"LITTLE BO PEEP had lost her sheep and couldn't tell where to find them." So the old nursery rhyme says, and it goes on to bid her "Leave them alone and they'll come home and bring their tails behind them." All this may be true of lost sheep, but if you have lost your health you cannot afford to leave that alone. It will not come back of its own accord. Some people brag that they never bother about colds. They "let them go the way they came." Alas! too often the victims go—to a consumptive's grave. Until very recently a cure for Consumption, which is universally acknowledged to be scrofula affecting the lungs, would have been looked upon as miraculous, but now people are beginning to realize that the disease is not incurable. Dr. Pierce's Golden Medical Discovery will cure it if taken in time and given a fair trial. This world-renowned remedy will not make new lungs, but it will restore diseased ones to a healthy state when other means have failed. It is the most potent tonic, or strength restorer, alterative, or blood-cleanser, and nutritive, or flesh builder known to medical science. For Lingering Coughs, Weak Lungs, Spitting of Blood, "Liver Complaint" and Dyspepsia or Indigestion, it is an unequaled remedy.

**DR. SAGE'S CATARRH REMEDY** cures the worst cases, no matter of how long standing. 50 cents, by druggists.

### PROFESSIONAL CARDS.

J. J. SHAW, Attorney-at Law, Salem, Oregon. Office first door to the left at head of stairs in the rear of Ladd & Bush's bank.

TILMON FORD, attorney at law, Salem Oregon. Office up-stairs in Patton's block.

JOHN A. CARSON, Counsellor and Attorney-at-Law. Member of the Bar of Ontario, Canada. Office 102 State street, Salem, Oregon.

J. A. APPLEGATE, attorney at law Friers block, Commercial and State streets, Salem, Or.

PRATT & HUNT, attorneys at law, Salem Oregon. Office over Barr's jewelry store State street.

W. P. WILLIAMS, STENOGRAPHER and Typewritist. Office with Capital city R'y. Co., 115 State St.

C. B. KNIGHT, Eclectic Physician, office 127 Court street, Salem Oregon. Pulmonary diseases a specialty.

DR. J. M. KEENE, Dentist. Office over the White Corner, Court and Commercial streets.

C. S. McNALLY, Architect, No. 132 State Street. Plans and specifications of all classes of of buildings on short notice. Superintendence of work promptly looked after. 2-5tf

GOBALET & WILLACH, Civil Engineers and Draughtsmen. Railroad surveys and estimating a specialty. Office 132 State street, up stairs, Salem, Oregon.

### BUSINESS CARDS.

ELSIE BAKER, Human Hair Emporium, Court street, third door from opera house. Ventilated human hair curls a specialty. Hair dressing in the latest style.

A. M. CLOUGH, Undertaker, Embalmer and Cabinet Maker, 107 State St., Salem.

E. H. MORSE, contractor and Builder All orders promptly attended to 197 High street, Salem.

JOHN GRAY.—Contractor and builder Fine inside finishing a specialty. 48 Commercial street, Salem Oregon.

F. B. SOUTHWICK, Contractor and builder. Well prepared to do all kinds of building and guarantee satisfaction. 4-21-im

JOHN KNIGHT, Blacksmith. Horse shoeing and repairing a specialty. Shop at the foot of Liberty street, Salem, Oregon. 2-20tf

P. J. LARSEN, Manufacturer of all kinds of vehicles. Repairing a specialty Only the best work turned out. Shop 4 State street, next door to Scriber & Pohle

GEO. HOEYE—Barber and Hair-dressing parlors. Finest baths in the city. 209 Commercial street, Salem.

### SOCIETY NOTICES.

G. A. R.—Sedgwick Post, No. 10, Department of Oregon, meets every Monday evening at the hall over the Oregon Land company's office. Visiting comrades are cordially invited to attend.
D. C. SHERMAN, Post commander.
S. A. RANDLE, Adjutant.

A. O. U. W.—Protection Ledge No. 2, A. O. U. W., Salem, Oregon. Meets each Wednesday evening at its hall in State Insurance block, corner Commercial and Chemeketa streets. Visiting and Sojourning brethren invited. F. B. SOUTHWICK, IRA ELY, Recorder. M. W.


**Morgan & Mead,**
**City Draymen!**

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

**ELLIS & WHITLEY,**
**LIVERYMEN,**
South of Chemeketa Hotel,
SALEM, - - OREGON

**T. H. HUBBARD,**
—Agent for—
Cyclone Separators, Russell Engines and Saw Mill Machinery.
Residence 296 Commercial St., Salem, Ore. 6-9-3m

**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 Livery.

**ROBT. THOMPSON.**
**NEW RESTAURANT,**
Opposite Weller Bros., Com'l St.
EVERYTHING NEW
Meals at all hours, and in very style. Best meal in the city for 25 cents. Give us a call.


### AT THE FAIR GROUNDS.

**The Machinery Hall, the Booths, the Stables, the Race Track, and Other Departments.**

TRAVELING COMFORTS.

Traveling the street railway to the grounds very desirable features of improvement are noticeable, which will add much to the comfort of the travelers. The road along the track through Highland is nicely sprinkled and water tanks have been put up, connected with the mains, for the purpose of continuing this grand work. The old Salem lamp posts have also been purchased by the Oregon Land ompany and set out at intervals, the intention being to have them lighted every night.

The street car company is also making changes which will enable them to run cars much oftener and with more regularity. They are putting in a switch just in front of the barn and another half way from the base ball ground to the end of the track. This gives them six switches from Chemeketa street to the fair grounds, whereby they can pass and repass pretty rapidly. They have now thirteen cars and are expecting five or six more, which would carry an immense crowd, but still that capacity will not meet this year's demand.

MACHINERY HALL.

Having gone through the pavilion yesterday, the machinery hall is the next building of interest. Here the whole east wing will be occupied by Staver & Walker and the south wing by the Walter A. Wood company; the fruit dryer of Lory & Son of this city, will have a conspicuous location; the Osborne machinery company also has large space engaged, and C. Loder of North Yamhill, will be there with his patent rollers, besides numerous other exhibitions of machinery of different kinds interesting to the husbandman. In the area surrounding this hall will be the traction engines and numerous other elephantine articles of machinery known to the inventor. Messrs. Hayes and Vercler have already their great Aermotor or wonderful windmill rearing its wings aloft, while other windmills, patent gates, etc., etc., are in process of erection. The merry-go-round, the mammoth swing and other pleasurable allurements are already hoisting their poles and these departments will not be lacking.

RESTAURANTS.

On the left from the machinery hall stands the familiar old restaurant, with its familiar old landlord, Mr. Wilkins, of North Salem. On the right is the big restaurant which will be in the hands of L. S. Winters again this year. There are numerous smaller ones in course of ditting up, and the hungry will all be satisfied as far as their money goes.

THE HORSES.

Passing down to the stables, several fine horses are found, though the greater number of the fast ones are now attending the Portland races and will be up Sunday.

John Pender has four here, however, the well known Combination and Director Jr., whose pedigrees need not be given; Dr. Reynolds' colt Dissector, by Director Jr., dam Ceznola, by Altamont; and G. R. Wintler, by Hambletonian Mambrino, dam Lady Wood, by Rockwood—a full sister of Lady Maud. To-day Lady Wood and colt will be brought up from the Gilbert place.

Mr. Bright has in charge Cox & Ogle's Rosemon, one of the handsomest and best bred trotting stallions on the coast; also Jay Smith's colt by Rosemon, and a Totoway Jr. colt.

Will H. Humphreys, of the Waldo hills has a 5-year old Mason Chief, Nipper, and a 4-year old Pathfinder, Mashak, in training there, very handsome animals.

Hugh Smith's running horse was seen and also a chestnut sorrel belonging to J. B. Kays, which is matched for a race next Monday with old Rye Straw.

GENERALITIES.

A reporter's time is limited and the rounds of the stable had to be cut short for that trip, as the word was given that Rosemon was about to go round the track. That feat was witnessed and it was as pretty a piece of trotting as will be seen next week. This horse is not in the races the present season, but look out for him next year.

The track is considered by horsemen a little heavy, but it is receiving good work and will be all right next week.

One new feature this year will be the forge and horse shoeing outfit of John Knight, where each animal must be taken to be shod; he won't go to the stalls to shoe them any more. John is a stand-by for shoeing the track horses.

The new stalls and feed rooms inside the track fence will furnish plenty of room this year and these, as well as those built last year, are in fine shape.

The exhibit stock and the other track animals on the ground, as well as those arriving daily, will be left for another article.


**A Miracle of the Nineteenth Century**

Owing to a bad state of the blood, I have been afflicted with rheumatism for twenty years, and have used crutches for ten years I have expended large sums of money for remedies recommended to me, and from using powerful liniments to get a little sleep, my hip and knee had lost nearly all strength. When I commenced to take Hibbard's Rheumatic syrup I could not take one step without the aid of a cane, or turn myself in bed without assistance. I can now move with perfect ease, and walk without my cane from my house to my office every day. I am relieved from a terrible affliction, and wish I might herald to all afflicted with rheumatism and other blood diseases, the merits of this wonderful medicine. S.S. CONOVER,
Agt. Northwestern Mutual Life Insurance Co., Manistee, Mich. For sale by Smith & Steiner.



Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889

**Royal Baking Powder**
**ABSOLUTELY PURE**


### NORTH PACIFIC NEWS NOTES.

CALIFORNIA.

Four hundred locomotive firemen are in convention at San Francisco.

There was an earthquake shock at Merced, California last Friday.

Owen Smith, a well known and and highly respected farmer of Midway, was shot on the 7th.

Captain J. Williams attempted to swim from Alameda Mole to Market Street Ferry, a distance of four miles. He swam three miles in 40 minutes but was taken with cramps and gave up the task.

Herbert Buras, an electrician of San Francisco, received a shock of 3000 volts direct from a dynamo last Saturday. He was picked up for dead but gradually recovered. One of his hands is badly burned and he complains of soreness in his lungs.

James Howard, an apprentice at the Pacific rolling mills met with a strange death last Saturday morning. He went to sleep on one of the broad belts and when the rollers commenced to move he was carried over one of them and jammed between the belt and a huge boiler. His neck was broken.

OREGON.

Astoria has a water famine.

Bay City is full of strangers.

Hay is $11 per ton at John Day.

Horse thieves are operating in Crook county.

Graders are to work on the Sumpter Valley R. R.

White pickers are gathering the hop crop, near Brownsville.

Independence is soon to be lighted by electricity.

A Catholic church is to be built at Tillamook this fall.

Work will now proceed at the locks at The Dalles.

Work is to be resumed at the Jetties at the mouth of the Columbia river.

Settlers are coming rapidly into God's Valley, Tillamook county.

22 mining claims were filed in Linn county during August.

State Treasurer Metschan will remove to Salem about the last of September.

The railroad between Medford and Jacksonville is about to materialize.

Claude Reed, a painter, has skipped out from Albany, owing $400 for materials.

There are 30 men at work on the Wilson River road, leading into Tillamook.

Edward Morris, assistant mill sawyer at Smith & Barkers, was drowned on Saturday, at Tillamook.

James Ham was struck by lightning at Heppner last week, but received no serious injury.

Isaac W. Smith, who died at Tillamook on the 7th, was with the first train of wagons that came to the Willamette valley.

A cow of Mr. Matthews of Laurel presented her owner with a calf and repeated the gift in a week.

The counties of Gilliam, Wasco, Multnomah, Washington, Clackamas, Marion, Linn, Lane and Sherman, have no liabilities.

The board of trade of Baker City has come to the conclusion that the newspapers of that city are entitled to some recognition.

The oldest inscription in the Hillside Cemetery at Astoria, is that of D. M. Lavish, aged 42; a pilot drowned in Columbia river May 1814.

The Chinese laundries of Astoria are going to sue the water company for shutting off the water after having collected in advance for water.

MONTANA.

Wm. Debo was killed at the O. P. freight yards at Helena. His foot caught in an unblocked frog, September 7th.

WASHINGTON.

Seattle has registration of 6100 voters.

A brewery is to be located at Anacortes.

The West Seattle Cable railway has been formally opened.

The Seattle Cricket Club beat the Tacomas last Saturday; score 100 to 57.

The Anacortes and Fidalgo Motor line is to be built at once.

The Valley News of Mountain View is the new journalistic venture.

Tacoma is to pay $10,000 to have her charter printed in three daily papers of that city.

The steamer Merwin run down a Sloop on the Sound Saturday night.

The special election at Sprague, held for bonding the city for $38,000 for public improvements, resulted in favor of, by two votes.


**A Sure Cure for Piles.**

Itching Piles are known by moisture like perspiration, causing intense itching when warm. This form as well as Blind Bleeding and protruding, yield at once to Dr. Bosanko's Pile Remedy, which acts directly on the parts affected, absorbs tumors, allays itching and effects a permanent cure. 50 cents. Druggist or mail; trial size, Dr. Bosanko, Piqua, O. Sold by Smith & Steiner.


### A Letter From Dakota.

GUELPH, N. D., Sept. 1890.

The prospect of good crops we had early in July have utterly failed to materialize. On Sunday, Aug. 3, they fought to a finish their battle with the untoward elements,—the last round being with a terrific hot wind which almost annihilated them. I enclose you a sample of the shrunken, withered grain which will show you the result.

In spite of amost blasted hopes our farmers are enterprising. Their operations cover so much ground some have bought headers. We cut 24 acres one afternoon and put it into the stack, breaking the record on time in this county, using a twelve-foot machine, eight horses and five men. Crops will average fully as poor in yield as they did last year and the quality will be about No. 2 and two grades lower than last year. Prices will be somewhat better, which will in a measure compensate the difference in grade. The crop reports in the St. Paul and Minneapolis papers are not reliable. They are gathered by some elevator syndicate, to in a manner govern prices which they always manage to keep several cents lower than the natural market, and the farmer who is not able to ship his own wheat has to put up with it. Wheat filled well but the hot winds shrunk it badly, and no one can tell what the yield will be until it is threshed. Lots of good farmers are going to leave this fall. They simply can't stand it any longer. Their farms will go into the hands of land sharks, and the next generation of farmers will reap the benefit of their lost labor.

In Oregon you have several shows for subsistence, while a Dakota farmer has but one. Dairying, hop raising, fruit, wool and wheat, while we have but the one—wheat. But we have an advantage here; that is, a man can farm five times the land here that you can in Oregon, and when he gets several good crops he is well fixed. We have farmers here who got three good crops to start with, and made themselves independent, having 300 acres in wheat and threshing nearly 10,000 bushels, getting 90 cents a bushel for it, the cost to them being about 20 cents a bushel. Crops are too uncertain. As a general thing farmers will have to buy horse feed—in many cases it is a total failure. Flax is very poor. Such is life on a Dakota farm.

If Oregon could give free transportation to five or ten thousand Dakota farmers—if things are as represented in that country—they would find one-half of them there bag and baggage before another year.


**Hibbard's Rheumatic and Liver Pills.**

These pills are scientifically compounded and uniform in action. No griping pain so commonly following the use of pills. They are adapted to both adults and children with perfect safety. We guarantee they have no equal in the cure of sick headache, constipation, dyspepsia and biliousness; and, as an appetizer, they excell any other preparation. 7-17-1y
Smith & Steiner, sole agts.

**WHAT IS A TUBULAR WELL?**
**Be Sure to Read and Get no Other**

A genuine Tubular well is constructed by putting down a three inch iron pipe, with no openings except top and bottom. No dirt can get in and only pure water can be got out. This is the only kind of well that worms and insects cannot get into, that is absolutely surface-water proof, and that is forced through the cement strata to the pure living water. It is positively the only kind of well that is worth building in this country. James A. Roberts, Salem, (residence near fair grounds) makes these Wells Terms reasonable 10 years experience. 8231-im-d-6m-w

**McCROW & WILLARD,**
—Dealers in—
**Fresh and Salt Meats.**
ELDRIDGE BLOCK.

Price of Meats by the quarter.....
Mutton by the quarter.....7c.
Pork by the quarter.....7c.
Rolls.....5 to 8c.
Roasts.....8c.

You can save money by buying your
**Musical Merchandise**
—at—
DIAMOND'S
Music House, Eldridge Block, Salem

**SALEM IRON WORKS.**
O. D. HUTTON, Prop.
Castings of all kinds made to order.
MILL MACHINERY,
PLANING MILLS,
CORNICES,
METAL FRONTS,
WHEELS, PULLEYS,
and special castings of any style or pattern made in short order, smooth and reliable in every particular.
**Repair any Machinery in Short Order.**
Turning lathes, engines, hop presses and hop stoves built. Will make estimates on any iron work needed. Good price paid for old iron. 5-18-1m

**PRIVATE SCHOOL.**
**MISS TERESA E. D'ARCY**
Will open her private school on Monday, September 1st, at the north west corner of Chemeketa and Winter Sts. 7-03w



H. V. MATTHEWS, PRES. T. H. BARNES, SEC. & TREAS.

**SALEM LAND COMPANY**

—Incorporated 1889---Capital Stock $30,000.—

POSTOFFICE BLOCK, -- SALEM, OREGON.


### Mining Application No. 2.

UNITED STATES LAND OFFICE,
OREGON CITY, OREGON, Aug. 15, 1890.

NOTICE is hereby given that the Capital Consolidated Gold and Silver mining company, S. F. Chadwick, president, whose postoffice address is Salem, Oregon, has this day filed his application for a patent for 3000 linear feet of the Capital Consolidated Gold and Silver mine or vein bearing gold and silver, with surface ground 600 feet in width, situated in Henline mining district county of Marion and state of Oregon, and designated by the field notes and official plats on file in this office as lot No. 216. Said lot No. 216 being described as follows, to wit: Beginning at a rock in place with mound of stone, with bearing tree corner No. 1; thence N. 17° E., 600 feet to stone in mound of stone with bearing tree corner No. 2; thence S. 73° W., 2000 feet to stone in mound of stone corner No. 3; thence S. 17° W., 600 feet to rock in place with mound of stone, corner No. 4; thence S. 73° E., 2000 feet to place of beginning. Magnetic variation 19° to 22° E., containing 41.32 acres. The location of this mine is recorded in the recorder's office at Marion county, Oregon.

Any and all persons claiming adversely any portion of said Capital Consolidated Gold and Silver mine or surface ground are required to file their adverse claims with the register and receiver of the U. S. land office at Oregon City, in the state of Oregon, during the sixty days' period of publication hereof or they will be barred by virtue of the provisions of the statute.

J. T. APPERSON, Register.
8-29-6td


**PENSIONS**
**WAR OF THE REBELLION**

Under the act of June 27, 1890, all soldiers who served ninety days in the U. S. service during the war of the rebellion and are now disabled physically (whether injuries or disease was incurred during service or since) are entitled to pensions at from $6 to $12 per month.

Widows of deceased soldiers are entitled to $8 per month and $2 per month for each child under the age of sixteen years. Father or mother of deceased soldiers whoare now dependent, are entitled to pension.

Soldiers who are now receiving pensions at less than $12 per month should apply at once under this act.

Applications under this act will not affect any pending claim.

Make applications at once.

D. C. SHERMAN,
U. S. Pension and Claim agent, P. O. Box 281, Salem, Oregon. Deputy County Clerk. Write for blanks. w

**Oregon State Fair, '90.**
THIRTIETH ANNUAL EXHIBITION
Under the management of the Oregon State Board of Agriculture, will be held on the state fair grounds near Salem, commencing on
**Monday, September 15th, 1890,**
—And lasting one week.—
**Over $15,000.00**
—CASH PREMIUMS—
Offered for agricultural, stock and mechanical exhibits, for works of art and fancy work and for trials of speed.
Reduced rates for fare and freight on all transportation lines to and from the fair. Important improvements have been made upon the grounds and increased facilities are offered exhibitors.

**The Pavilion Will be Open**
**Four nights during the week.**
A splendid field for horses entered in the speed department, and fine exhibitions of racing will be given each day.
Entries for premiums close Monday at 7:30 p. m. Exhibitors are urged to make as many of their entries on Sunday before the fair as possible. Goods, animals and articles for exhibition must be in their places by 10 p. m. on Monday.

**PRICES OF ADMISSION:**

| | |
|---|---|
| Man's day ticket | 75c |
| Woman's day ticket | 25c |
| Man's season ticket | $2 00 |
| Woman's season ticket | $1 00 |

Send to the secretary at Portland, Oregon, for a premium list.
D. H. LOONEY, President.
J. T. GREGG, Secretary. dw-td

**EAST AND SOUTH**
—VIA
**Southern Pacific Route**
**Shasta Line**
CALIFORNIA EXPRESS TRAIN—RUN DAILY BETWEEN PORTLAND AND S. F.

| South. | | | North. |
|---|---|---|---|
| 6:00 p. m. | Lv. | Portland | Ar. 9:35 a. m |
| 8:23 p. m. | Lv. | Salem | Lv. 7:19 a. m |
| 7:55 a. m. | Ar. | San Fran. | Lv. 9:00 p. m |

Above trains stop only at following stations north of Roseburg, East Portland Oregon City, Woodburn, Salem, Albany Tangent, Shedds, Halsey, Harrisburg Junction City, Irving and Eugene.

ROSEBURG MAIL DAILY.

| | | | |
|---|---|---|---|
| 8:00 a. m. | Lv. | Portland | Ar. 4:40 p. m. |
| 10:52 a. m. | Lv. | Salem | Lv. 1:48 p. m. |
| 6:00 p. m. | Ar. | Eugene | Lv. 6:00 a. m. |

Albany Local, Daily (Except Sunday.)

| | | | |
|---|---|---|---|
| 5:00 p. m. | Lv. | Portland | Ar. 9:00 a. m. |
| 7:52 p. m. | Lv. | Salem | Lv. 6:08 a. m. |
| 9:00 p. m. | Ar. | Albany | Lv. 5:00 a. m. |

**PULLMAN BUFFET SLEEPERS.**
**TOURIST SLEEPING CARS**
For accommodation of second class passengers attached to express trains.
**West Side Division, Between Portland and Corvallis:**
DAILY—(EXCEPT SUNDAY).

| | | | |
|---|---|---|---|
| 7:30 a. m. | Lv. | Portland | Ar. 5:30 p. m. |
| 12:20 p. m. | Ar. | Corvallis | Lv. 12:55 p. m. |

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

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY

| | | | |
|---|---|---|---|
| 4:40 p. m. | Lv. | Portland | Ar. 8:20 a. m. |
| 7:25 p. m. | Ar. | McMinnville | Lv. 5:45 a. m. |

**Through Tickets**
—To all points—
**EAST and SOUTH**
For tickets and full information regarding rates, maps, etc., apply to the Company's agent Salem, Oregon.
C. P. ROGERS, Asst. G. F. and Pass. Ag't.
R. KOEHLER, 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 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 | 10:45 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 |
|---|---|
| Farallon, Friday | June 27 |
| Willamette Valley, Tuesday | July 1 |
| Farallon, Sunday | " 6 |
| Willamette Valley, Thursday | " 10 |
| Farallon, Tuesday | " 15 |

| STEAMERS. | FROM SAN FRANCISCO |
|---|---|
| Willamette Valley, Friday | June 27 |
| Farallon, Tuesday | July 1 |
| Willamette Valley, Sunday | " 6 |
| Farallon, Thursday | " 10 |
| Willamette Valley, Tuesday | " 15 |

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 it 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.

C. C. HOGUE, Act. Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co. Corvallis, Or
C. H. HASWELL, Jr. Gen'l Frt. & Pass. Agt. Oregon Development Co., 301 Montgomery st., San Francisco, Cal

Remember the Oregon Pacific pays summer excursions low rate tickets are now on sale from all valley points to Yaquina and return.

C. C. HOGUE,
Ast. G. F. and P. Agent

From Terminal or Interior Points the
**Northern Pacific Railroad**
Is the line to take
To all Points East and South.
It is the dining car route. It runs through vestibule trains every day in the year to
**ST. PAUL AND CHICAGO!**
(No change of cars.)
Composed of dining cars unsurpassed, Pullman drawing room sleepers Of latest equipment
**TOURIST Sleeping Cars.**
Best that can be constructed and in which accommodations are both free and furnished for holders of first and second-class tickets, and
ELEGANT DAY COACHES.
A continuous line connecting with all lines affording direct and uninterrupted service.
Pullman sleeping reservations can be secured in advance at any agent of the road.
Through tickets to and from all points in America, England and Europe can be purchased at any ticket office of this company.
Full information concerning rates, time of trains, routes and other details furnished on application to any agent or
A. D. CHARLTON,
Assistant General Passenger Agent, No 121 First street, cor. Washington; Portland, Oregon.

THE
**WISCONSIN CENTRAL LINES**
NORTHERN PACIFIC RAILROAD CO. LESSEE
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 anywhere in the United States or Canada.
S. E. AINSLIE,
Gen'l. Mgr., Milwaukee, Wis.
J. M. HANFORD,
Gen'l Traffic Mgr., St. Paul.
H. C. BARLOW,
Traffic Mgr., Milwaukee, Wis.
LOUIS ECKSTEIN,
Ass't Gen'l Pass'r and Tkt Agt., Milwaukee, Wis.

**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 "Over land 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 Cheyenne 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.
BOISE & MANNING Agents, 68 Court street, Salem Oregon

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| LV PM | LV AM | AR P.M AR AM |
| 6 00 | 8 00 Portl'nd S P Co | 3 45 10 45 |
| 7 50 | 10 28 Woodburn | 1 40 7 50 |
| 8 40 | 11 22 Silverton | 12 05 6 45 |
| 5 07 | Brownsville | 7 40 |
| 6 50 | Coburg | 6 00 |

WEST SIDE.

| Airlie mail | | Portland mail |
|---|---|---|
| LV | AM | AR PM |
| 9 20 | Portland P&W | 3 15 |
| 12 05 | Dundee Junction | 3 05 |
| 2 00 | Sheridan | 9 40 |
| 4 16 | Dallas | 8 22 |
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