CLEARANCE SALE!

We have always undersold all others, but now to close our stock and make room, we offer for 30 days,

10 PER CENT. DISCOUNT

On all clothing in the house. Everybody says we give bargains already, but this cut will be the lowest ever known in Salem.

B. FORSTNER & CO.

SALEM MARKET REPORT.

A Synopsis of the Markets—Buying and Selling Prices.

REVISED QUOTATIONS.

RETAIL PRICES.

Shoulders—Sugar cured, per lb, 10
Breakfast bacon 15
Hams—Sugar cured, per lb, 12½c.
Beef—5@12½
Pork—8 @ 10
Mutton—5@12½c.
Veal—10 @ 12½c.
Timothy seed—Per pound, 8c selling
Red clover seed—Per pound, 14c.
White clover seed—Per pound, 20c.
Alsike—18c per pound.
Red top—10c per pound.
Lincoln Grass—12½c per pound.
Rye Grass—10c per pound.
Orchard Grass—17c per pound.
New potato @ 60 per bushel.
Canned Fruit—Peaches, $2 00; apricots, $2 00; blackberries, $1; corn, best grades $2 00; tomatoes $1 50; string beans $1 40; green peas $1 80; per doz. In two lb cans.
Fresh Vegetables.—Potatoes 40; carrots 50c; parsnips 50c; onions 5c per lb.
Fish.—Salmon trout 8@10c per lb; Sturgeon 5@7c per lb; small fish 10c per lb; salt salmon, 7@10c per lb.

BUYING PRICES.

Wheat—80c net.
Flour—Per barrel, $4.00, best 100 lbs.
Oats—Per bushel, 30@35c.
Barley—Per bushel, 40@45c.
Bran—Per ton, $21 00 at mill, sacked.
Shorts—Per ton, $25 00 " sacked.
Chop—Per ton, $30.00 " sacked.
Wool—17c to 22c.
Eggs—8c per dozen.
Potatoes—Per bushel, 20c
Corn meal—30 per pound.
Cheese—12@15c per pound.
Dried plums—Per lb, 2@7c.
Dried prunes—Per lb, 10@12c.
Butter—Roll per pound for good Lard—10@12c per lb
Hams—Per pound, 11@12c.
Bacon sides—9@10 per lb.
Shoulders—8@9c per lb.
Chickens, 75@60 per pound.
Turkeys 10 to 12c lb.
Geese 7@8 per lb.
Ducks, 12c per lb
Hops, 8@14c.

Geo. E. Good, the druggist, takes especial pleasure in supplying his customers with the best medicines obtainable. Among the many excellent preparations on his shelves may be mentioned Chamberlain's Cough Remedy, a favorite during the winter months on account of its great success in the cure of colds. There is nothing that will loosen a severe cold so quickly, or so promptly relieve the lungs. Then it counteracts any tendency towards pneumonia. It is pleasant and safe to take, and fully worthy of its popularity.

Bucklen's Arnica Salve,

The Best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price, 25 cents per box. For sale by Dan'l J. Fry, 226 Com'l St.

"August Flower"

Mrs. Sarah M. Black of Seneca, Mo., during the past two years has been affected with Neuralgia of the Head, Stomach and Womb, and writes: "My food did not seem to strengthen me at all and my appetite was very variable. My face was yellow, my head dull, and I had such pains in my left side. In the morning when I got up I would have a flow of mucus in the mouth, and a bad, bitter taste. Sometimes my breath became short, and I had such queer, tumbling, palpitating sensations around the heart. I ached all day under the shoulder blades, in the left side, and down the back of my limbs. It seemed to be worse in the wet, cold weather of Winter and Spring; and whenever the spells came on, my feet and hands would turn cold, and I could get no sleep at all. I tried everywhere, and got no relief before using August Flower Then the change came. It has done me a wonderful deal of good during the time I have taken it and is working a complete cure." ⑥

G. G. GREEN, Sole Man'fr, Woodbury, N.J.

Nervous Prostration,

Sleeplessness, Sick and Nervous Headache, Backache, Dizziness, Morbid Fears, Hot Flashes, Nervous Dyspepsia, Dullness, Confusion, Hysteria, Fits, St. Vitus' Dance, Opium Habit, Brain Diseases, etc., are cured by Dr. Miles' Restorative Nervine. It does not contain Opiates. Mrs. Sophia C. Brownlee, DeLand, Fla., suffered with Epilepsy for 10 years and testifies to a complete cure. Jacob Petre, Elba, Oregon, had been suffering with Nervous Prostration for four years, could not sleep, nothing helped him until he used Dr. Miles' Restorative Nervine; he is now well. Fine books Free at druggists. Dr. Miles' Nerve and Liver Pills, 50 doses for 25 cents are the best remedy for Biliousness, Torpid Liver, etc., etc.

Dr. Miles' Medical Co., Elkhart, Ind.

TRIAL BOTTLE FREE.

Sold by D. J. Fry, druggist, Salem.

NERVE & LIVER PILLS

Act on a new principle—regulate the liver, stomach and bowels through the nerves. Dr. Miles' Pills speedily cure biliousness, torpid liver and constipation. Smallest, mildest, surest! 50 doses, 25 cts. Sample free at druggists. Dr. Miles Med. Co., Elkhart, Ind.

Sold by D. J. Fry, druggist, Salem.

Hop Sing & Co.,

MERCHANT TAILORS,
208 Commercial St.
Clothing made at lowest prices.
Repairing neatly done.

A BELLE IN TEARS.

He's gone—I heard the front door shutting—
His voice no more, his glance no more!
How could I say I did not love him?
I didn't know I did, before!

I like his solemn, courteous manner,
That makes believe my word is law:
I like him that, of all my suitors,
He's absolutely without flaw!

Of course we're sure to meet tomorrow—
The four-in-hand; the dinner too.
I feel like crying. Can I tell him.
"My answer was a lie to you?"

For he would change his love to scorning,
His trust to miserable doubt:
If I could so dissemble loving,
He'd say there's nothing I'd not flout.

So I will weep for hours and hours,
And pale and fade till I am dead!
"Pardon—I came—back to—what, crying?
Dearest, you don't mean what you said?

"Oh, call me fool—but then your eyes, dear,
Were turned away—how could I tell?
Theirs is the language that I study;
They never would have said farewell!

"And now they weep, they are so true, dear,
Your lips are lovely, but—in fact—
It is those lips that make it urgent
For me to have a world of tact!"

—Rose Hawthorne Lathrop in Harper's Bazar.

SWINTON'S LAST TRIP.

Railroad accidents are often caused by disregard or disobedience of orders, and the loss of life and damage to property are sometimes fearful. When such disasters may result from carelessness it is not strange to find rules and regulations to guide those employed in the train service as rigid as those employed in efficient military forces.

Operating a single track railroad, and particularly one over which the traffic is frequent, requires great skill and long experience on the part of trainmen, as well as on the part of the train dispatchers.

The train dispatchers regulate the movements of all trains from the general or head office by means of special telegraph wires to the various stations along the line. The head office is in communication with every train running over the road; but so long as a train is moving upon its regular schedule time it does not require any special order to govern it.

Only in time of an accident, perhaps, or for some unusual cause, or in the case of extra trains, which, not being down on the printed time table, are called wild trains, are the good judgment and ingenuity of a train dispatcher brought into full play. To avoid collisions under such circumstances it is necessary to issue explicit orders and to have them positively obeyed.

John Swinton was one of the oldest and best engineers on a certain road. He had been in the service for years; had begun as fireman on a switch engine, received his promotion as engineer, and finally ran engine 135, hauling the fast express. He was always on time, unless something beyond his power prevented; he was never in bad humor, and was altogether careful and trustworthy.

John might have had this "run" still if it had not been for an accident which so upset his nerves that he became unfit for the regular service, and was put on the "extra list." He ran specials when the president went over the road, or some other dignitary had occasion to travel in that way, when haste was especially necessary, and was always called upon to run the pay car on its regular monthly trips. He had a way of blowing his whistle so that one might easily imagine that it meant more than "Look out for me." He could sound it for the crossings or blow for a station with a musical thrill and finish that was really pleasing.

While he was still running the fast express and whirled it across the plains at forty miles an hour, there were few people along the line who were not able to detect John's hand at the throttle by the very manner in which the crossings were announced, and the peculiar swirl of the dust behind the train as it flew along the rails.

He was a good fellow; every one liked him. He had a way that made him popular with the boys on the road, as well as with his superiors. He was not at all "cranky," as most express engineers are, and if called upon to run an extra after his regular day's work was done he was on hand promptly, and did not waste time before the start by oiling around and tinkering with the piston rod packing or the nuts on the steam chest.

But he ran into the rear end of local train No. 23 one night. It was not a very bad smash from the point of view of damage to property, because he reversed his engine in time, and the shock was mild, but a brakeman was killed. He was "laid off" pending an investigation, and although it was clearly shown that the local did not get far enough back with signals to give him sufficient warning, after that he seemed to "lose his grip," as the boys said, and never fully recovered from the shock.

There are many such instances among the brave men who drive the iron horse.

It was deemed best at any rate to put him into the extra service. When he was called upon to get down from the footboard of express engine 133 and become the master of "Number 9," he really preferred it, because, as he said, "he hadn't the heart to haul the express; the responsibility weighed him down."

After that he never missed a trip in running the pay car. The trackmen and station agents said they always knew to a minute when to expect their pay, for he was always on time.

Once he was "laid off" for exceeding the regulation speed of forty miles an hour, the limit for all special trains; but he was urged to do that by the paymaster for particular reasons. The offense was subsequently overlooked, and he did not lose any wages by it.

It was said by some of John's friends that he had a presentiment that something was going to happen on that day, last winter, when he ran the pay car out of the main station for the last time.

It had been snowing and blowing with great fury for some hours, and there was every indication of severe weather. The snowplows had been put in order and were already at work on some divisions where the storm was fiercest. It looked as if there would be plenty of work and worry for the dispatchers from "stalled" trains, "dead" engines and a general disarrangement of the regular schedule.

Engine 9, with the pay car, had orders to "run wild to Mineola and report." Mineola is a junction and a busy place, even in winter. A branch railroad running through a farming district terminates there, and some fifteen or twenty trains a day run over it, making connection with the trains on the main line, most of which stop.

One ordinarily finds there two or three freight crews, who lie over waiting for connections.

When John Swinton, after a hard struggle with the elements, pulled up alongside the station and ordered his fireman to give Engine 9 a drink from the water tank, there was a scene of great confusion. Passenger train 15, going east, was snow bound. West bound freight No. 2 was in a drift two miles east of the station, and there was a report that the branch road was filled in full of snow where the cuts were the deepest.

Four or five extra engines, steaming and blowing, were awaiting orders on the siding, and the platform and station were crowded with passengers and train men waiting for something to be done.

A report came after a time that a snowplow was working west, down the branch, and that the road was likely to be clear by afternoon.

It was the custom to pay off employees engaged on that division first before going east over the main line, so the pay car stood awaiting orders to proceed.

A gang of men were busily at work digging out freight train No. 2, and it was expected that the main line would also be clear before evening. Snow was no longer falling, but the wind blew with much force. The wintry sky foreboded continued cold weather and a blustering night.

The day wore on. The snow bound passengers had grown tired of asking questions as to what were the prospects of raising the blockade, and had distributed themselves among the neighboring restaurants in quest of something to eat. The newsboys had long since sold out their supply of peanuts and candies, so that edibles from that source were no longer to be obtained.

Engines were blowing off steam, the chill winter wind whistled about the cars, and the weird gloom of a short day drawing to a close had settled down.

At last a report came over the wire that a snowplow from up the branch had succeeded in working its way through the huge drifts, and was nearing the junction. Soon there was a shrill whistle, and the great plow, forced along by six powerful engines covered with ice and snow, came dashing by the station. Every one knew that the track was clear.

To railroad men long in the service the sight was not unusual; but to one unaccustomed to such scenes there are few things grander. The belated passengers set up a shout, glad that relief had come and impressed with the magnificent sight.

Then came orders for Engine 9, with pay car, to proceed up the branch.

Everything was astir. John had lighted the headlight and had thoroughly oiled his engine. It was growing dark, the rear signal lamps on the pay car were displayed, and every preparation made to get over the road in a hurry, so that the regular trains should not be interfered with, and in order that an early start might be made in the morning to pay off the men on the branch, coming back.

"I can't pull out till the relief train following the snowplow comes up," John said to his conductor.

"There are no orders about a relief train," was the reply.

"Perhaps not," John answered; "but do you suppose the boys have been aboard that snowplow all these hours without a bite or two to keep them up? I tell you there must be a relief train following them down the branch, and we can't go ahead till it comes in."

By the light of his lantern John read the order over again.

"Engine 9 with pay car will run to O. B. regardless and report."

That was plain enough. It gave him right of way over everything on the road; but for further assurance, both men repaired to the telegraph office. There the order was confirmed.

John was half doubtful still, but there was nothing to do but obey.

He mounted his engine. There was a stroke of the bell, a sharp blast of the whistle and they were off, with the red tail lamps on the pay car disappearing around the curve in the driving snow. John was evidently "letting her out" a little, for the bystanders at the station could hear old Engine 9 exhaust as though she would blow out a cylinder head, in spite of the shrill wind and escaping steam from the engines on the side track.

Hardly had the sound died away before over the wires clicked an order:

"Hold pay car at Mineola Junction till arrival of relief train."

The operator sent the reply:

"Too late; she's gone already."

The train dispatcher suddenly recollected that the relief train was coming down the branch with exactly the same right which the snowplow had, and none of the switches were cleared so that either train could take a side track.

It is impossible to describe the terrible feelings of that operator; nor does any one wonder that the dispatcher's hair turned white that night. The two trains were now approaching each other under full headway on a single track.

It was dark, the line was full of curves and dangerous embankments and there could be but one result.

The pay car had already passed the next station, and it was beyond human possibility to remedy the awful mistake. The only hope left was that the engineers of the two trains might by chance see their danger in time on some straight stretch of track. But that was only a mere possibility.

Did John say to himself he was right after all, when, looking ahead into the darkness, he thought he distinguished the glimmer of a distant headlight? At any rate he was half disposed to shut off and ease down a bit.

He consulted his original order once more by the dim light in the cab, looked out again, saw nothing, and changed his mind. He glanced at his watch, turned on the inspirator to let more water into the boiler, looked at his steam gauge and opened it up a notch or two instead.

It was not Engine 9's fault if she didn't exceed regulation speed then and plunge through the snow and darkness to destruction.

Suddenly a glare, an awful crash, a fearful plunge, the noise of escaping steam, a few stifled cries—and it was all over. The trains had met on a sharp curve against the hopes and prayers of those now responsible for the calamity.

They found John's body in the wreck badly mangled. His hand still held the throttle. He had gone down to death with his engine. His fireman escaped with a broken leg by jumping, but both engines were completely wrecked.

The pay car was thrown from the track violently and was badly smashed. It seemed a miracle that its occupants were saved. They were fortunate enough to escape with a few bruises.

Poor John! He died a hero, and there was no one on the road who could quite fill his place.—Benjamin Norton in Youth's Companion.

The Chinaman's Blue Blouse.

One Chestnut street firm sells all the peculiar blue material worn by the thousands of Chinamen in this vicinity, and has a practical monopoly of the business. The stuff costs but little to the manufacturer, but it wears everlastingly. Many mills have tried to produce the material, but with little success. The peculiar color is lacking, and without this the stuff has no market with the Chinese. The quantity sold is enormous, and the prices paid are almost exorbitant. Mr. Jonathan Chinaman toils in a suit of blue drill that costs ten cents a yard. When he plays fan tan in winter he wears a suit of regular blue cloth, a felt that is cheap at $1.50 a yard, but he is never so comfortable as when attired in a cloak of blue Barnaby zephyr gingham of a peculiar shade, that costs twenty-five cents a yard, and a pair of white linen, high water-raining-in-London trousers. It is this material that reaps a harvest of sterling gold for the firm that monopolizes its American production and sale.—Philadelphia Record.

Paper for English Bank Notes.

Bank of England notes are made from new white linen cuttings—never from anything that has been worn. So carefully is the paper prepared that even the number of dips into the pulp made by each workman is registered on a dial by machinery, and the sheets are counted and booked to each person through whose hands they pass. They are made at Laverstoke, on the River Whit, in Hampshire, by a family named Portal, descended from a French Huguenot refugee, and have been made by the same family for more than 150 years.

About 1860 a large quantity of the paper was stolen by one of the employees, which caused the bank a great deal of trouble, as the printing is a comparatively easy matter, the great difficulty with forgers being to get the paper. They are printed within the bank building, there being an elaborate arrangement for making them so that each note of the same denomination shall differ in some particular from the others.—American Pressman.

A Little Rhapsody on Love.

Love is the great inspiring principle in all animate nature. Without it this world would be a den of men and women beasts. It robes the leopard in beauty, plumes the bird with all the glories of the rainbow and puts into its throat its sweetest song. Love is the artist that tints the rose, that gives to all the flowers their varied hues and to the magnolia bud its rich perfume. It glorifies the race of man. It builds palaces and summer gardens and weaves the delicate fabrics and soft carpets which exalt the loom. It inspired the divine tragedies of Shakespeare and the incomparable melodies of Moore and Burns. It nerves the arm of the patriot and impels the genius of invention to burn the midnight oil. It is the life of beauty and the voice of song.—Bradford (Pa.) Era.

CLEAN!

If you would be clean and have your clothes done up in the neatest and dressiest manner, take them to the

SALEM STEAM LAUNDRY

where all work is done by white labor and in the most prompt manner. COLONEL J. OLMSTED.
Liberty Street

Woolen Mill STORE

OUR TWELVE DOLLAR BLANKET FOR 7 50.
" TEN " " 6 00.
" SIX " " 5 00.

299 Com'l St

Willamette University,

SALEM, OREGON,

Just the place to go for a first-class education. Its Normal Course offers every advantage of any normal school with all the benefits of degree at state diploma and many specialties.

Excellent courses for business, College, Preparatory, College, Art, Music, Theology, Law, Medicine and Pharmacy.

Second term opens Nov. 16th. Third term opens Feb. 1, 1892.

For circular address,

REV. GEO. WHITAKER, D. D. President.

Capital City Restaurant

Jas. Batchelor, Prop'r.

Wm Meals at All Hours of the Day

None but white labor employed in this establishment.

Good substantial meals served in first class style.

Twenty-five cents per meal.

RED FRONT.

Cor. Court street, between Opera House and Minto's Livery

CHAS. WOLZ,

German Market.

Bockfort, Bologna, Vienna, Liver and Big Sausage and Head Cheese of my own make. Best fresh prime meats and at best prices. In Postoffice block.

M. CHAMBERLIN, President. O. M. SMITH, Secretary.
H. BRANSON, Vice President. GEO. H. SCHUBERT, Treasurer.

UNION TITLE ABSTRACT CO.

275 Commercial Street.

Makes the neatest and best Abstracts in the country.

E. C. CROSS,

Butcher and Packer,

Stall 81, and Court St.—The best meats delivered to all parts of the city.

THE WILLAMETTE,

SALEM, OREGON.

Rates, $2.50 to $3.00 per Day.

Finest hotel between Portland and San Francisco. First-class in all its appointments. Its tables are served with the

Choicest Fruits

Grown in the Willamette Valley.

A. I. WAGNER, Prop.

TAXES!

Pay Your School Taxes Before They Become Delinquent.

The school taxes of district No. 24 in Marion county are now due and payable at the clerk's office in No. 197 Commercial street, Salem, first door south of the postoffice. The same will become delinquent unless paid within 60 days from this date. By order of board, this 3d day of Nov., 1891. W. B. SIMPSON.
11-3-tf. District Clerk.

BRICK AND TILE.

For first-class hand made brick and tile, go to

MURPHY & DESART.

Large supply on hand. Near fair ground, Salem. 728

Conservatory of Music.

WILLAMETTE UNIVERSITY.—Gives superior advantages to students of music. Five teachers. Latest methods. Vocal and instrumental music taught to the highest proficiency. No use going east to study music. Expenses moderate. Diplomas given on completion of course. Next term begins Feb. 1, 1892.

Z. M. PARVIN,
Musical Director.

OREGON STATE SCHOOL JOURNAL Is the official organ of the state department of public instruction. The Journal is a monthly magazine devoted to school and home education; therefore, it is indispensable to teachers, and invaluable to friends of education in general. Price—$1.00 per annum; five or more copies 80 cents each; sample copy 10 cents. Address J. B. HORNER,
11-27-tf Proprietor, Albany, Or.

Waldo Hills Nursery.

Silver, Italian and Petite Prune trees for sale.

One and two years old, 6 to 8 feet high. Extra well rooted and special care taken in digging. Also a choice lot of yearling grapes of the following varieties: Royal Muscadine, Concord, Brighton, Delware, Iona, Moore's, Diamond, Niagara, Black Hamburg, Pocklington, Vergennes. Sold at living prices. Address
10 1 dw R. D. ALLEN, Silverton, Ore.

M. T. RINEMAN

DEALER IN

Staple and Fancy Groceries,

Crockery, Glassware, Lamps, Wooden and Willow ware. All kinds of mill feed. Also vegetables and fruits in their season. "Highest Price paid for country produce." We solicit a share of your patronage.
9-6 163 State street

DUGAN BROS'

Plumbing and Heating Co.,

Wholesale and retail dealers in

STEAM AND PLUMBING GOODS.

139 Commercial street. Telephone No. 83

FEAR & HAMILTON,

Loans negotiated on improved farm and city property.
SALEM, — — — Oregon
Room 14, Bush Bank block. 7 13dw

PROFESSIONAL CARDS.

S. T. RICHARDSON, lawyer, office up-stairs in Bush block, corner Commercial and Court streets, Salem, Oregon.

JOHN A. CARLSON, lawyer, Rooms 8 and 9, Patton's bank building, Salem, Oregon. 81 1yr

B. F. BONHAM, S. A. HOLMES. BONHAM & HOLMES, lawyers at law. Office in Bush's old brick, between State and Court, on Front St.

TALMON FOLEY, attorney at law, Salem, Oregon. Office upstairs in Patton's block.

D'ARCY & BINGHAM, attorneys and counselors at law, Salem, Oregon. Having abstracts to lands of Marion county, including a complete index of Salem, they have special facilities for examining titles to real est. Business in the supreme court and in the department will receive prompt attention.

DR. W. S. MOTT, physician and surgeon. Office in Zerker block, Salem, Oregon. Office hours 9 to 12 a. m. 2 to 4 p. m.

E. B. PHELBROOK, M.D., homeopathist. Office 155 Commercial. Residence 647 High street. Gas and electric. Special attention given to diseases of Women and Children.

W. T. BOUSER, M.D., physician and surgeon. Practice limited to diseases of the nervous system, including nasal catarrh and respiratory system. Office in Cottle block rooms 12 & 13. Office hours from 9 to 12 a. m. and 2 to 6 p. m. 11 3 tf.

DR. MINTA S. A. DAIS. Office hours, 9 a. m. to 12 m., 2 p. m. to 5 p. m. Day or night calls promptly attended to. Special attention given to diseases of women and children. Office in Bank Blk., 305 Commercial street. Residence same.

DR. J. P. KEENE, dentist. Office over the White Corner, Court and Commercial streets.

DR. T. C. SMITH, dentist, 91 State street, Salem, Or. Finished dental operations of every description. Painless operations a specialty.

W. D. PUGH, Architect, Plans, Specifications and superintendence for all classes of buildings. Office 290 Commercial St., up stairs.

C. S. MCNALLY, Architect, New Bush Breyman block. Plans and specifications of all classes of buildings on short notice. Superintendence of work promptly looked after. 254f

E. J. MCCARSTLAND, Civil Sanitary and Hydraulic Engineer. U. S. Deputy Mineral Surveyor. City surveyors office, Collis Parkhurst Blk, Salem, Oregon.

BUSINESS CARDS.

SPRAGUE & ALLEN, Blacksmiths and horseshoeing and repairing. Only the best workmen employed. Opposite State Insurance building.

BUCK & ROSS, Blacksmiths, all kinds of repairing and ironing work. We have in our employ an Artificial, a professional horseshoer. Give us a call. 244

JOHN KNIGHT, blacksmith. Horse shoeing and repairing a specialty. Shop at the foot of Liberty st., Salem, Oregon. 2-301

P. J. LARSEN, manufacturer of all kinds of vehicles. Repairing a specialty. Shop 50 State st.

A. B. SMITH, contractor, Sewering, Cement walks, Excavating, Etc. All work promptly done, Salem, Or. Leave orders with Gray Bros. 415-1m

CARPET-LAYING. I make a specialty of carpet-sewing and laying carpets taken up and put down at reasonable rates. Leave orders with J. H. Lunn or Butler & Son. J. G. LUHRMAN.

GEO. HOEYE, shaving and Hair-dressing parlors, 2 doors N. of the city. 249 Commercial street.

JACK HARKINS, scientific horse shoeing. All diseases of horses feet treated, shop, opposite the foundry.

FARM FOR SALE.

320 acres of best and fruit land in Oregon for sale cheap. Will sell in lots to suit purchaser. Address or call on C. SELL, Knights, Ore.
Near Silver Creek. 7 83m*

NEW ZEALAND INSURANCE Company.

Fire and Marine.

G. W. BEELER, Agt. - Salem, Oregon

NORTHWESTERN NURSERY

Large stock leading varieties of

FRUIT TREES.

Send for catalogue and price list. Now is the time to prune trees and all other trees, delivered free to all parts of the city.
dw T. DAES, Salem, Or.

PHONS

D. C. SERMAN,

U. S. Pension Claim agent, P. O. Box 281, Salem, Oregon. Deputy County Clerk Willamette.

EGGS.

Our man has been scouring the country for eggs and has just brought in a big lot and we are ready to supply the city.

P. BURROWS,
N Commercial St., Salem

Le Richa's Golden Balsam No. 1 Cures Chronic and recent cases, first and second stages Scrofula and Body; Sore Ears, Eyes, Nose, Copper-colored Blotches, Syphilitic Diseased Scalp, and all primary of the disease known as Syphilis. $5.00 per Bottle.

Le Richa's Golden Balsam No. 2 Cures—3, Mercurial Syphilitic Rheumatism, in the Bones, Pains in the Head, the Neck, Ulcerated Sore Throat, Sore Rash, Lumps and contracted Stiffness of the Limbs, and eradicates disease from the system, whether by indiscretion or abuse of Mercury, leaving the blood pure and healthy. Price $5 00 per Bottle.

Le Richa's Golden Spanish Anti-dote for cure of Gonorrhoea, Gleet, Irritation, and all Urinary or Genital diseases. Price $3 50 per Bottle.

Le Richa's Golden Spanish Injection for severe cases of Gonorrhoea, Inflammation, Gleet, Stricture, &c. Price $1 50 Bottle.

Le Richa's Golden Ointment for the speedy healing of Syphilitic Sores and cures. Price $1 00 per Box.

Le Richa's Golden Pills—Nervous Debility, loss of physical power, or over-work, Prostration, etc. Price $1 per Box.

Tonic Nervine.

Sent free, C. O. D., securely packed prepaid.

THE RADS DRUG CO., Agents
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GLASS SENT FREE

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ONE OF THE LARGEST ESTABLISHMENTS in the State. Lower rates than Portland. Largest stock Legal Blanks in the State, and largest discount. Send for price list of job printing, and catalogue of legal blanks. E. M. WALKER,
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A full line of imported and domestic woolens. Also a complete stock of gents' furnishing goods. All the latest styles 215 Commercial street.

Strawberries and Grapes.

Twenty varieties of each for sale. Manual of culture and descriptive catalogue of plants of either of these, best of all table fruits, suitable for this climate, sent on application to E. HOFER, Salem, Oregon.

To Strawberry Growers.

The undersigned has contracted for large quantity of the Jessie, (sweepstake prize-winner at Salem strawberry fair) and Triumphe de Gand, (best yielder and most profitable late berry in Salem market.) from H. W. Savage, Salem, and J. W. Gilbert, Aumsville. Warranted pure stock and plants first-class. Catalogue free, read. September 15. Also ten other varieties
Address E. HOFER,
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EAST AND SOUTH

—VIA

Southern Pacific Route

Shasta Line

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

South.				North.
7 00 p. m.	Lv.	Portland	Ar.	7 35 a. m
4 18 p. m.	Lv.	Salem	Lv.	5 20 a. m
8 15 a. m.	Ar.	San Fran.	Lv.	7 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 05 a. m.	Lv.	Portland	Ar.	4 00 p. m.
10 32 a. m.	Lv	Salem	Lv.	1 38 p. m.
6 40 p. m.	Ar.	Roseburg	Lv.	6 20 a. m

Albany Local, Daily (Except Sunday.

5 00 p. m.	Lv.	Portland	Ar.	8 50 a. m.
7 32 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 15 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 30 p. m.	Lv.	Portland	Ar.	8 20 a. m.
7 25 p. m.	Ar.	McMinnville	Lv.	5 35 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 in Salem, Oregon.
E. 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	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
Farallon, Friday June 27
Willamette Valley, Tuesday July 1
Farallon, Sunday " 5
Willamette Valley, Thursday " 11
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 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. MILLMAN & Co., Freight and Ticket Agents 250 and 252 Front st., Portland, Or.

C. C. HOGUE Ass't Gen'l Frt. & Pass. Ag't, Oregon Pacific R. R. Co., Corvallis, Or

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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.

First class in every respect 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 passengers uninterrupted service.

Pullman sleepers can be secured in advance by any agent of the road.

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Full information concerning rates, time of trains, routes and other details furnished on application to any agent of

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