# THE CAPITAL JOURNAL.

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THE EVENING CAPITAL JOURNAL regularly receives the afternoon associated press dispatches.



GILBERT & PATTERSON,

Dealers in Groceries, Crockery, Glassware, Paints, Oils, Varnishes, Brushes, Windowglass, Etc. Sole Agents for Epicure Tea and Big Can Baking Powder.


LOCAL MARKET.

Wheat, net 62½ cents per bu.
Hops, active: 25 to 38 cents per lb.
Wheat remains steadily at 62½, with receipts averaging about 500 bushels a day at Salem.

## THE LABISH WRECK

### Investigation by Railway Commission Continued To-day.

A correct abstract of testimony taken by the railway commission yesterday appears in to-day's JOURNAL.

The commission is conducting a very careful and thorough examination. All the commissioners ask questions and seem to press the inquiries solely to get at the facts.

INVESTIGATION CONTINUED.

Tuesday morning the commission continued its investigation of the Labish trestle wreck, meeting at 9 a. m. Manager Koehler appeared with his engineers and experts who visited the wreck. Lee Hoffman was sworn and in general sustained the theory of the company, declaring the bridge sound and that no competent engineer would condemn the timbers in it. C. F. Swigart, also a Portland bridge builder, sustained this theory of derailment and general soundness of the bridge. Mr. Wakefield, a railroader and bridge builder for 25 years, ditto.

R. A. HABERSHAM,

an elderly engineer, also testified in this way generally. These gentlemen were taken to the wreck by the company and had their attention called to the features of the wreck to sustain the company's theory by Mr. Grondahl, his engineer.

THIS AFTERNOON.

More witnesses on behalf of the railroad company are being examined as we go to press.

EPWORTH LEAGUE.—In answer to the call a number of delegates met at the First M. E. church in this city last night and began the organization of a district Epworth League of the Methodist denomination. A number of representatives are here from abroad. The various committees were appointed and programs were arranged for the meetings of to-day. The League will close to-night. A program was rendered this forenoon and another this afternoon, there will also be one this evening. The committee on credentials reported the persons who were entitled to seats in the league. The meeting so far has been full of interest, and the closing meeting to-night will be as interesting as the previous ones.

DOMESTIC TROUBLES.—The household of Jacob Idlewine, the Highland nurseryman, does not seem to be all peace and happiness. Yesterday Mrs. Idlewine had her husband arrested for assault and battery, which resulted in his paying a fine of $15 and costs. The trouble occurred Sunday morning. Mr. Idlewine says his wife threw some water on his son and was going to whip him but he interfered and had to make her desist. She had him arrested which resulted as above stated.

DO NOT DEAL IN THEORIES.—There are a great many theories to account for the Chemawa disaster. Contention runs high and the Salemites at Silverton the other night got so excited over it that they could hardly eat dinner. There are no theories, however, about Johnson, Boothby & Co.'s great Salem clothing house. They sell square goods, their stock is up to time and perfect satisfaction is guaranteed.

APPOINTMENTS.—The following grist of notaries was turned out to day: Joseph A. Wilson, of Wasco; P. J. Bannon, of Multnomah; H. L. Malany, of Yamhill; Frank L. Moore, of Baker; Henry T. Mayer, of Yamhill, and Wm. C. Washburn, of Lane.

WANTED.—A girl to do pantry work, and two bell boys, at once. Hotel Willamette, Salem. 11-17tf

Call and examine our elegant stock of useful presents. Great Eastern Tea Co., 317 Commercial street.

## THE LABISH WRECK.

### Abstract of Testimony Taken Before the Oregon Railway Commission.

MONDAY'S WORK.

Mr. Commissioner Colvig was the first public official for the state on the grounds the next morning. Messrs. Faull and Clow were in Eastern Oregon examining structures on the North Powder bridge of the O. & N. They returned Saturday night and spent Sunday at the wreck.

G. W. Colvig was put on the stand as a witness. Arrived at 10:30 a. m. after wreck. Nothing had been disturbed except at north end where some work was done. Witness examined wreck on all points he considered material as evidence. He found 600 feet from north approach fallen down. All the bents fell to south in line of track. Where wrecked engine lay 4 bents had broken and fallen to west at right angles with track. Engine lay fifteen feet beyond where last bent fell this way. Witness then detailed general appearance of wreck. All bents between wrecked engine were crushed to west. They were of same pattern and had been used 5 to seven years. First bent before the four that fell to west had no mortises and no dowell pins. Older timber had been used on this than on other four. It had been cut off below and all four that fell to west were more or less decayed where posts set on mudsill and in cap above. The tenants were broken off. The mudsills considerably rotted. The second four end was most rotten. The second cap from wrecked engine was considerably rotted. It was broken and split and posts seem to have been driven thro' it. The fifth bent and the one to end of trestle was of a newer character and so was all the rest of the bridge. The four bents were supported by sway braces, bolted with one half inch drift bolt at each end, but no bolts in center. The stringer-chords seemed sufficiently sound. Saw no chord broken off squarely. Wood seemed solid. Split was caused by swaying to west, and being bolted together. Found a rail on west side of track nearly opposite first coach. It looked as tho' used within 24 hours; no signs of rust; no plates or bolts; holes showed no sign of having been used, rust still in the bolt holes; rail did not appear to have been in wheel in wreck, except an abrasion near one end; rail was shaved or scratched by some hard substance; on east side of tracks was an open space that this rail would fit into; rest of rails on ties to north was still in place. The cars were on top of structure, some wheels derailed, in space to east of where rail lay track of wheels could be seen on three ties; inside line of spikes were removed; spikes on outside were bent, still in place or driven into wood; there was no plates or bolts on bar under train; sawdust had sifted down from above onto this rail from car above; there was no impression on ground near where this rail lay such as this rail would make if falling on the soft ground; the passengers were all relieved on east side when I arrived; I was informed by roadmaster that a wrench and clawbar had been stolen from Section Boss Prunty, the day before; second day after I was shown the tools concealed in brush found by two section men; the foremen identified the wrench as the stolen one; he said clawbar was not his, he could not claim clawbar as his, knew his among a thousand.

On second day he was shown that there were enough rails to complete the track without the rail on the ground. He found 38 rails and two pieces 18 feet long put in to fill space from track moving; there were 38 rails in track complete with out extra rail on ground; counted three times with G. C. Brown, of Brooks, who confirms this count by affidavit which he read. Brown is a carpenter, swears there are enough to connect track without the bar lying on the ground. The distance between ties, not from centers, 16 inches. The guard rails were well fastened, but old, weather beaten, and quite soft. The four bents most rotten were made of sill cap and four posts; with one sway brace on each side. There were no braces to support the bents lengthwise with the track. Was informed on morning after wreck by Jacob Slemtine, that he had found track bolts and nuts under wreck on ground. Rail looked as if it had not been knocked there by wreck, and made affidavit to this. Examining ties just south of first coach on inside of where rail had been, found marks where spikes had been removed; a clawbar could not have been used after wreck the way the cars stood. The marks might have been made with a hammer. The rail lying at west of track, if slipped to where it belonged on east side from its position on ground, would have come nearly opposite to end of rail to which it would have to be joined if it belonged to that place in track; 38 rails counted were of uniform length, none being cut or spliced. Rail on ground was about 29½ feet long. Found a board 18 inches long where headlight of engine rested on, which had a mark on under side as if made by a steel railroad bar, only it was wider than such a bar would make. Attention was called to this, on theory that rail had been laid on track and thrown up by pilot to strike and break this board. Marks were not so distinct as to be certain it was made by a rail striking it, but it might have been done.

Dr. Lane testified that he went to wreck from theatre arriving at 11 o'clock. Was busy attending injured. Next morning looked over the track with Supt. Fields. They looked for rail then spoken of and could not find it, to identify it. When rails were pulled apart bolts and heads were gone. Found one cap near wrecked engine that was rotten same as Colvig had seen. All other timbers were apparently sound. The bridge was not fore and aft braced. Posts seemed to be sound. Cap he saw had dry rot clear through. Did not examine mudsills or timbers closely. Could not identify any particular bents. Bents nearest engine he did not observe particularly. When the doctor went out the company's special agent from San Francisco accompanied him.

Alonzo Gesner was sworn. Saw wreck sunday for first time. Had a general knowledge of bridge work, but was not expert. Tenants of bents in wrecked places where engine was were pretty well gone; mudsills like tenants of posts had also begun to rot. Part of trestle work was not so rotten, not mortised, but held to cap and mudsill by an iron dowell pin. The bolts at break made by engine fell quartering. Had been over trestle before. Think there is a slight curve at north. Coming this way engine is off at left.

AFFIDAVITS.

R. S. Swartz, farmer near Chemawa; found bents reasonably sound; saw a rail had been displaced; now lies 18 feet back of where it had been; had no signs on it of being in wreck; ties cut by car wheels when this rail was removed; saw mark of crowbar on five ties, showing spikes were drawn before wreck; car is over this in part, so could not be made after wreck; no evidence that trestle broke down from weight o' engine.

J. O. JOHNSON,

Division foreman of Bridge Dept. Examined trestle; timbers sound and bridge good enough to hold trains run on this road. The pile bents were left in to save expense. The track had been tampered with, accounts for bents falling down by baggage car falling crosswise of track. The wheels cut ties in two and severed the stringers. The surge of the train also helped throw the train over. Bents involved were put in last year.

J. H. WAITE,

Roadmaster on S. P. Car surged forward and then surged back so as to strike my head. It was 8:30. Were running 20 to 25 miles. Brakes were applied before whistle as they generally do at this place. Had seen evidence of rail being removed. Conclusive evidence is found in the rail on west side that is missing on east. The substructure was good and sound. Found this rail on break of day. Men worked under my direction caring for dead. There is 23 minutes time between trains. A man can remove a rail in ten minutes. This train was a few minutes late.

J. Q. WILSON

saw wreck; examined it closely for 3 rails length. Where engine went it was not strong enough; rail on west side could not have got there, without human hands; it evidently had been in wreck. Car wheels had run on ties where rail was removed; it was on the east side rail the way the wheels ground it; was scraped on under side of flange.

J. H. ALBERT

owns place where wreck occurs; had remarked what he considered the unsafe character of this trestle; had noticed where rail appeared to be missing on east side of track that it was forced under the trestle. The rail to west on ground did not belong into this opening.

The commission adjourned to 9. a. m. Tuesday.

THEORY SUSTAINED.

The JOURNAL reporter who examined the wreck of the Southern Pacific train at Lake Labish, and made the bold assertion that he could not find a place for the extra rail that was found at the side of the track, has been fully sustained by the investigations of the railroad commission. The reporter has had no object in view more than to give the facts as he saw them from careful observations and thorough examinations. These are now proving to be the same as those made by other candid men.


### Excitement

runs high in this city over System Builder, as everybody is using it for catarrh of the Stomach, Consumption—Dyspepsia, impure blood and to build up the System—it certainly must be an excellent preparation, when everybody speaks so well of it. d&wyr

### 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. 177 ly
Smith & Steiner, sole agts.

### 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 free. Dr. Bosanko, Philadelphia Pa. Sold by Smith & Steiner.


W. L. Wade, of North Salem, has a full line of general merchandise and is giving away handsome books with cash purchases. tf

Still one large room with alcove for office or living, in Post Office block. Call at JOURNAL office.

## CITY CONVENTION.

### The City Republican Convention met Last Night and Arranged for Primaries.

The city republicans met at J. G. Wright's store last night and made complete arrangements for the coming city election, which will be held the first Monday in December. It was ordered that the primaries be held next Saturday evening Nov. 22, and that the time be from 7 to 9 o'clock p. m., and that the vote be by ballot. The following are the places and the judges for the primaries.

First ward—Mansion house.
Second ward—Old court house.
Third ward—J. M. Payne's real estate office, 97 State street.
Fourth ward—Willamette hotel.

The following judges and clerks were appointed:

First ward—W. L. Wade, M. W. Hunt, Finley Perrine.
Second ward—John Knight, Geo. Burnett, J. C. Thompson.
Third ward—T. H. Wilson, Harry Keller, T. O. Barker.
Fourth ward—John Patterson, Geo. Hughes, Thos. Holman.

It was ordered that the city convention be held in the opera house Wednesday, Nov. 26, at 2 o'clock p. m.

The apportionment of delegates from the four wards was based on the vote of E. J. Swafford, treasurer, in 1888, and was as follows:

First ward—Seven delegates.
Second ward—Fifteen delegates.
Third ward—Six delegates.
Fourth ward—Eleven delegates.

This convention is called for the purpose of nominating the following candidates: Mayor, treasurer, recorder, marshal and five aldermen—First ward—one second ward—one, third ward—two and fourth ward—one.

## DIED.

BUSTER.—At the home of Mrs. M. M. Farrens, Salem, Nov. 17, of paralysis, Mrs. Nancy Jane Buster, aged 50 years.

Deceased was born in Iowa and came to Oregon as a child in 1843, locating nine miles east of Salem. Her maiden name was Olinger and she was married in 1855 to S. C. Buster. Three living children and two dead were the fruit of this union.

She suffered a stroke of paralysis in 1888, and has not since been free from these terrible visitations. Her untimely death in her prime, when but for this dreadful disease she would have had many happy and useful years before her, is deeply regretted by the community and mourned by her family. Mrs. Buster possessed many noble traits of character and her steadfast virtues are inherited by her children.

She has living five sisters and one brother: Ephram Olinger, of Hood river; Mrs. Amanda Patterson, of Eugene City; Mrs. Martha Farrens, of Salem; Mrs. Alice Nelson and Mrs. Lou Jenkins, of Baker City; and Mrs. Sallie Henness, of Rock Creek. The funeral occurs from the farm home at Macleay, Wednesday at 12 m.

ROSELL.—At the home of her parents near Argenti, Nov. 13, 1890, little Tima, the three-year-old daughter of Mr. and Mrs. Rosell, of catarrhal fever.


### Beware of the Threatening Danger.

Do not neglect a cough or any affection of the lungs. Delay is fatal. Holden's Ethereal Cough Syrup will cure you if taken promptly. Large size $1, smaller 50 cents. For sale by all druggists.

### A Great Liver Medicine.

Dr. Gunn's Improved Liver Pills are a sure cure for sick headache, billious complaints, dyspepsia, indigestion, costiveness, torpid liver, etc. These pills insure perfect digestion, correct the liver and stomach, purify and enrich the blood and make the skin clear. They also produce a good appetite, and invigorate and strengthen the entire system by their tonic action. Sold at 25 cents a box by Smith & Steiner.

Good writing paper only 5 cents per quire at Crissman's 5 and 10 cent store.

L. S. SKIFF & CO.
Dentists,
Near Opera House, Salem, Or.

SAVE MONEY ON

BOOTS, SHOES and RUBBERS.

C. G. GIVEN & Co's.

Bottom ☞ Cash ☞ Prices

OUR SPECIALTIES.

I. "Reliables," for men, Pebble calf, Creedmoor style, a $3.00 shoe for $2.75.
II. "Common sense," for Ladies, a bright Dongola, stylish as any made, a $3.00 shoe for $2.75.
III. I can save you money on boy's and children's shoes. Positively low prices. Repairing done. Custom work solicited. 11:14tf

INSURE IN YOUR HOME COMPANY

"The State."

Assessed nearly one-third of a million
GEO. M. BEELER, City Agent.
And special agent for Marion county. Office with the Company.

Wood

All kinds of wood sawed and in four foot length, delivered to any part of the city. Good wood and full measure guaranteed. Office with J. M. Payne, 97 state street.
A. P. GORDON.

DRAIN TILING.

The undersigned are prepared to furnish the best quality of tiling for under draining at lowest prices.
MURPHY & DEHART,
Near Fair Grounds, Salem, Oregon.

KONRAD'S KARTOONS!

The Old Man's Barrel has struck a leak. That is what is liable to happen when his family strikes some of the metropolitan money-saving clothing stores. We guarantee you reliably made goods at fair prices and a saving of ten to twenty per cent all around on clothing over what it will cost you to ger them at Portland, CONRAD'S great Salem clothing house.

At 257 Commercial Street.

CHRISTMAS

WILL SOON BE HERE.

And it seems, Santa Claus, has already made his head quarters at

W. M. SARGENTS,

270 Commercial Street.

He has the finest line of pretty Dolls and Toys ever brought to Salem. Also novelties of every kind, Novely Albums and Autograph Albums, Fancy Perfumeries, Picture Frames, Wall Paper, Mouldings and Games of every description, besides his 5—10—15—20 and 25 cent counters, and a fine line of fancy Whist Broom Holders, Building Blocks, Mirrors, Toilet Cases, Stationery, Window Shades and poles of every description and many other things too numerous to mention.

☞Call and see early; while you can have your choice.

JOHN HUGHES,

Dealer in Groceries, Paints, Oils and Window Glass, Wall Paper and Border, Artists' Materials. Lime, Hair, Nails and Shingles, Hay, Feed and Fence Posts, Grass Seeds, Etc.


## NEW ADVERTISEMENTS.


BARGAINS FOR EVERYBODY

—IN—

Teas, Coffees, Spices

Baking Powder, Chocolates, etc.

Our Immense trade, with 42 STORES in sufficient operation, enables us

TO UNDERSELL ALL OTHERS!

Importing all our own goods, selling strictly for cash places us in a position to save for you all the intermediate profits of middlemen.

To further advertise the merits of our goods, we have adopted a system of giving to every customer Beautiful, Useful and Ornamental

PREMIUMS

As an advertisement, believing that our customers should reap the benefit of the money spent in advertising, as they are best entitled to it.

We kindly invite you to visit our Store, which has been fitted up beautifully and tastefully. The walls are decorated with oriental scenes, and present a very brilliant appearance. ☞DON'T FAIL TO

VISIT our STORE INSPECT our GOODS COMPARE our PRICES

The more you investigate, the more you will be convinced of the extraordinary values we offer.

If you want Bargains in TEAS, come see us!
If you want Bargains in COFFEES, come see us!
If you want Bargains in SPICES, come see us!
If you want Bargains in FLAVORING EXTRACTS, come see us!
If you want Bargains in GLASSWARE, come see us!
If you want Bargains in CROCKERY, come see us!
If you want Bargains in CHINAWARE, come see us
If you want Bargains in NOVELTIES, come see us!
If you want to save 25 PER CENT, come see us!

OUR GOODS -:- OUR PRICES
Are the Choicest Are the Lowest
317 Commercial St.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

And Oregon Development company's steamship line. 225 miles shorter, 36 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 | 6:30 P. M. |
| Leave Yaquina | 8:45 A. M. |
| Leave Corvallis | 12:35 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 | " 11 |
| Farallon, Tuesday | " 16 |

| 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 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 288 and 292 Front st., Portland, Or.

C. C. HOGUE Ac't Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co. Corvallis, Or
G. H. HASWELL, Jr. Gen'l Frt. & Pass. Agt. Oregon Development Co., 204 Montgomery st., San Francisco, Cal

Remember the Oregon Pacific popular summer excursions 1-3 rate tickets are now on sale from all valley points to Yaquina and return.

C. C. HOGUE,
Ass. G. F. & P. Agent


### Quarterly Teachers' Examination.

NOTICE is hereby given that the next regular quarterly examination of applicants for teachers' certificates will be held in the court house in Salem on Wednesday, Nov. 26, 1890, at 12 o'clock M. sharp. Applicants must be prepared at the opening session.
D. W. YODER,
County Superintendent of schools for Marion County, Oregon. 1d


PENSIONS

D. C. SHERMAN,

U. S. Pension and Claim agent, P. O. Box 241, Salem, Oregon. Deputy County Clerk. Write for blanks. w


## 25c Want Column.

Notices inserted for ONE CENT PER WORD EACH INSERTION. No advertisement inserted in this column for less than twenty-five cents.

WANTED—By a good Japanese boy, a place to work for board while attending school. Enquire of N. M. Newport, Journal office.

LOST—Small express package, on the Brooks road between Lake Labish and Adam Stephen's church Friday. Finder please notify Richard Swartz or leave at this office. 11:15-3t

WANTED—AN ACTIVE HONEST MAN—salary $100 monthly if suitable, with opportunities for advance, to represent locally a responsible New York house. References. MANUFACTURER, Box 1365, N. Y. m

A BARGAIN.—A house and two lots for sale in South Salem at only $600. Inquire of W. E. Simpson. 11:5-tf

OWNERS OF COWS.—For service, a pure-bred Red Polled bull. Terms $5 cash. At my place in Salem. J. L. PARRISH. 11-1-d

FOR RENT—Five nicely furnished rooms, close to business part of city, by the day, week or month. Corner Center and Front street. 10:30-tf

FOR RENT—Five nicely furnished rooms. Apply at 307 Court st. 9-12-tf

PATRONIZE Home Industry, and use Mountain Balm Cough Cure. Guaranteed to give relief or money refunded. Manufactured by H. H. Gross, Salem, Oregon. Smith & Steiner sole agents for Salem. 1-6-1m

TAKE NOTICE.—We wish all horses on this place removed by October 1st. We are plowing the entire bottom land and will have no grass. JNO. W. GILBERT, Chemawa Indian school.


1891.

Harper's Magazine.

ILLUSTRATED.

The important series of papers on South America, by Theodore Child, will be continued in Harper's Magazine during the greater part of the year 1891. The articles on Southern California, by Charles Dudley Warner, will also be continued. Among other noteworthy attractions will be a novel by Charles Egbert Craddock; a collection of original drawings by W. M. Thackeray, now published for the first time; a novel written and illustrated by George Du Maurier; a novelette by William Dean Howells; and a series of papers on Lot don by Walter Besant.

In the number and variety of illustrated papers and other articles on subjects of timely interest, as well as in the unrivalled character of its short stories, poems, etc., Harper's Magazine will continue to maintain that standard of excellence for which it has so long been distinguished.

HARPER'S PERIODICALS.

Per Year.

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| HARPER'S MAGAZINE | $4 00 |
| HARPER'S WEEKLY | 4 00 |
| HARPER'S BAZAR | 4 00 |
| HARPER'S YOUNG PEOPLE | 2 00 |

Postage free to all subscribers in the United States, Canada and Mexico.

The Volumes of the Magazine begin with the numbers for June and December of each year. When no time is specified, subscriptions will begin with the number current at the time of receipt of order.

Bound volumes of Harper's Magazine for three years back, in neat cloth binding, will be sent by mail, post-paid, on receipt of $2.00 per volume. Cloth cases, for binding 50 cents each—by mail post-paid.

Index to Harper's Magazine, alphabetical, analytical, and classified, for volumes 1 to 70, inclusive, from June 1850, to June 1885, on vol., 8vo, cloth, $4.00.

Remittances must be made by postoffice money order or draft, to avoid loss.

Newspapers are not to copy this advertisement without the express order of Harper & Brothers.

Address: HARPER & BROTHERS, N. Y.

LACE CURTAINS AND SHADES

Just Received

For our Fall Trade,

We can show you a greater variety of Patterns, and sell them for less Money than you can buy elsewhere. The only House in the city that carries a complete line of carpets is the

OLD WHITE CORNER

Also have a new line of Woolen goods just opened.

SALEM LUMBER CO.,

—DEALERS IN—

Ruogh & Dressed Lumber,

Laths and Shingles. Call on us and save money at our yard in NORTH SALEM.

WM. BROWN & Co.

Boots and Shoes!

☞Cash Paid for Wool, Hides and Pelts

231 Commercial st.

IRA ERB

Sash and Door Factory,

Front Street, Salem, Oregon.

The best class of work in our line at prices to compete with the lowest. Only the best material used.

THE OREGON NURSERY CO.

Is Offering a Large, Well Grown Stock of

FRUIT: SHADE, ORNAMENTAL AND NUT TREES.

Small Fruit.

EVERGREENS, VINES, SHRUBS, ROSES, ETC.

At Low Prices.

Late Keeping Winter Apples a Specialty.

Catalogue and Price-List free. Address or call on WIRT BROS., Office 292 Commercial street, Salem.

WOODBURN NURSERY.

Largest Stock of Trees in the Northwest.

ONE AND THREE-FOURTHS MILLIONS.

| | |
|---|---|
| 100,000 Prune Trees. | 35,000 Esopus Spitzenberg. |
| 35,000 Royal Ann Cherry. | 20,000 Gravenstein Apple. |
| 10,000 Early Crawford Peach. | 25,000 Yellow Newtown Pippen. |
| 10,000 Moorpark and Royal Apricot. | 15,000 Ben Davis Apple. |

LARGE STOCK OF ALL OTHER LEADING VARIETIES OF FRUITS FREE FROM INSECT PESTS.

CATALOGUE FREE. ADDRESS:

J. H. SETTLEMIER, Woodburn, Oregon.

To Fruit Men!

Buy your Prune trees direct from the reliable grower. Those grown in the Waldo Hills Nursery are strictly first class and true to name. Four to eight feet high and better than wet clay land trees forced by fertilizers in worn out nursery ground. Extra pains taken in digging to preserve the roots as nearly intact as possible. Orders for large lots solicited. Grown, and for sale by

R. D. ALLEN,

Silverton, Oregon.