SALEM BANKS.

Capital National Bank,

SALEM - - - OREGON.

Capital Paid up, - - - - - $75,000
Surplus, - - - - - - - 15,000

B. S. WALLACE, - - President.
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To farmers on wheat and other marketable produce, consigned or in store, either in private granaries or public warehouses.

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Discounted at reasonable rates. Drafts drawn direct on New York, Chicago, San Francisco, Portland, London, Paris, Berlin Hong Kong and Calcutta.

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GENERAL BANKING.

Exchange on Portland, San Francisco, New York, London and Hong Kong bought and sold. State, County and City warrants bought. Farmers are cordially invited to deposit and transact business with us. Liberal advances made on wheat, wool, hops and other property at reasonable rates. Insurance on such security can be obtained at the bank in most reliable companies.

J. MACY,

Livery, Feed and Sale Stable

Corner State and Front Sts., Salem.

Good accommodations and good rigs. Have a quantity of good hay for sale.
38 1m J. MACY.

WILLAMETTE UNIVERSITY

Graduates Students in

Classical, Literary, Scientific,

Normal, Business, Law,

—AND—

MEDICAL COURSES.

It is the oldest, largest and least expensive Institution of learning in the Northwest.

School opens first Monday in September Send for catalogue to

THOS. VAN SCOY,
President.
Salem, Oregon.

THE

WISCONSIN CENTRAL

RUNS

Fast trains with Pullman Vestibule Drawing room sleepers, dining cars and coaches of latest design, between Chicago and Milwaukee and St. Paul and Minneapolis.

Fast Trains with Pullman vestibuled drawing room sleepers, dining cars and coaches of latest design, between Chicago and Milwaukee and Ashland and Duluth.

Through Pullman vestibule drawing room and colonist sleepers via the Northern Pacific railroad between Chicago and Portland, Or.

Convenient trains to and from Eastern, Western, Northern and central Wisconsin points, affording unequaled service to and from Waukesha Fond du Lac, Oshkosh, Neenah, Menesha, Chippewa Falls, Eau Claire, Hurley, Wis., and Ironwood and Bessemer, Mich.

For tickets, sleeping car reservations, time tables and other information, apply to agents any where in the United States or Canada.

H. C. BARLOW,
Gen'l Traffic Mgr.

S. R. AINSLIE, Gen'l. Mgr.
LOUIS ECKSTEIN,
Ass't Gen'l Pass'r and Tkt Agt, Milwaukee, Wis.

$500 Reward

Le Richau's GOLDEN BALSAM

Le Richau's Golden Balsam No. 1 Cures Chancres, first and second stages; Sarsaparilla Blotches on the Legs and Body; Sore Eyes, Nose, etc., Copper-colored Blotches, Syphilitic Rash, Diseased Scalp, and all primary forms of the disease known as Syphilis. Price, $5.00 per Bottle.

Le Richau's Golden Balsam No. 2 Cures—Tertiary, Mercurial Syphilitic Rheumatism, Pains in the Bones, Pains in the Head, back of the Neck, Ulcerated Sore Throat, Syphilitic Rash, Lumps and contracted Cords, Stiffness of the Limbs, and eradicates all disease from the system, whether caused by indiscretion or abuse of Mercury, leaving the blood pure and healthy. Price $5.00 per Bottle.

Le Richau's Golden Spanish Injection for the cure of Gonorrhoea, Gleet, Irritation Gravel, and all Urinary or Genital disarrangements. Price $4.50 per Bottle.

Le Richau's Golden Spanish Injection, for severe cases of Gonorrhoea, Gleet, Stricture, &c. Price $1 per Bottle.

Le Richau's Golden Ointment for Skin diseases, Blotches, Sores, and eruptions. Price $1.00 per Box.

Le Richau's Golden Pills—Sciatica and Rheumatism; loss of physical power, secret diseases, prostration, etc. Price $2.00 per Box.

Tutti's Nervine, Sent everywhere, C. O. D., securely packed per express.

C. F. RICHARDS & CO., Agents,
417 & 419 Clay street, corner City,
San Francisco, Cal.
CIRCULAR MAILED FREE.

MARKET REPORT.

A Synopsis of the Markets—Buying and Selling Prices.

SELLING PRICES.

REVISED QUOTATIONS.

Shoulders Sugar cured, per lb, 10
Breakfast bacon—12½
Hams—Sugar cured, per lb, 15 @ 16½c.
Beef—6 @ 12½c.
Pork—8 @ 12½c.
Mutton—10 @ 12½c.
Veal—10 @ 12½c.
Timothy seed—Per pound, 7c; selling.
Red clover seed—Per pound, 12c.
White clover seed—Per pound, 18c.
Alsike—18c per pound.
Red top—10c per pound.
Lincoln Grass—12½c per pound.
Rye Grass—10c per pound.
Beans—5c per lb., selling.
Oat meal—Selling at 4 to 6c.

BUYING PRICES.

Wheat—60½@63c net.
Flour—Per barrel, $4.20.
Oats—Per bushel, 30 @ 35c.
Barley—Per bushel, 50c.
Bran—Per ton, $15 @ $18 at the mill.
Shorts—Per ton, $14.50.
Chop—Per ton, $18.
Hops—Quoted at 9@10c per lb.
Eggs—15@16½c per dozen.
Potatoes—Per bushel, $1.
Corn meal—5c per pound.
Cheese—10@15c per pound.
Dried apples—Per lb., 7@9c.
Green apples—1.75 Per box
Dried plums—Per lb. 6@7c.
Dried prunes—Per lb. 9@12c.
Butter—20@25c per pound for good
Lard—10@12c per lb.
Hams—Per pound, 12@13c.
Bacon sides—10 per lb.
Shoulders—8@10c per lb.
Chickens...Roosters 7 Hens 10c
Hogs—On foot 5½
Beef—On foot 3½@4
Wool—Valley Per lb. 15@18c. mohair 15@25
Geese—$6 to $9 per doz.
Ducks—$5 to $7 per doz.
Hides green—2 cts.
Hides dry—5 cts.
Sheep pelts—25@81

Oregon valley milling wheat is quoted at San Francisco at from 75 to 78 cents for the best. Oats reported dull and shaky; Oregons quoted at $1.25 for 100 pounds. Barley is firm; brewing 95 cents and feed 82 cents per 100 pounds. Hay has declined considerably; receipts increasing.

A Family Remedy.

Dr. E. S. Holden: I have used your Ethereal Cough Syrup in my family for a long time and cheerfuly reccommend it to all who are affected with coughs, cold or bronchial affectations. EBEN WOOD, Modesto.

S. R. CLAYES Druggist, Agent, Modesto. Large size $1.00, small 50 cents. For sale by all Druggist.

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 PORTLAFD AND S. F.

South.				North.
4:00 p. m.	Lv.	Portland	Ar.	10:45 a. m.
6:44 p. m.	Lv.	Salem	Lv.	7:53 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 street 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 R. R. Company Line.

(Limited.)

C. N. SCOTT, RECEIVER.

Tickets for any point on this line for sale at the depot, foot of Jefferson street, and at the United carriage and baggage Transfer company's office, corner Second and Pine streets. Commutation Tickets at 2 cents per mile.

General offices northwest corner First and Pine streets, Portland.

EAST SIDE.

From Portland	Stations.	Toward Portland	
Silver-Coburg ton mail		Port'nd mail	Port'd Exp
LV PM	LV AM	AR PM	AR AM
4 00	8 00 Portl'nd S P Co	3 45	10 45
5 03	9 55...Roy's Landing	2 38	9 45
5 58	10 50... Woodburn	1 40	8 49
7 00	11 47.....Silverton	12 20	7 30
	5 07...Br nsville	7 40	
	6 30.....Coburg	6 00	

WEST SIDE.

Airlie mail		Portland mail	
LV	AM	AR	PM
7 45	Portland P&WV	4 35	
10 45	Dundee Junction	2 05	
2 05	....Sheridan	10 27	
4 10	.....Dallas	8 22	
4 55	....Monmouth	7 38	
5 55	.....Airlie	6 45	

1-5w1y

Morgan & Mead,

City Draymen!

All work done with promptness and dispatch. Only the best men are employed. 3-1-90

H. L. LAMOUREAUX,

CONTRACTOR AND BUILDER.

Jobbing promptly attended to. Office: 152 State street 3-1-90

REMOVALS AT THE INDIAN SCHOOL.

Unfounded Insinuation Against Superintendent Irwin.

DISCHARGED.—G. M. Irwin, superintendent of the Chemawa Indian training school, has discharged Henry Rogers, carpenter, and F. W. Royal, bookkeeper, at the school. He assigned no reason for his action, but it is understood that he wanted to get rid of them because they would not "stand in" with all of his schemes. Messrs. Rogers and Royal are gentlemen of high standing and thorough qualifications, and the school can ill afford to get along without them. Mr. Irwin will probably find his official pathway rather thorny if his past actions are an indication of the manner in which he proposes to conduct the affairs of the school.—Salem Statesman, April 3.

The above item may not be so intended, but it is apparently an incomplete statement of the facts in the case for a purpose, and to publish only part of the truth is often as misleading as to publish a falsehood. As is well known, in government institutions, especially the Indian service, a good deal of authority is vested in the person in charge, and Supt. Irwin has full control over the Chemawa Indian school. During a recent visit to the school, citizens of Salem, who had heard some complaints of unauthorized removals on the part of Supt. Irwin, were shown a letter from Commissioner Morgan, of the department of the interior, fully approving of the superintendent's management and fully authorizing him to make such changes in the force as he saw fit.

The JOURNAL is not disposed to enter any defence of Supt. Irwin, because that gentleman does not need it. Complaints have come from some, of his management, but nothing affecting his honor as a man and official. No man can run such an institution, with as many different departments as an Indian training school, and not meet with hostile criticism, but those who have watched the Chemawa school for years say it is in fairly good shape, while there has been an improvement in the order and discipline. Some of Supt. Irwin's severest critics in the school now admit that affairs at that institution have been improved under his rule. His reforms have been severe, and some of his measures harsh no doubt, but he has had the nerve and the courage to use the authority given him as he honestly believed for the good of the school. Superintendent Irwin was appointed for his fitness for the place, endorsed by the most prominent republicans of Oregon because he had rendered the party great services as an orator. His speeches in the preceding campaign were considered the ablest and most effective made, in Oregon. He represents in a certain sense, the republican party, under President Harrison's administration.

THE JOURNAL has no disposition to censure Superintendent Irwin nor Messrs. Rogers and Royal. If they have been unfairly dealt with, this paper will go as far as any to do them justice. We have seen none of the parties and heard no reasons assigned, one way or the other. We do not believe it is right to Superintendent Irwin or to any man in an official position to throw out insinuations or blacken his motives without any presentation of facts. It is highly wrong to charge corrupt practices with no proof to sustain the charge. A newspaper insinuation against any official in the Indian service amounts to nothing, because the department will pay no attention to it, and wrongs there cannot be remedied by newspaper criticism.

The Statesman is unjust in its unfounded insinuations about "standing in" with the republican superintendent of the Indian school. When the Marion county grand jury found wrongful practices carried on under a democratic superintendent of the state asylum, a certain Salem newspaper maintained a studious silence on the subject. When that grand jury did report to the court that there was collusion among the employes of the asylum, and that said employes were "standing in" to rob the state and defraud the patients, a certain newspaper could not be induced to publish that report or censure those corrupt practices under democratic management. For a republican paper to thus screen wrong-doing of the enemy, and assail without proof or cause a republican, seems a strange line of conduct. It is a line that is only explained on the theory of screening one's pets and unjustly assailing those who are not classed as such.

Merit Wins.

We desire to say that for years we have been selling Dr. King's New Discovery for Consumption, New Life Pills, Bucklen's Arnica Salve and Electric Bitters, and have never handled remedies that sell as well, or that have given such satisfaction. We do not hesitate to guarantee them, and stand ready to refund the price, if satisfactory results do not follow their use. These remedies have won their popularity on their merits. Fry Druggist.

COLORADO CANYON.

An Account of Its Dangers and Its Unique Grandeurs.

Some Interesting Facts Furnished by Major Powell, the Only Man Who Ever Explored It—The Ill-Fated Brown Expedition.

The account of the attempt by Frank M. Brown to survey the Colorado river to ascertain the feasibility of a railroad between its high banks, and the end of the enterprise in the death of Brown and two members of his party in the canyon, induced me, says a New York Tribune correspondent, to make some inquiries of Major J. W. Powell, director of the Geological Survey, the only man whose parties have ever succeeded in traversing the deadly gorge.

Asked why Brown failed Major Powell answered:

"For the same reason I think the other parties have always failed. He underestimated the perils to be encountered. The Colorado Canyon, to speak of many canyons as one, is unique. There is nothing else like it in the world; none but itself can be its parallel, and so it is difficult for the imagination to foresee and appreciate its furious whirlpools, dangerous rapids and tremendous abysses. I think that Brown failed to comprehend the significant fact that nothing can get through the Colorado Canyon that can not float. Boats are repeatedly upset and interior boats are mashed like eggshells."

"Did you know Mr. Brown?"

"Yes, somewhat. Last winter I received letters from various persons interested in locating a railroad route down the Colorado river. It was believed that a water grade for a railroad could be found, and that thus the vast coal-fields of Utah and Colorado could be connected with tide-water in the Gulf of California—a most desirable thing to accomplish. The president of the Denver company, Mr. Brown, finally visited Washington and called upon me and made inquiries about the best method of making the survey. He seemed courageous and judicious. But in my judgment the plan was quite impracticable, and I told him so and fully stated to him my reasons for such a conclusion."

"What were the reasons?"

"They can not be repeated in limits more brief than a magazine article furnishes. But I can outline them in a word. No railroad can run along the rocks at the top of the canyon, because the whole region is a labyrinth of stupendous lateral gorges from half a mile to a mile deep and running back from the Colorado for many miles on both sides, and no engineering known to man can bridge them. In the main canyon the river often rises forty to sixty feet, so that the road-bed would have to hang upon the sides of the cliff, which much of the way is perpendicular. The floods here surpass in size and suddenness any others on the globe."

"Was Brown's party overwhelmed in the most difficult part of the descent?"

"Oh, no, by no means. Brown had just begun to encounter the real difficulties when he met with disaster in Marble Canyon. It is a bad place, but he had not yet reached the most dangerous portion of the river. He had descended less than six hundred feet, while the fall of the Colorado below was more than two thousand feet."

"Was the boat a suitable one?"

"I would not have gone in it, by any means. I was anxious about it even before he started. It did not seem to me adapted to canyon waters. It seemed too flat-bottomed, and must have been at the mercy of the swirling currents."

Major Powell was asked about the stories that various parties had succeeded in descending the Grand Canyon at different times, and answered:

"Nobody has ever successfully traversed the Colorado Canyon but my parties. The story that a raft once lived to get through is preposterous and was long since exploded. Invariably all attempts have been suspended or have met with disaster. The boat to go down the Colorado Canyon must be sturdily built on a pattern which experience has proved the strongest and should have three air tight compartments; the men should wear life preservers at all places of danger, and all tools, clothing and rations should be carried in air-tight ocean mail sacks, so that they will float. If these conditions are fulfilled, if the boats are tough enough, and the men at once plucky, intelligent and prudent enough, and at the maximum of their health and strength, the canyon may yet be run again."

I could not forbear saying: "You do not seem to have been quite up to this mark, for you first attacked the canyon long after you had lost an arm at Shiloh."

Major Powell smiled whimsically and said: "I was lucky."

COLLECTING CORKS.

The Hobby in Which a Physician Interested an Indolent Patient.

The queerest hobby on record is that in which Dr. Hammond interested an indolent patient in order to occupy his mind.

"A man came to me," said the doctor to a Washington Post reporter, "who was suffering very severely from having nothing to do. He came to me bewailing his state of mind 'I have nothing to interest me in life,' he complained. 'I have an abundance of means, and my money is so invested that I have nothing to do but cut the coupons off my bonds, and there is no trouble to take care of it. I have nothing in the world to interest me or to occupy my time. I have been gradually becoming low-spirited and melancholy, and I shun society. If you can give me something to live for I will be greatly indebted to you.'

"I said: 'Collect bottle corks,' and he took to the suggestion at once, and now owns the most wonderful collection of corks of anybody in the world probably. He classifies the corks according to the character of liquor their bottles contained and the countries from which they came. He has become a marvelous expert and his collection deserves to be exhibited in the National museum. He will pick up a cork in the street and at once tell that it came from a bottle containing such and such wine and from such and such country. He carries on his specialty as does a postage-stamp collector.

"Of course that man's mind can not be of a very high order to be satisfied with doing nothing but collect bottle-corks, but the occupation is sufficient for him. What he has accomplished, however, is really remarkable, and he has the satisfaction of knowing that he knows more about this line of study than any other living man."

Big Venezuelan Snakes.

There are many serpents, both venomous and harmless, but the former predominate. The boa-constrictor, called here aragra venado, or deer-swallower, is very common and grows to an enormous size. The anaconda is of the same species as the boa, but is a water snake. The flesh of the anaconda is very white and tender, and in many parts of the country is much esteemed as food. Consul Plumacher says that many foreigners who have eaten it inform him that anaconda meat is very palatable.

The Best Residence Localities

In the city of Portland and other prosperous towns are those owned by men or corporations who have the disposition and ability to improve them.

HIGHLAND ADDITION

—IS OWNED BY—

THE OREGON LAND COMPANY!

And this Corporation is determined to

Make It The Most Attractive Addition

To the city of Salem. They have at this time fifteen teams employed and the contemplated improvements have scarcely begun. It is intended to make the drive leading from Commercial street through Riverside and Highland additions and around Highland Park

THE FINEST DRIVE IN THE STATE

Of Oregon. The line of the Salem Street Railway Company runs through the middle of this addition, and no lots will be more than two blocks distant from the line. Highland Park will in the near future be

THE MOST POPULAR RESORT

ABOUT THE CITY OF SALEM.

Lots in Highland Additon are High and Dry and Well Located; Most Excellent Drainag

The soil is black and rich. From all points a fine view is obtained of the public buildings and our highest mountain peaks. Arrangements are already being made for the location of two churches in this addition, and a number of residences are soon to be built. Buildings only of the best class will be permitted. Residence lots within the limits of the city of Salem are worth on an average over $1000. We can sell you better lots in Highland addition for one-third of the money, and being directly on the line of the street railway they are practically not half so far from the public buildings and the business part of the town as the majority of the so-called "inside lots."

Buy a Lot in Highland Addition for Three Hundred Dollars,

And let some other fellow pay $1000 for an inferior lot not so well located. With the difference of $700 you can build a beautiful cottage, or put it out at a rate of interest that will buy you nearly two thousand street car tickets every year.

Look at This!

$1

WILL BUY A LOT

Of goods at our store! We carry a full line of groceries, feed, crockery, glassware, cigars, tobacco and confectionery.

T. BURROWS,

No. 226 Commercial St., Salem.

Who Is Going East?

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 the arrival of all through trains from the west. The first and second class coaches are magnificent, the reclining chair cars superb, the Pullman sleepers extremely luxuriant, and palace Burlington dining cars 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, Omaha, Kansas City or St. Paul, over the Burlington route, you will get it, and you will always be glad of it.

If you go by the way of the Northern or Canadian Pacific, the elegant vestibule trains of "The Burlington route, between St. Paul, Chicago and 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 Union, 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. 3.7tfw

Two Through Trains Each Way

DAILY, VIA

UNION PACIFIC SYSTEM.

Commencing with Sunday, March 2nd, both first and second class tickets will be honored on "The Limited East Mail," trains 3 and 4, as well also on the "Overland Flyers," Nos. 1 and 2.

"The Limited East Mail" trains are equipped with Pullman palace and colonist sleepers, dining cars, chair cars and coaches, and run solid between Portland and Chicago, daily without change.

The "Overland Flyer" trains are equipped with Pullman palace sleepers and coaches, between Portland and Council Bluffs, and with Pullman colonist sleepers between Portland and Kansas City, daily, without change.

Connections are made at Pocatello with through trains to and from Salt Lake, and at Ogdenvenue with through trains to and from Denver, Kansas City and St. Louis.

The above trains afford the quickest time between the Northwest Pacific coast and Eastern and southern points.

Detailed time of trains, rates, through tickets, baggage checks etc., can be procured upon application to any agent of the Union Pacific System.

T. W. LEE,
Gen'l Pass. Agent.

Conservatory of Music

Of the Willamette University Salem, Oregon, the most successful Music School on the Northwest Coast. Courses in music are equal to Eastern music schools. Yearly attendance of nearly one hundred and fifty. The able corps of teachers for the coming school year will be Prof. Z. M. Parvin, Leona Willis, Miss Eva Cox; assistant teachers, Miss Lulu M. Smith, Miss Hally Parish, and Miss Mamie Parvin.

Branches taught are Vocal Culture, Piano, Organ, Violin, Pipe Organ, Harmony, Counterpoint, and Class Teaching.

Diplomas given on completion of course Send for catalogue and circular.

Z. M. PARVIN. 7-25d 3m-w1m.

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.....Saturday March 8
Willamette Valley.....Sunday " 16
Willamette Valley.....Tuesday " 25

STEAMERS. FROM SAN FRANCISCO
Willamette Valley....Wednesday, Mar 12
Willamette Valley.....Friday " 21
Willamette Valley.....Thursday " 30
Willamette Valley.....Sunday " 2

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

The Oregon Pacific steamboats on the Willamettee river division will leave Portland, south-bound, Monday, Wednesday and Friday at 6 a. m.

Arrive at Corvallis Tuesday, Thursday and Saturday at 3:20 p. m.

Leave Corvallis, north-bound, Monday, Wednesday and Friday at 8 a. m.

Arrive at Portland, Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday both north and south-bound boats lie over night at Salem, leaving there at 6 a. m.

C. C. HOGUE,
A. G. F. and P. Ag'nt.

Union Pacific R. R. Company

"OVERLAND ROUTE."

Trains for the east leave Portland at 7:00 a.m and 9:00 p.m daily. Tickets to and from principal points in the United States Canada and Europe.

Elegant New Dining Cars.

PULLMAN PALACE SLEEPERS.

Free Family Sleeping Cars run through on Express trains to Omaha, Council Bluffs and Kansas City without change

Connections at Portland for San Francisco and Puget Sound points.

For further particulars address any agent of the company or

J. W. LEE, G. P. A.
C. S. MELLEN, General Traffic Manager

DEAR GIRLS:

Take no Taffy from any young man, but if they offer you a nice Box of

Hellenbrand's Square Chocolate Creams,

made only by his Patent Process, take them, and tell them to come again, for they are superior to any made in the United States.

Capital City Restaurant.

Jas. Batchelor, Prop'r.

Warm Meals at All Hours of the Day

None but white labor employed in this establishment

A good substantial meal cooked in first-class style

Twenty-five cents per meal.

RED FRONT.

Court street, between Journal Office and Minto's Lavery.

LIGHT SOLAR TRANSIT. W. & L. E. GURLEY TROY, N. Y.

J. J. CULVER
County Surveyor
JAMES WALTON,
Topographer
W. H. BYARS.
Civil Engineer

Byars, Culver & Walton

Surveyors & Topographers

Surveys, drafts, plats maps and descriptions of lands, townlots, and roads, ditches, streets, sewers, alleys, etc etc., maps and furnished at reasonable prices. Old corners and lines re-established from original field notes.

Grades for ditches, roads, streets or sewers, with estimates furnished on application. Address County Surveyor's office. Salem, Oregon.

FINE HORSESHOEING

—AT—

Scriber & Pohle's.

Special attention given to shoeing roadsters, driving horses, interfering and crippled horses. A large

Stock of Hand-Made Shoes Carried.

We give our personal attention and employ none but experts in this department.

47 and 51 State Street, Salem, Or.

Brick and Tile for Sale

MURPHY & DESART,

Successors to D. Nash, have a well established brick and tile factory in North Salem, near the fair grounds, and are prepared to furnish first-class brick and tile on short notice.

J. H. ELGIN

Wagon and Carriage Repairing

or making Wheel building a specialty. All works guaranteed; dray and trucks built to order, at low water prices; corner Commercial and Chemeketa streets. 3-17-tf.

WANTED,

The daily patronage of five hundred families at the North Salem meat market.

C. E. LOUX,
Proprietor.

NEW ZEALAND INSURANCE Company, Fire and Marine.

JOS. ALBERT, Agent, - - Salem, Oregon