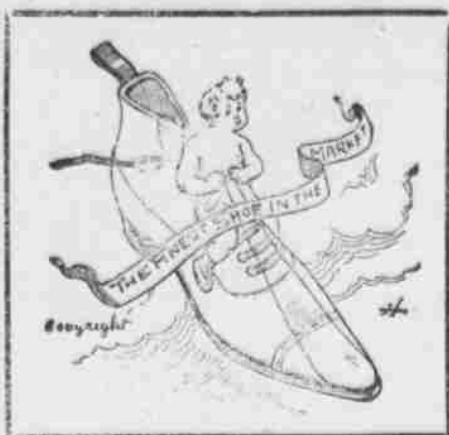




Shoes! Shoes!

Still they come. Now it is misses and children's lace goods. To be had at

Krausse Bros.,

NEW BOOK JUST OUT.



Price \$25c. Postpaid. Agents Wanted
Apply to Owen P. Dabney, 274 Commercial st. Salem, Or.

Go to the Fair Store

for shoes, tinware, graniteware, suspenders, hosiery, gloves, towels, table linen, overalls, shirts, underwear. A fine line of window shades, oil cloth, notions of all kinds. Everything cheap for spot cash. Call and be convinced.

274 Commercial st.

OWEN P. DABNEY, Prop.

STOVES AND TINWARE

The greatest variety and best stock in the city. Northwest corner State and Liberty streets.

CUBA.

Butcher Weyler Is Furious

It Is Believed Rivera Will Not Be Shot.

NEW YORK, April 6.—A World Havana special says:

The belief is that Rivera will not be shot. An order is said to have come from Madrid to spare his life. This is not prompted by motives of humanity, but to make a good impression upon United States and other nations. General Weyler is furious. It is reported, and may cause the order to be withdrawn, in which case General Rivera would be put to death.

A World courier brings a report from the insurgents that General Rivera had received orders from Gomez to turn over his command to General Roloff and he was about to report to Gomez for other duty when he was captured. That his capture was brought about by treason is still suspected, but Senor Jorin is no longer accused. The traitor is thought to have been a petty officer under General Rivera.

Weyler is evidently more anxious to kill time than the rebels. A World courier reports that the captain-general remained aboard the steamer off Sagua la Grande from March 22 to March 26, during which time nobody was allowed to see him. Then he wasted two days more ashore, seeing no one. General Weyler now is in Cienfuegos, another comfortable city. There he has discovered great corruption in furnishing army supplies for paper money. He has imprisoned leading men and the chief of police and has removed the governor.

It is reliably stated that General Weyler is seeing at Cienfuegos and communicating with Cubans who are plotting to get General Gomez in a trap. General Gomez remains at Arroyo Blanco, camping either at Santa Teresa, Juan Criollo, La Reforma or Las Barracones. He stays west of Juacaro Moron trocha, but can pass it with impunity. A family just crossed it, cut down the wires and saw no soldiers.

Word from Santiago province shows that General Garcia is gaining victory after victory. He has absolute control of the province outside of the big towns.

The rebel government two weeks ago was at Blanquiza, two miles from Manzanillo, on the coast.

Military Commander Marcelino Garcia, of Sancti Spiritus, publishes notes of a forced draft. He commands all citizens to enlist on pain of arrest. This is done by General Weyler's orders.

Nearly 100 Havana volunteers who enlisted for home duty were sent to the front this week.

Returned.

NEW YORK, April 6.—Mrs. Fitzhugh Lee, wife of the consul-general at Havana, arrived on the Ward line steamer City of Washington accompanied by her daughter, Miss E. Lee.

MR. GROCER:

We can't get along without you. Here are thousands of people who want good tea, and Here are tons of Schilling's Best for them.

It is beautiful business. It makes friends; and friends mean more business—in tea and everything else.

Won't you get the tea and say to your customers: "Here is tea that you will like. If you don't, I'll pay your money back?"

We pay you, of course.

A Schilling & Company
San Francisco

CHARTER

For the New Street Railway

All the Lines to Be United Under One System.

The proposed new charter asked by F. R. Anson comes before the city council of Salem this evening. It is now in the hands of the committee on licenses composed of Aldermen Legg, Graham and Parkhurst, but it is not known what report they will make. Following is a copy of

THE PROPOSED CHARTER.

A bill for an ordinance..... An ordinance granting to F. R. Anson his successors and assigns, the right to lay down, construct, and operate street railways, and erect and maintain poles and wires in and upon certain streets of the City of Salem. Be it ordained, by the common council of the City of Salem:

Section 1. That there is hereby granted and the city of Salem hereby grants to F. R. Anson, his successors and assigns, the right and privilege to lay down, construct and maintain and to operate for the period of fifty (50) years from and after the date of approval of this ordinance, an iron or steel railway track, or tracks, with the necessary switches, cross-overs, turn-outs and turn-tables, and to operate thereon passenger, freight and funeral cars, and to carry passengers, freight, parcels, express packages and United States mail thereon, and to do all acts and things necessary to the successful operation of the said railway and cars over and upon the following streets, in the city of Salem, as the same are now laid out and over and upon any extensions thereof, hereafter made by reason of any extension of the city limits, to-wit:

On all of Commercial street; on all of State street; on all of Chemeketa street east of Commercial street; on all of Twelfth street south of State street; on Winter street between State street and Oak street; on Oak street between Winter street and Twelfth street; on Court street between Commercial street and Liberty street; on Liberty street between Chemeketa street and Mill street; on Mill street between Commercial street and High street.

Sec. 2. The further right and privilege is hereby granted to the said F. R. Anson, his successors and assigns, to erect, put up and maintain in and along streets over which the said railways are and may be laid down and such other streets of the city of Salem as he or they may desire, poles and wires for the purpose of operating and propelling cars by electric power and conducting the electric currents therefrom from one part of said city of Salem to another; provided, that no poles shall without the consent of the municipal authorities of the city of Salem be set in any street beyond the curb line thereof, but all poles shall be set along the sides of the street at the side of the curb line.

Sec. 3. The said railway shall be single track or double track, at the option of said F. R. Anson, his successors and assigns, with power at any time to change the same, or any portion thereof, from one to the other; provided that no side tracks or switches other than the necessary cross-overs between the two tracks shall be allowed on any street where there is a double track without the consent of the common council. Two single tracks differing in gauge are not to be considered a double track.

Sec. 4. The cars used and operated on the lines of railway operating under the provisions of this ordinance shall be drawn or propelled by electric power, and shall be of a good class of their kind and be kept in a cleanly condition. After all of the lines of street railway that are now in operation over and upon any of said streets are acquired by the said F. R. Anson, his successors and assigns, cars shall be run at intervals of not more than one hour, between the hours of 7 o'clock a. m. and 9:40 o'clock p. m. from, or passing through the business portion of the City of Salem, to the city limits of the said city as the same are now located on the various lines, namely:

To the southern boundary line of said city on Commercial street.

To the southern boundary line of said city on Twelfth street.

To the easterly boundary line of said city on State street.

To the easterly boundary line of said city near the intersection of Chemeketa and Fourteenth streets to the northern boundary line of said city on Commercial street. And un-

til all the said lines of railway now in operation are acquired and owned by the said F. R. Anson, his successors and assigns, the said service hereinafter provided for shall be performed and carried out on such of the routes as he or they may have acquired the lines of railway. And the rates of fare charged by the said F. R. Anson, his successors and assigns, for passage on any car run or operated over and upon any of the said lines of railway within the hours of service required by the provisions of this ordinance shall not exceed five cents for each passenger for one continuous ride as far as that car may run within the city limits—chartered cars excepted. No car shall run at a greater speed than ten miles per hour within the city limits.

Sec. 5. The gauge of the railway tracks laid down or operated by said F. R. Anson, his successors and assigns, shall not be less than three and one-half feet, and the rails used therein shall be of good iron or steel, and said railway tracks shall be laid flush with the grade of the street as furnished by the street commissioner. In laying down or repairing any of said railways no street shall be obstructed for a greater distance than the length of one block at a time or for a longer period within said block than ten working days at a time, except that in cases of necessity, bad weather or other delay, the street commissioner may extend the time at his discretion. Said F. R. Anson, his successors and assigns, shall after laying down or repairing any of said railways restore the street disturbed thereby into as good condition as the same was prior to such disturbance.

Sec. 6. Nothing in this ordinance or any privilege granted hereby shall be construed to prevent the municipal authorities from grading, paving, planking, sewerage or otherwise improving, altering or repairing by the said city any of the streets over or upon which any railway may be constructed or operated under the provisions of this ordinance, but all such work shall be done so as to offer as little obstruction as possible to the passage of cars, and the said F. R. Anson, his successors and assigns, shall have the privilege of raising or shifting the rails so as to avoid as much as possible the liability of obstruction during the progress of such street repairing, improving or altering.

Sec. 7. It shall be unlawful for any person to in any manner obstruct, injure or interfere with any line or lines of railways operated under the provisions of this ordinance, or any car run thereon, or to use offensive, opprobrious or abusive language toward any passenger upon said cars or any servant of said F. R. Anson, his successors and assigns, employed thereon; and any person who shall violate the provisions of this section and be convicted thereof, before the recorder of the city, shall be punished by the fine of not more than twenty-five (25) dollars for each offence.

Sec. 8. A failure upon the part of said F. R. Anson, his successors and assigns, to comply with any or all of the requirements imposed upon him or them by the provisions of this ordinance shall the city of Salem to have forfeited all of the rights and privileges herein and hereby granted, except as hereinafter provided. And if after having once acquired all of the said existing lines of railway F. R. Anson, his successors, and assigns shall at any time cease to regularly operate cars between the business portion of the city of Salem and any or all of the objective points specified in section 4 of this ordinance and within the time schedule set forth therein such failure shall at the option of the common council forfeit all rights and privileges herein and hereby granted—except as hereinafter provided.

Sec. 9. In the event of any failure or failures on the part of the said F. R. Anson, his successors and assigns, to fully comply with the requirements imposed upon him or them by the provisions of this ordinance being due to or resulting from unavoidable accidents, riots, strikes, floods, fires, actions of the elements or interference by the courts, such failure or failures shall not work a forfeiture of any of the rights or privileges granted by this ordinance.

Sec. 10. The said F. R. Anson, or his successors and assigns, shall within thirty days after the approval of this ordinance, file with the recorder, of the city of Salem, a written acceptance of the privileges hereby conferred; and if he or they fail so to accept this ordinance, he or they shall be deemed to have abandoned all rights and privileges hereby conferred.

Secure your seats at once for "Virginus."

ELECTIONS.

Yesterday's Polling Event.

No Coercion - A Great Falling Off of Republican Majorities.

SHAVERTOWN, O.

The entire Democratic city ticket was elected here by about 500 majority. Shavertown gave McKinley a plurality of 259.

HAMILTON, O.

The entire Democratic ticket headed by Bosch for mayor, was elected today by a majority of over 1,000.

CINCINNATI, O.

The election here was for mayor and city council, and members of the board of legislation. The Republican ticket was headed by Levi Goodale for mayor and the Democratic ticket by Gustav Tafel. The latter was elected by a plurality of 7,320. The city gave McKinley a plurality of almost 20,000 last November, and Cadwell, Republican, for mayor three years ago a plurality of 6,755. There was a total vote of over 65,000, as compared with 78,000 last November, being an unusually large vote for the local or spring election.

POTOSKEY, MICH.

The Republican selected M. F. Quintance for mayor and a majority of city offices. The net Republican loss is 100 since November.

BATTLE CREEK, MICH.

The silver men carried the day, electing Dr. Metcalf for mayor by 500 majority, and their full city ticket, Yepl, the fusionist candidate for supreme court justice, has 400 majority. McKinley carried the city by 345 majority.

BUTTE, MONT.

The Democrats, in the local election, swept the city winnings on general officers by majorities ranging from 500 to 600 against the Republicans and Populists.

LANSING, MICH.

The Republicans elected Davis for mayor by twenty-one majority, a loss of eighty Republican votes. The silverites elect three aldermen and the city clerk.

MUSKEGON, MICH.

A. F. Temple, republican, mayor; Eycke, democrat, treasurer; Sternburg republican, justice. The city went republican last fall by 700.

MANISTEE, MICH.

By nearly 300 majority Smurthwaite, democrat, is elected mayor, together with other city officers. The council will be republican. Manistee county went democratic on the state ticket.

ST. JOSEPH, MICH.

The Silver city ticket, with the exception of treasurer, is elected by thirty-seven votes.

DETROIT, MICH.

Wm. C. Maybury, Democrat, was elected mayor by about 1,000 majority over Albert E. Stewart, Republican. In view of Maybury's victory it is considered surprising that Judge John Miner, Democrat, for police justice, was defeated by Judge Albert F. Sellers, Republican, who was re-elected by a majority fully equal to that received by Maybury.

STEVENSVILLE, O.

Mayor Riley, rep., was re-elected for his second term here today by barely 200 majority, the normal Republican majority being 900. The Republicans elected the remainder of the ticket.

PORTSMOUTH, O.

The Democrats elected Charles C. Glidden mayor over Mayor Volney, by 300, a Democratic gain.

AKRON, O.

The contest for mayor indicates the election of Young, Democrat, McKinley carrying the city by 174. The rest of the Republican ticket is elected by 300.

CANTON, O.

As usual, when McKinley was not on the ticket, Canton went Demo-

cratic today. Mayor Rice, for re-election, carried it by between 400 and 500 majority. The remainder of the ticket is divided, the Democrats winning a majority of the offices.

SPRINGFIELD, O.

The Democrats carried the home of Governor Bushnell, electing John M. Good mayor by about 400 majority. The rest of the Republican ticket was elected.

COLUMBUS, O.

Samuel Black, Democrat, is elected mayor by 427 plurality. The city gave McKinley 3100 plurality.

Injured.

ROCHESTER, April 6.—E. McNeill, president of the Oregon Railroad & Navigation Company, is recovering from injuries received here.

On Saturday evening a man staggered into the Kremlin hotel, on north St. Paul street. There was a deep cut in his temple and his clothing was covered with blood that flowed from the ugly wound. He was at once sent to St. Mary's hospital, where is at present in a very dazed condition. The man said his name was E. McNeill, and he claimed to be president of the Oregon Railroad & Navigation Co.

At first he said he had been enticed into a saloon by three men and assaulted, one of them using an ax, and then thrown into the street. Today he contradicted this story and stated that he stopped over at the Central station while on his way east and, while wandering about the streets, he fell down or was assaulted. His mind, however, does not seem clear enough for him to give a detailed account of his experience in Rochester. He had considerable money and jewelry with him.

Will Appeal the Congress.

WASHINGTON, April 5.—The situation in the flooded Mississippi districts is being earnestly inquired into by the president, and the Arkansas congressional delegation, headed by Senator Jones, called upon McKinley to urge upon him the advisability of sending a special message to congress urging appropriate legislation for the relief of the flood sufferers.

Assignment.

CHICAGO, April 6.—The Globe Savings bank, organized in 1891, with eastern capital, assigned to the Chicago Title & Trust company. Ex-Governor John P. Altgeld assisted in organizing the bank, and was the first vice president.

No Senator Yet.

FRANKFORT, Ky., April 6.—Representatives Andrew Thompson, of Louisville, who has supported Dr. Hunter, has given up the fight and started out with a petition for a new Republican caucus.

New Minister.

ATLANTA, Ga., April 6.—Alfred E. Buck, the new minister to Japan, is a native of Maine.

Don't fail to secure your seats at once for an evening of high entertainment, "Virginus."

Hearthill cured by Dawson's Bitters

You can find most any shade in "Perfection" Dyes, and the color is permanent. Druggists have them for sale.



Celebrated for its great leavening strength and healthfulness. Assures the food against all adulteration common to the cheap brands. ROYAL BAKING POWDER CO. New York.