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E. T. BARNES

333 COMMERCIAL ST.

CHILIAN BIMETALLISM.

Government Adopts a Conversion Policy Plan.

WILL RECEIVE SILVER AT PAR.

And Will Keep It at Par With the Yellow Metal.

WASHINGTON, May 17.—The text of Chili's currency conversion bill, as passed by both houses of congress, has been received here. It provides for specie payment from June 1, 1895. As both metals are to be utilized, the change promises to have an important effect upon the world's supply of the two metals. The president of Chili is empowered for three years to coin, annually, \$10,000,000 of silver. All proceeds from the sales from nitrate beds shall be devoted exclusively to the purchase of silver. Three gold coins—\$20, \$10 and \$5—are also provided for. The silver dollar is to weigh 20 grammes and be 835.1000 fine. Silver is not a legal tender above \$50, except to the government, where it is received as gold.

The government mint is also the direct exchange for all gold and silver dollars presented to it with that object. The act also provides a system of bank currency, guaranteed by the government if the bank fails.

Silver Conference.
SALT LAKE, May 17.—The silver conference executive sessions considered plans of action. Various suggestions were made, summarized as follows:

The Montana delegates were all of the same opinion as to plan, agreeing that honest money leagues should be organized in every precinct, county and state. These leagues should agree to a specific plan of raising money to distribute literature through the middle states. All prominent mining companies should be asked to pay certain assessments per month to aid in the work. Borah, of Idaho, agreed in the main with the plan proposed. He was Republican, but henceforth would not support his party on vital issues unless it had both a candidate and platform in favor of silver at 16 to 1. Bryan, of Idaho, wanted the women and children to organize and help. Hilp, of Nevada, was in favor of having four big mass meetings to be held in different parts of the United States within the next six months. He stood ready at the opportune time to leave his party (Democratic) if it failed to do the proper thing in 1896.

Governor Prince, of New Mexico, wanted headquarters opened at New York City to distribute propaganda, and to hold meetings to be addressed by prominent men, irrespective of party, who should talk exclusively on honest money. Mr. Young, of Oregon, wanted to create an executive committee with headquarters at Chicago or some other large city and a finance committee to report to the executive committee. He wanted to get literature at once and distribute it to the producing classes. Colonel Patrick Henry Winston, of Washington, favored a national non-partisan organization and a silver premium ticket put out within each party in the several states. Gen. James, of Washington, wanted the proceedings of the Brussels conference freely distributed and said it was queer that the authorities in Washington said the supply was exhausted. He was very sorry the gold bugs had stolen the synonym of "honest money" and suggested the name "honest dollars."

Mr. Wharton Barker, of Philadelphia, was invited to make an address.

Dr. Price's Cream Baking Powder
World's Fair Highest Medal and Diploma.

and said that the battleground was in the East. Pennsylvania now seems ready to declare for free coinage, but the adjoining states stood sorely in need of the gospel of truth. He stood ready to battle for free coinage within the ranks of the Republican party, and in case of failure would use his influence in favor of it for the party that favored free silver, irrespective of other issues.

THE DAY'S SILVER SESSION.
SALT LAKE, May 17.—The silver convention today provided for a permanent organization, to be called the "Bimetallic Union." The purpose of the organization is to spread the doctrine of bimetallicism at a ratio of 16 to 1 by "circulation of documents, holding meetings and other appropriate means." Delegates were appointed as follows to attend the bimetallic league convention at Memphis, Tenn., June 11: Ex-Governor Prince, N. M.; F. E. Sargent, Montana; Ex-Gov. Adams, Colorado; C. M. Donaldson, Oregon; Henry Laugenour, California.

BLACK JACK'S DEADLY WORK.
Still Freezing in New York—the Effect in Iowa.
GENESEO, N. Y., May 17.—The freeze last night has probably ruined what fruit was left in the Geneseo valley. Ice nearly a half inch thick formed.

THE FROSTS EAST.
The telegraphic reports of the terrible frosts in the east gave but meager details, and it now seems to be much worse than was looked for. In a letter received today from an old resident of northeastern Iowa, dated May 12, he says: "We have had an early spring, and magnificent growth, but the frost last night destroyed everything. It is the most complete annihilation of crops I have ever seen in all my life. The thermometer went down to 25° and today we have a genuine black plague."

OTHER CROPS HURT.
CLEVELAND, May 17.—There was another destructive frost last night throughout Northern Ohio. A number of points report great damage to wheat, corn and potatoes in addition to destruction of fruit.
COLD IN ENGLAND.
LONDON, May 17.—Cold weather, accompanied by snow, is reported from various parts of England and the continent.
A WHITE FROST.
INDIANAPOLIS, May 17.—A white frost covered the central portion of Indiana this morning. Damage is very great.

WHEAT IS BOOMING.
Advances Nearly Four Cents the Last Two Days.
CHICAGO, May 17.—Wheat went over the 70 mark today, July option closing at 70; H higher than H closed last night and 3 1/2 advance in the last two days.

PORTLAND, May 17.—Wheat Valley 80; Walls Walls 48.
SAN FRANCISCO, May 17.—Wheat 87 1/2.
NEW YORK, May 17.—Silver 66 1/2 Lead, \$8.35.

A BAD MISTAKE.
Occurred in Issuing the Biletz Proclamation.
WASHINGTON, May 17.—An error has been discovered in the proclamation for opening to settlement the Biletz Indian reservation of Oregon signed by the president yesterday. The act of congress provides that sixty days' notice must be given by proclamation. That signed yesterday provided that the reservation be opened this month. It will have to be withdrawn and the date changed.

Real Estate.
E. W. Rose and wife to John Moser, land in T 7 S 1 E, R 9 E 51.
W. H. Holman, S. A. Holman, Uriah Whitney, Martha T. Whitney and W. E. Price, Sr., to F. M. McDaniel, land in 12 S 1 W, E 20.

THE GIRL'S STORY.
She had come out to the main road after the men were gone and he asked her to get in and ride to town.

The young woman was in a pitiful state of excitement. Her clothes were torn and her face flushed. She said she was a working girl from Corvallis and came down with the excursion. She started to call on some friends out south of town and in walking out overtook two young men whom she recognized as being on the excursion in a carriage. They overtook her and asked her to ride. Soon three young men joined them. At a lonely place they urged her to get out, but she refused, when they forced her out of the carriage and into the bushes with all sorts of vile threats.

The rest of her story is too horrible to detail. The two men had assaulted her and torn her clothes and nearly accomplished their purpose, when Salemite drove along and alarmed them so that they let her go and took to their heels. From the girl's story and all the actions of the men and the circumstances as described by the Salem man, (who lives in Yew Park, on Oak street, and is perfectly reliable,) the five men undoubtedly had determined to commit an infamous crime as can well be imagined. The Salem police are making close inquiry for the men.

THE SALEM POLICE
are on track of the men, three of whom are young sports from Albany and two from Corvallis, one a hebrew.

New Home.—W. H. Osborn, the opera house grocer, has purchased and moved into the new cottage on the corner of Eighteenth and Chenoweth streets. He will make a pleasant home of it.

A DESPERATE ASSAULT

Committed On an Excursion Girl from Corvallis.

BY FIVE WOULD-BE RAVISHERS.

Enticed Her Out of the City in a Carriage.

A well-known resident of Yew Park who was driving out on the road south of that part of the city, Thursday afternoon, tells a story that reveals a terrible state of depravity that deserves the attention of the police. His name is withheld in hopes that he can identify some of the villains who attempted nothing less than ravishing a working girl, between 16 and 17 years of age, who came to Salem on the Independence Odd Fellows excursion.

WHAT HE SAW.
As he was driving along past the Davidson place where the new road runs southeast he heard cries of distress and there was evidently a struggle for life near the roadside. A carriage was tied near the fence but there was no one in it. He whipped up his horse and in a moment out of the bushes popped two young men and came tearing down the road at a dead run making for the carriage. They rushed past our informant and next came a handsome looking young woman 16 to 18 years of age. She came running down the road, saw him driving and crossed a field to a house and then came back to the railroad track. She ran like a deer and as though pursued by fiends.

The Salem man thought something must be wrong and turned his horse around to drive back. A little further ahead of him three fellows dodged out of the brush, where they had evidently been awaiting results of the other villains who had been with the girl until alarmed at the approach of the vehicle. They all rushed for the carriage and got in lashing the horses to get away from there as fast as possible. As the Salem man had only one horse they soon got away and he turned his attention to the girl.

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THE 5000-MILE WHEELMEN.

What They Find to Report on the Roads.

ON THE ROAD, CLACKAMAS COUNTY:

Well, I am out of the mountains again and hasten to report. On Sunday last I took a spin with some of the Zig Zag club boys from their club room in East Portland to Vancouver, Wn. The road is fine, except the long bridge across the Columbia bottom. This is in a horrible condition, especially at the north end. I would recommend the wheelmen of Portland to boycott that road until the Ferry Co. or Vancouver had it replanked. The wheelmen pay many dollars to ferry and team and are entitled to a better road. Vancouver was chock full of people on Monday. There was a balloon ascension and parachute jump, also a tight rope performance in the park, and above all, cycling on the military roads about the barracks. The parachute man let go about a mile up and landed (or rather watered) about the middle of the Columbia river opposite the barracks, and the balloon about a mile farther up and also in the river. A steam launch picked them up. No damage except a good soaking. I suppose the balloonist was pretty hard up or he would not have put the balloon in soak. There was between three and four hundred bicycles out in Vancouver that day. About two hundred were on the boat going north that evening and not more than half a dozen escaped being punctured in the splintered bridge. I was one of the fortunate ones that got through both ways without a puncture.

Monday morning after interviewing the newspaper men I pulled out on the base line road to the east over the best piece of road I have ever seen on the coast. For 15 miles it is without a crack, except a slight curve to the north around Mt. Tabor. Evidently, a road engineer had the building of this road. I wish all the road supervisors in the state could see it. It has been graded up in the center about six inches and the sides are about the same down and there is no ditch for people to turn over in, and they can get off the gravel and pass each other any place without turning over. The grades are very light and where the sudden rises come in the ground the top is taken off instead of ridging it up higher as our supervisors unfortunately manage to do. There are miles and miles of fine road on the military reserve of Vancouver built just this way, and they are as smooth as a floor. I believe that our average supervisor puts more work on grading than the total cost of grading and graveling these roads, and the result is a more or less impassable ridge of mud instead of a road. The section line road is another fine road out east from Portland, one mile south of the base line road, and one can go out on one road and back on the other, making about thirty miles of fine riding. But when I turned across the county to the south another tale must be told. As soon as I struck Clackamas county I found the same old style of house-roof grades and a little string of gravel on the ridge, or else a series of mudholes in a lane that they allege is a road. I followed the old emigrant road for many miles and it is in a horrible state. It looks as if it had not had any work done on it for twenty years. At Springfield postoffice I found quite a lot of fruit farms, mostly prunes. The big sleet storms last winter almost ruined the orchards all over this part of the state. The east winds from the Columbia strike through here between the buttes along the Willamette and the mountains, making it very disagreeable sometimes. The soil is

generally quite rich but a great deal of it is rocky. The farmers raise a great deal of clover in this section of the county. I saw hundreds of acres of it and very few fields of wheat and oats. I visited the hatchery on Clackamas river where Uncle Sam keeps up an establishment for hatching fish eggs. I was told they caught one salmon there last year and hatched her eggs at a cost of \$225 per month, viz. two men at \$50 per month to do the work and the boss at \$125 per month. The young salmon were probably all eaten by the trout as soon as turned out, but that can't be helped, and Uncle Sam is rich and can stand the racket. Since I got into the southwest corner of Clackamas county I have seen some pretty fair roads. One place between Molalla and Marquam a supervisor has a new scheme for preventing washing along the road. He has put in a plank box about every two or three hundred feet, across the road with two two-inch cracks running across to let in the water and carry it to one side. It looks like a good thing for hilly roads.

If there is among the readers of this, any who wish to go from the valley to Mt. Hood or points on the Sandy river or the other way, do not be fooled by the maps of roads and try to go through the nearer way. From Silverton to the Sandy by the old overland road looks like about forty miles on the map, but for a bicycle or a wagon it is easier to go the 85 or 90 miles via Portland. One place between Springwater and Highland there is a great gulf fixed. It is only about one-fourth mile across on the level but it is near a thousand feet to the bottom of Clear Creek canyon and took two and a half hours of hard climbing to get across, and that is only one of many nearly as bad. I thought for a long time that the man who laid out that road was drunk but after I got to the Molalla river I made up my mind that he was both crazy and drunk. Where it reaches the Molalla river a bridge starts out from the bank about 200 feet in a direction that would take about six miles to get across the river, but the bridge ends short off before it reaches the water and the road backs out and goes climbing over the bluff several miles and then goes out an island and you have to swim or wade the rest of the way across.

FRANK BEATTY.

FROM THE CHAMPION.

"This no doubt an evident fact to a very casual observer, that the road running up the river, on the Polk county side, is not so good as that towards Lincoln; there are some reasons for this known to most Salem people. The river road, above mentioned has been neglected and poorly worked. We cannot say who is to blame. If someone does not interest himself in this road from Salem to Eola, we think likely they will have to lay down the fences by this next winter and drive through the fields. When a road is so bad that people overturn (?) in a carriage in May something must be wrong—this we are told occurred recently on this road and it cost one of Salem's young men a cool \$100.

We had compensation for our rough ride by a pleasant talk with "Marion Thurlow," a writer for the "Saturday Night." We found the writer a very pleasant individual, and can understand the reason for the beautiful things said by the author. Going on to Rickreal we found some good, bad and indifferent road. It seems to us that this road could be made much better with a very little expense as gravel is very close at hand.

Just west of Rickreal we met Mr. McDaniel, who has been raising wheat and it took him from 1844 to 1864 to build a very large and com-

(Continued on third page.)

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