, the great specific for "female weakness." It is a positive cure for the most flowing, painful menstruation, unnatural suppressions prolapsus or falling of the womb, weak back, "female weakness," anteversion, retroversion, bearing-down sensations, chronic congestion, inflammation and ulceration of the womb, inflammation, pain and tenderness in ovaries, and kindred ailments. All druggists.

**THEIR BUSINESS BOOMING.**

Probably no one thing has caused such a great revival of trade at Daniel J. Fry's Drugstore as their giving away to their customers so many free trial bottles of Dr. King's New Discovery for Consumption. Their trade is simply enormous in this very valuable article from the fact that it always cures and never disappoints. Coughs, Colds, Asthma, Bronchitis, Croup, and all throat and lung diseases quickly cured. You can test it before buying by getting a trial bottle free, large size $1. Every bottle warranted.

**LOST IN THE STORM.**

**One of our local editors clipped from a leading magazine extracts from a vivid description of a western blizzard which we have taken the liberty to publish and at the same time suggest to H. H. Warner & Co., the proprietors of the celebrated Warner's Safe Cure, the feasibility of taking therefrom an extract for the introduction of one of their telling advertisements. The following is the description:**

**"At the close of a dark day in January a solitary horseman wends his way across the open prairie in one of our western territories. He passes at long intervals the lone cabin of the hardy frontiersman. Two or three old settlers, of whom he has inquired the way, have warned him that a storm is approaching, and one of them, with true western hospitality, urges him to find shelter in his cabin for the night. But he declines the proffered kindness and urges his tired horse forward. • • • The sky grows suddenly dark. • • • He decides to seek shelter. • • • The storm increases in its fury. • • • The rider dismounts to warm his half-chilled limbs. • • • Can scarcely breathe. Blindness comes on. Drowsiness steals over him. The end is near. • • • He is lost in the blizzard."**

**There is no doubt that the terror which seizes the bewildered traveler is similar to that which overcomes one when he learns that he is suffering from an advanced Kidney Disease, and is informed that he is in the last stages of Bright's disease. At first he is informed that he has a slight kidney affection. Later he begins to feel tired. Slight headache. Fickle appetite. Failure of the eye-sight. Cramp in the calf of the legs. Wakefulness. Distressing nervousness. Rheumatic and neuralgic pains. Occasionally pain in the back. Scanty, dark colored fluids, with scalding sensation. Gradual failure of strength.**

**Any of the above symptoms signify Kidney Affection, but he is told that he is all right. His physician treats him for symptoms and calls it a disease, when in reality it is but a symptom of Kidney trouble. He may be treated for Rheumatic or Neuralgic pains, heart affection, or any other disease which he is most susceptible to. Finally the patient has puffing under the eyes, slight bloating of the ankles and legs. His physician may inform him that it is but the accumulation of blood in his ankles for want of proper exercise.**

**The bloat continues and reaches his body.**

**Then he is informed he has dropsical troubles, and is tapped once or twice. He notices it is difficult to breathe owing to irregular action of the heart, and finally is informed that he has a slight attack of Bright's Disease. Soon his friends are notified that his is an advanced case of Bright's Disease, and that he can live but a short time. His honorable and dignified physician asks for counsel. It is too late. Still he sticks to the old family physician, and the physician knows and has known from the beginning that the patient has been stricken with death for months, for he knows full well that the profession acknowledge they have no remedies for the cure of Kidney Disease.**

**At last the patient suffocates—is smothered—and dies from dropsical trouble. Or perhaps the disease may not take the form of a dropsical tendency, and the patient dies from apoplexy, paralysis, pneumonia or heart trouble. Or it may take the form of blood poisoning. In each form the end is the same. And yet he and his friends were warned by the proprietors of the celebrated remedy known as Warner's Safe Cure, of the lurking dangers of a slight Kidney affection.**

**The newspapers have published the dangers. Columns of facts have been printed of men dying from advanced Kidney Disease or Bright's Disease. His friends and physician look around with horror and regret for seeming neglect, but he is lost. He did not heed the warning that a storm was approaching. He declined the proffered hospitality, and reckless went forward into danger. He struggled manfully for a time, but his strength failed, he grew gradually weaker and he was lost to the world. Not in a blizzard, but from the terrible malady which is almost daily occurring in every community, and which is doctored as a symptom instead of what it is,—a mortal disease unless properly treated.**

# Weekly Capital Journal!

## Has Been Enlarged

## And Greatly Improved and Now Is The

CHEAPEST NEWSPAPER IN OREGON!

## THE BEST FAMILY NEWSPAPER

IN MARION COUNTY!

## Read Our Reduced Terms!

WEEKLY, one year,------$1.50. | WEEKLY, six months,----$0.75

**Now Read Our Discount for Cash**

WEEKLY, one year,------$1.00. | WEEKLY, six months,----$0.50.

WAS THERE EVER ANYTHING EQUAL TO IT? NOW ROLL IN THE NAMES, AND TAKE ADVANTAGE OF OUR ONE-THIRD OFF FOR CASH.

## Our Old Subscribers

**Now in arrears are urged to take advantage of our big discount, by settling old accounts and joining the grand throng of one dollar subscribers!**

## THIS IS NOT A SPECIAL OFFER

**But a solid, permanent reduction. We have come to stay!**

**TO ONE AND ALL**

**We say, send us your names. If you want to take advantage of our "one third off for cash," and are not where you can get postal notes of other convenient method of remitting, send us your name and state that you will remit at first opportunity. This will ensure your being placed on the dollar list.**

## 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 line from Portland and all points in the Willamette valley to and from San Francisco.

TIME SCHEDULE. (Except Sundays):

| | |
|---|---|
| Leave Albany | 1:00 P M |
| Leave Corvallis | 1:40 P M |
| Arrive Yaquina | 5:30 P M |
| Leave Yaquina | 6:45 A M |
| Leave Corvallis | 10:35 A M |
| Arrive Albany | 11:10 A M |

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

The above trains connect at YAQUINA with the Oregon Development Co's Line of Steamships between Yaquina and San Francisco.

SAILING DATES.

| STEAMERS. | FROM YAQUINA |
|---|---|
| Willamette Valley | Tuesday June 18 |
| Willamette Valley | Wednesday June 26 |
| Willamette Valley | Friday July 5 |

| STEAMERS, | FROM SAN FRANCISCO |
|---|---|
| Willamette Valley | Thursday, June 13 |
| Willamette Valley | Saturday, June 22 |
| Willamette Valley | Sunday " 30 |

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 destined to San 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 200 and 202 Front st., Portland, Or. or to

C. C. HOGUE, Ac't Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co., Corvallis, Or.
C H. HASWELL, Jr. Gen'l Frt; & Pass. Agt. Oregon Development Co., 304 Montgomery st.; San Francisco, Cal

Remember the Oregon Pacific's popular summer excursions to Yaquina. Low rate tickets are now on sale, good every Wednesday and Saturday from Albany, Corvallis and Philomath.

Yours truly,
C. C. HOGUE, A. G. P. Agent

## Overland to California

—VIA—

Southern Pacific Company's Line.

THE MOUNT SHASTA ROUTE.

Time Between Salem and San Francisco Thirty-six Hours.

CALIFORNIA EXPRESS TRAIN—RUN DAILY. BETWEEN PORTLAND AND S. F.

| South. | | | North. |
|---|---|---|---|
| 4:00 p. m. | Lv. | Portland | Ar. 10:45 a. m. |
| 6:44 p. m. | Lv. | Salem | Lv. 7:55 a. m. |
| 7:45 a. m. | Ar. | San Fran. | Lv. 7:00 p. m. |

LOCAL PASSENGER TRAIN — (DAILY EXCEPT SUNDAY).

| | | | |
|---|---|---|---|
| 8:00 a. m. | Lv. | Portland | Ar. 3:45 p. m. |
| 11:10 a. m. | Lv. | Salem | Lv. 12:52 p. m. |
| 2:40 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 S. P. company's ferry makes connection with all the regular trains on the East Side Division from foot of F stree Portland.

West Side Division, Between Portland and Corvallis:

DAILY—(EXCEPT SUNDAY).

| | | | |
|---|---|---|---|
| 7:30 a. m. | Lv. | Portland | Ar. 6:20 p. m. |
| 12:25 p. m. | Ar. | Corvallis | Lv. 1:30 p. m. |

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

Through tickets to all points south and east via California

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY.)

| | | | |
|---|---|---|---|
| 4:50 p. m. | Lv. | Portland | Ar. 9:00 a. m. |
| 8:00 p. m. | Ar. | McMinnville | Lv. 5:45 a. m. |

## Through Tickets

—To all points—

SOUTH and EAST

—VIA—

CALIFORNIA.

For full information regarding rates, maps, etc., apply to the Company's agent, Salem, Oregon.

E. P. ROGERS, Asst. G. F. and Pass. Ag't
R. KOEHLER, Manager.

## Oregon Railway and Navigation

COMPANY.

"Columbia River Route."

Trains for the east leave Portland at 7:15 am and 9:20 pm daily. Tickets to and from principal points in the United States, Canada and Europe.

ELEGANT PULMANN PALAC. CARS

Emigrant Sleeping Cars run through on express trains to

OMAHA
COUNCIL BLUFF
and ST. PAUL

Free of Charge and Without Change.

Connections at Portland for San Francisco and Puget Sound points.

For further particulars address any agent of the company, or

A. L. MAXWELL, G. P. & T. A
C. J. SMITH, Gen'l Manager, Portland.

**A WOMAN'S DISCOVERY.**

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