

# SUMMER RHEUMATISM



Every season has its own diseases, but Rheumatism belongs to all, for when it gets well entrenched in the system, and joints and muscles are saturated with the poison, the aches and pains are coming and going all the time, and it becomes an all-the-year-round disease; an attack coming as quickly from sudden chilling of the body when overheated, a fit of indigestion or exposure to the damp, Easterly winds of Summer as from the keen, cutting winds, freezing atmosphere and bitter cold of Winter.

Rheumatism never comes by accident. It is in the blood and system before a pain is felt. Some inherit a strong predisposition or tendency; it is born in them; but whether heredity is and at all seasons. The real cause of Rheumatism is a polluted, sour and acid condition of the blood, and as it flows through the body deposits a gritty, irritating substance or sediment in the muscles, joints and nerves, and it is these that produce the terrible pains, inflammation and swelling and the misery and torture of Rheumatism. No other disease causes such pain, such wide-spread suffering. It deforms and cripples its thousands, leaving them helpless invalids and nervous wrecks.

When neglected or improperly treated, Rheumatism becomes chronic, the pains are wandering or shifting from one place to another, sometimes sharp and cutting, again dull and aggravating. The muscles of the neck, shoulders and back, the joints of the knees, ankles and wrists, are most often the seat of pain. Countless liniments and plasters are applied to get relief, but such things do not reach the poisoned blood; their effect is only temporary; they are neither curative nor preventive. The blood must be purified, and all irritating matter removed from the circulation before permanent relief and a thorough cure is effected, and no remedy does this so certainly and so quickly as S. S. S. It contains not only purifying and tonic properties, but solvent qualities as well, all these being necessary in eradicating the poison and making a complete and lasting cure of Rheumatism. S. S. S. cleanses the

**HIS WIFE A GREAT SUFFERER.**  
My wife had been troubled with Rheumatism for some time when she heard of S. S. S. which she tried and which cured her completely, as she has not suffered since. I recommend S. S. S. as a good medicine.  
Okolona, Miss. J. E. REEDER.

blood of all irritating matter and the acid particles are dissolved and filtered out of the system, thus relieving the muscles and joints and removing all danger of future attacks. Under its tonic effect the nervous system regains its normal tone and the appetite and digestion improve, resulting in the upbuilding of the general health. S. S. S. contains no Potash or minerals of any description, but is guaranteed purely vegetable. Old people



will find it not only the best blood purifier, but a most invigorating tonic—just such a remedy as they need to enrich the blood and quicken the circulation.

Whether you have Rheumatism in the acute or chronic stage, the treatment must be internal, deep and thorough in order to be lasting. Never be satisfied with anything less than an absolutely perfect cure. This you can get by the use of S. S. S., the oldest and best purifier and greatest of all tonics.

Write us fully and freely about your case, and medical advice will be given without charge, and our special book on Rheumatism will be mailed free to all desiring it.

THE SWIFT SPECIFIC COMPANY, ATLANTA, GA.

**A Pleasant Way to Travel.**  
The above is the usual verdict of the traveler using the Missouri Pacific railway between the Pacific coast and the east, and we believe that the service and accommodations given merit this statement. From Denver, Colorado Springs and Denver there are two through trains daily to Kansas City and St. Louis, carrying Pullman's latest standard electric-lighted sleeping cars, chair cars and up-to-date dining cars. The same excellent service is operated from Kansas City and St. Louis to Memphis, Little Rock and Hot Springs. If you are going east or south, write for particulars and full information.  
W. C. M'BRIDE, Gen. Agt.,  
124 Third St., Portland, Ore.

**Just In**  
Our new line of 1905 wall paper has just arrived. All latest patterns at reasonable prices. Call and see our stock and be convinced that our paper and prices are right. Remember the place.  
**E. L. Lemmon**  
299 Liberty St.  
Phone 2475  
The Southern Pacific Company  
Will sell tickets, Salem to Boswell Springs and return up to and including September 30, 1905, limited to 30 days, rate of \$5.55. 6-5-1f

## Advertises In the Dull Season



In an interview in the Meriden (Conn.) Journal, Henry C. Bibeau, grocer and one of the most successful merchants in that place, said:

"Of course every one knows that times are not as good just now as they were a little while ago, and a great many merchants are retrenching in their advertising, putting up the plea that they cannot afford increases. That is an entirely wrong view to take. Since the 1st of June I have tripled my advertising in the daily papers, and the results are surprisingly good. The time to retrench in your advertising is when your departments are doing all they can. It isn't necessary to advertise then.

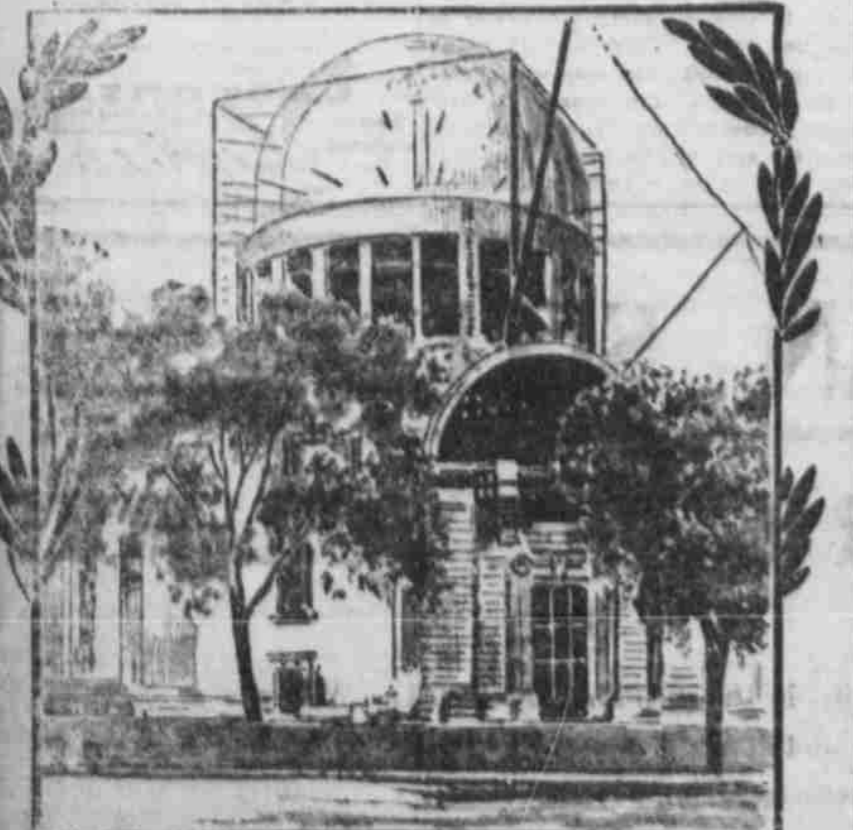
"I am now using more space than I ever used, and the result is more than satisfactory.

"People always respond to good advertising, and one need have no fear of the efforts going amiss.

"I keep a separate record of each department, and when one of them shows a falling off I give it a dose of medicine in the shape of ads, which always proves effective."

This direct testimony on an important point should interest advertisers who are in the habit of dropping out in the dull season.

**CASTORIA**  
The Kind You Have Always Bought  
Bears the Signature of *Wm. D. Gifford*



The magnificent new chapel now nearing completion at the Annapolis naval academy in which the remains of Paul Jones are to be interred. The new chapel, a central feature of the reconstructed naval academy group of

buildings ordered by congress at a cost of many millions, rises on the water front with a massive dome for its inspiration, the architecture of the whole being not unlike the Hotel d'Invalides of Paris, in which rest the remains of the great Napoleon.

## ARE YOU GOING TO TRAVEL

If So. Here Is Some Information That Is Both Correct and Useful

**A High Rate First Class Ticket** entitles you to ride in first-class cars (or in second-class, if you prefer); it allows stop-overs, subject to the regulations of the line or lines over which it reads. There are very few roads that now sell unlimited tickets, the extreme limit being 30 days for interstate tickets, and six months for tickets between points in California. Between points in Oregon, Nevada, Utah, Arizona and New Mexico, the extreme limit is 30 days.

**A Limited First-Class Ticket** entitles you to every privilege accorded by an unlimited ticket, but it must be used within a specified time from its date of sale. It is usually limited to one day longer than the time required to reach destination if you went through without stop. Stop-overs are not allowed.

**A Second-Class Ticket** entitles you to a seat in a second-class car. It must be used for a strictly continuous trip, and no stop-over is allowed.

Children 5 years of age and under 12, are charged half fare; those under 5, free.

**Transferred Tickets.** If you attempt to travel on a ticket bought for use of another person, and usually marked, "Not Transferable," it is the duty of the conductor to take it up and collect full fare, of which the passenger cannot expect a refund nor the return of the lifted ticket.

**Lost Tickets.** If you lose your ticket you are out of pocket the value thereof. The railroad company is under no obligation to give you another in its place, nor to allow you to ride free. Give notice of your loss to the conductor. Pay your fare to him or purchase another ticket from first ticket station. Take receipt for amount paid. When you reach your destination write the general passenger agent of the road of which you bought your ticket, enclose receipt, and explain the circumstances. If your ticket is found and returned unused, the company will refund your money. If your ticket was limited and is never found, the company will probably refund your money within a reasonable time after its date of expiration, provided it has not been honored for passage.

**Unused Tickets.** Although there is no law compelling a railroad company to redeem a ticket, they will generally do so. Unused tickets or parts of tickets, should be forwarded to the general passenger agent of the line issuing with an explanation of why they were not used. The return part of a round trip ticket is generally redeemable at the difference between the amount paid for it, and the regular one way rate covering the trip made on the ticket.

**Caution.** You will avoid considerable trouble in settlement of a possible claim for lost tickets, if you will make a memorandum at the time you buy your ticket, showing its number, its form, date, and place of sale, and destination. Should any difference arise between yourself and the conductor, pay latter's claim, take receipt for the amount and refer the matter to the general passenger agent, who will satisfactorily adjust it.

**Baggage.** 150 pounds of baggage are allowed on each full ticket; 75 pounds on half tickets.

A single piece of baggage weighing over 250 pounds will not be checked. Baggage cannot be checked to a point short of destination of your ticket, unless such ticket allows stop-over privileges.

Baggage men cannot knowingly check anything but personal apparel and traveling effects.

As a matter of precaution, have your name and address plainly marked on your trunk; and make a note of your check number, for in case of losing your check, it would be much easier to prove your property.

Storage will be charged for baggage left at destination over 24 hours.

**CASTORIA**  
For Infants and Children.  
The Kind You Have Always Bought  
Bears the Signature of *Wm. D. Gifford*

## REDUCED EXCURSION RATES.

To the Seaside and Mountain Resorts for the Summer Vacations.

On and after June 1, 1905, the Southern Pacific, in connection with the Corvallis & Eastern railroad will have on sale round trip tickets from points on their lines to Newport, Yaquina and Detroit at very low rates, good for return until October 10, 1905.

Three day tickets to Newport and Yaquina, good going Saturdays and returning Mondays are also on sale from all east side points Portland to Eugene inclusive, and from all west side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all east side points Portland to Eugene inclusive, and from all west side points are also on sale to Detroit at very low rates with stop over privileges at Mill City or any point east enabling tourists to visit the Santiam and Breitenbush Hot Springs in the Cascade mountains, which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the Lebanon Springfield branch, if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains of the C. & E. for Detroit will leave Albany at 7:30 a. m., enabling tourists to the Hot Springs to reach there the same day. Trains from and to Corvallis connect with all east side trains on the S. P.

Full information as to rates, time tables, etc., can be obtained on application to J. Mayo, Gen. Pass. Agt., C. & E. R. R., Albany; W. E. Coman, G. P. A., S. P. Co., Portland or to any S. P. or C. & E. agent.

Rate from Salem to Newport \$5.00.  
Rate from Salem to Yaquina \$4.50.  
Rate from Salem to Detroit \$3.60.  
Three-day rate from Salem to Yaquina or Newport \$3.00. 6-1-1f

## MARKET QUOTATIONS TODAY

"Make Salem a Good Home Market."

**Poultry—at Steiner's Market.**  
Eggs—Per dozen, 15c.  
Ducks—10@12c.  
Hens—9@10c.  
Frys—12½c.

**Baker, Lawrence & Baker.**  
Eggs—Per dozen, 15c.

**Fruits, Vegetables, Etc.**  
Potatoes—53c.  
Onions—5c.

**Tropical Fruits.**  
Bananas—5½c lb.  
Coconuts, \$1.00 per doz.  
Oranges—\$2.00@2.50.  
Lemons—\$2.75@3.50.

**Live Stock Market.**  
Steers—3@3¼.  
Cows—3@3¼.  
Sheep—4c.  
Dressed veal—6c.  
Fat hogs—5¼@½c.  
Baled Clover—49@410.  
Bran—\$22.50.  
Shorts—\$24.50.

**Eggs, Butter and Cream.**  
By Commercial Cream Co.  
Butter—21½.  
Butter fat—19c at station.  
Grain, Hops and Flour.  
Oats—Choice white, \$1.30.  
Barley—\$23@23.50.  
Flour—\$3.95.  
Wheat—67½@70c.

**Portland Market.**  
Wheat—Walla Walls, 83@84c.  
Valley—85@87c.  
Flour—Valley, straights, \$4.10; Graham, \$4.90.

**Hay, Feed, Etc.**  
Baled Cheat—\$10.  
Oats—Choice white, \$1.35@1.40.  
Millstuf—Bran, \$19.00.  
Hay—Timothy, \$13.00.  
Potatoes—\$1.15@1.20.

**Poultry—Chickens, mixed, 12¼@13c; per lb; hens, 13c per lb; roosters, old, 10c per lb; fryers, 22c per lb; ducks, \$4.00@9.00 per doz.; geese 8@9c per lb; turkeys, 17@18c per lb; dressed, 20@21½c per lb; squabs, \$2.50@3.00 per doz.**

**Fork—Dressed, 7½@8c.  
Beef—Dressed, 2¼@5c.  
Veal—5@8c.  
Mutton—Dressed, 6½@7½c.  
Hops—Contract, 1905, 16c; 1904 crop, 25c for choice; 23@24c for primes and mediums.  
Wool—1905 clip, valley, coarse to medium, 24½@25½c; fine, 26½@28c; Eastern Oregon, 19@23½c.  
Mohair—Nominal, 30@31c.  
Butter—Fancy creamery, 20@21½c; dairy, 16½@17c; store, 15@15½c.**



**AND UNION PACIFIC**  
Three Trains to the East Daily.

Through Pullman standard and tourist sleeping cars daily to Olympia, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago; reclining chair cars (seats free) to the East daily.

**70 HOUR PORTLAND TO CHICAGO**  
No Change of Cars.

DEPART FOR	TIME SCHEDULES From Portland, Or.	ARRIVE FROM
Chicago, Portland Special 9:15 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East	5:30 p. m.
Albany Express 8:15 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East	7:30 a. m.
St. Paul Fast Mail 6:17 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis St. Paul, Duluth, Milwaukee, Chicago, and East.	8:15 a. m.

**Ocean and River Schedule.**  
For San Francisco—Every five days at 8 p. m. For Astoria, way points and North Beach—Daily (except Sunday) at 8 p. m.; Saturday at 10 p. m. Daily service (water permitting) to Willamette and Yamhill rivers.

For fuller information ask or write your nearest ticket agent, or  
**A. L. CRAIG,**  
General Passenger Agent,  
The Oregon Railroad & Navigation Co., Portland, Oregon.

## CORVALLIS & EASTERN RAILROAD

**TIME CARD N. 28.**  
No. 2 for Yaquina—  
Leaves Albany ..... 12:45 P.M.  
Leaves Corvallis ..... 1:45 P.M.  
Arrives Yaquina ..... 5:45 P.M.  
No. 1 Returning—  
Leaves Yaquina ..... 7:15 A.M.  
Leaves Corvallis ..... 11:30 A.M.  
Arrives Albany ..... 12:15 P.M.  
No. 3 for Albany-Detroit—  
Leaves Albany for Detroit 7:30 A.M.  
Arrives Detroit ..... 12:30 P.M.  
NO. 4 from Detroit—  
Leaves Detroit ..... 1:30 P.M.  
Arrives Albany ..... 6:30 P.M.  
No. 5 for Albany—  
Leaves Corvallis ..... 6:30 A.M.  
Arrives Albany ..... 7:10 A.M.  
No. 8 for Corvallis—  
Leaves Albany ..... 2:40 P.M.  
Arrives Corvallis ..... 3:20 P.M.  
No. 7 for Albany—  
Leaves Corvallis ..... 6:00 P.M.  
Arrives Albany ..... 6:40 P.M.  
No. 6 for Corvallis—  
Leaves Albany ..... 9:15 P.M.  
Arrives Corvallis ..... 9:55 P.M.  
Train No. 1 arrives in Albany in time to connect with the S. P. south-bound train.  
Train No. 2 connects with the S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent beaches.  
Train No. 3 leaves Albany for Detroit at 7:30 a. m., arriving there in ample time to reach the Breitenbush hot springs the same day.  
Train No. 4 between Albany and Detroit connects with the Eugene local at Albany, also with local from Corvallis.  
Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany 7:10 a. m., in time to catch Eugene local to Portland and train to Detroit.  
Train No. 8 leaves Albany for Corvallis at 2:40 p. m., after the arrival of S. P. northbound overland.  
Train No. 7 leaves Corvallis at 6:00 p. m., arrives in Albany at 6:40 p. m., in time to connect with the local for Eugene and way points.  
Train No. 6 leaves Albany for Corvallis at 9:15 p. m., after the arrival of the S. P. local from Portland.  
For further information apply to  
**J. C. MAYO, Gen. Pass. Agt.,**  
**T. COCKERELL, Agent, Albany.**  
**H. H. CRONISE, Agent, Corvallis.**

## Negro Convention.

Muskogee, I. T., Aug. 2.—Representative negroes of Indian Territory assembled in convention here today for the purpose of organizing to promote statehood and to get colored delegates elected to whatever conventions hereafter have to do with making the laws that shall govern the territory. The convention will be in session several days and will exhaustively discuss ways and means for protecting the constitutional rights of the negro race when the new form of government shall be introduced.