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GETTING HURT FOR THE COIN

Pearson's Tells Story of the Professional Accident Grafter

Being the city of Chicago is such an easy graft that your genuine faker must regard it as a mere preparatory school for the much more hazardous and, hence more fascinating art of "getting" the railways. The great number of the roads that run into and out of Chicago, and the (until lately) lack of consolidation in the street car lines, have offered unbounded opportunity for the display of the faker's art. So much have the roads suffered, in fact, that the claim agents of many have combined to form a protective association, intended to inspire the same terror in fakers that the Bank-

ers' Protective Association inspires in thieves.

One Jennie Freeman, then eighteen years of age and describing herself as a tailoress, on January 9, 1893, made a claim upon the Chicago City Railway Company upon the ground that she had been badly injured in a collision between two of its cable cars. She claimed to be paralyzed from the thighs downward. Her physician was a colored man practicing in Chicago. The company sent its examining surgeon to call upon her. He believed the girl was shamming, although the symptoms were so cleverly simulated that it was apparently a case of real paralysis. Believing that it would be cheaper to settle than to go to law the company paid the girl \$500.

On October 5, 1893, Jennie Freeman, again describing herself as a tailoress, made a claim upon the Manhattan Elevated Railroad in New York to the effect that she had been injured by falling against a car door of a Second Avenue train as it swung around the curve at Twenty-third street. She said that she had been accompanied by her sister, Fannie Freeman, at the time of the accident, and she accepted \$100 in settlement of the case.

Stuck Pins in the Girl's Feet.

On April 20, 1894, Jennie Freeman, of 75 Dover street, Boston, Massachusetts, claimed to have been injured by slipping on a banana peel on a West End Street Railway Company's car in Boston. Dr. R. P. Hubbard, of 74 Boylston street, examined her for the company and found her in an apparently paralyzed condition.

As a result of the doctor's report the West End Railway Company paid her \$325.

On the 16th of May, 1894, Jennie Freeman made a claim on the Boston & Maine Railroad Company for alleged injuries received while getting out of one of the company's cars. She said she had stepped upon a banana peel, which she produced in evidence. She accepted \$125 in settlement of this case.

On June 28, 1894, Jennie Freeman claimed to have been injured while boarding a train of the Illinois Central Railroad Company by stepping upon a banana peel, which threw her backward against a seat. She alleged total insensibility of the lower part of her body, practically amounting to paralysis. Dr. S. E. Owens, for the company, made every possible test, even sticking pins into her legs, but she appeared totally insensible to pain. So the company settled with her for \$200.

Same Girl Under Another Name.

On June 6, 1894, one Elsie Belden, of 75 Dover street, Boston, claimed to have been injured on a train of the New York, New Haven & Hartford Railroad by stepping upon a banana peel just after the train arrived in Boston. Now it so happened that Dr. R. P. Hubbard who had reported upon Fannie Freeman, of 75 Dover street, for the West End Railway Company, was also examining physician for the New York, New Haven & Hartford Railroad. What was his surprise, therefore, when he called upon Elsie Belden at 77 Dover street, to find Fannie Freeman lying in the same bed and proclaiming the same symptoms as upon his former visit.

"I called at 75 Dover street," said Dr. Hubbard, "I found the same persons, namely Fannie Freeman and her mother. Fannie was in the same front side room, in the same bed, and the woman who let me in on my former visit, and who said her name was Freeman, let me in this time, also; but

this time she said her name was Belden. She is a large woman of dark complexion. Fannie wears diamond earrings and a large marquise ring. They both appeared not to recognize me and I played the same game with them. Fannie complained of the same identical symptoms; said she had never had an accident previous to this one; had never been confined to her bed since childhood; had never had a doctor in her life; and her mother corroborated her statement. When I got through her mother said to me: 'Doctor, my physician says Elsie has paralysis. Do you think she has?' I said 'No, I do not.' She also asked me if it (paralysis) was a serious trouble. I told her it was. I said, 'If you will go over to the Providence Depot tomorrow afternoon, Mr. Maxwell will settle with you.' I met the mother with Mr. Maxwell next day, when she explained her daughter's stage name was Elsie Belden, she being an elocutionist. I then said, 'And you change your name every time she does here? Now I want to give you a piece of advice and that is not to try this game on in Boston again, as I have notified every large corporation in Boston about you.'

Evidently the family took the hint, for in September they were back in Chicago, when Jennie attempted to make the West Chicago Street Railway pay another paralysis comedy, but without success. That was on September 10th. The very next day her mother had her arm wrenched by a car of the Chicago City Railway, and received \$100 for it. And then came the final play which put an end to the personal injury ambitions of this interesting family.

A Claim on Christmas Eve.

The claim agent of the Rock Island Railway was sitting in his office on the Christmas Eve following the events narrated above when the "large woman of dark complexion," described by Dr. Hubbard, walked into his office and informed him that her daughter Fannie Freeman had been injured while riding on one of the trains of the Chicago, Rock Island and Pacific Railroad. The woman averred that she and her two daughters, Jennie and Fannie, had boarded the Peru accommodation train which left Chicago station at 4:50 P. M. on December 19th, and that a sudden start of the train had caused Fan-

nie to fall, striking her back against a seat. As a result the girl had become paralyzed, and ruined for life.

Now the claim agent had never heard of the Freeman family; but in the course of his investigations he found several incongruities in the mother's statement which made him suspicious. For instance, no three single trip tickets to Englewood had been punched by Conductor H. H. Fenimore, who was in charge of the 4:50 train. Engineer Eli Hodder and the entire train crew were positive that no sudden start had been made or was possible at the scene of the "accident." Again the claimant stated that she and her uninjured daughter had saved themselves from falling by catching hold of the straps "hanging in the car," whereas the Rock Island cars were not equipped with straps. And for this apparent ruination of a young girl's life, for this prospect of a long future of invalidism, they asked only \$2000. —"The Profession of Getting Hurt," in the July Pearson's.

Public Cordially Invited to Attend.

A pupils' recital given by Wm. Wallace Graham Saturday evening, July 21, at the Presbyterian church. 2t

Dog Tax Day.

The dog days begin somewhat early this year, or at least the days of the canine trouble does—for the dog tax becomes due tomorrow. It seems really hard to think that a dog has to pay for the privilege of being a dog, but man in his wisdom levies a poll tax on both poor men and poor dog, and the latter has somewhat the worst of it, for on failure to settle the tax he goes to the pound, and thence to that bourne from which no dog ever returns—and no doggoned person has ever located.

Summer Normal.

The Capital Summer Normal opened this morning with an enrollment of 75. Many more will enroll in a few days. This promises to be the largest and best summer normal ever held in Salem. The instructors are J. J. Kraps, superintendent; E. T. Moores and Prof. Matthews, of the Willamette University. Superintendent Traver will be present next week. Classes are formed in all branches for state and county papers; also in Latin, stenography and typewriting.

CHILDREN CRY FOR FLETCHER'S CASTORIA.



Wounded Russians at the Japanese naval hospital at Sambo.



ADMIRAL F.W. DICKENS MAJOR GENERAL JAMES F. WADE

Admiral F. W. Dickens and Major-General James F. Wade, who are conducting respectively the attack and the defense in the war maneuvers around Chesapeake Bay this week.