

Would You Believe Your Best Friend?

Dentistry is one thing about which the average person knows little or nothing, and for that reason it is to your advantage to have your dental work done by a man who has a reputation for high class work. I charge you less money for my work than any dentist in Salem. The reason for it is this, I use every up-to-date appliance known to the profession that will save time and pain, I buy my material in wholesale lots for my different offices, yes, I'll venture to say, that my material account for one month is as large or larger than that of all other dentists in Salem combined. The best advertisement I can get is a satisfied patient. Here are just four of them. I have hundreds of others.

JULY 25, 1906.
 DR. B. E. WRIGHT IS CERTAINLY A TIME SAVER AND FOE TO PAIN. HE PUT ON TWO GOLD CROWNS, ONE PORCELAIN CROWN, AND PUT IN A LARGE GOLD FILLING IN ABOUT 2½ HOURS. HIS WORK WAS PAINLESS AND IS SATISFACTORY. THE WORK WAS ALL DONE IN THE TIME IT REQUIRED ANOTHER DENTIST TO PUT IN ONE FILLING.
 CHAS. GEHLEN,
 STAYTON.

JULY 25, 1906.
 IF DR. WRIGHT CAN'T PLEASE YOU WITH A SET OF TEETH, NO DENTIST CAN. I HAD A PARTIAL LOWER PLATE MADE SOME YEARS AGO, AND WHICH WAS WORTHLESS. I WENT TO DR. WRIGHT AND HE MADE ME ONE WHICH DOES THE WORK LIKE NATURAL TEETH.
 MRS. KYLE,
 1648 MISSION.

JULY 4TH, 1906.
 IF YOU WANT PAINLESS DENTISTRY, GO TO DR. B. E. WRIGHT. HE PUT ON A CROWN FOR ME ABSOLUTELY WITHOUT PAIN.
 C. D. SLAUGHTER,
 SCOTTS MILLS, ORE.

JULY 25, 1906.
 NEARLY A YEAR AGO I HAD DR. WRIGHT MAKE ME AN UPPER SET OF TEETH, AND CAN SAY THAT THEY ARE A PERFECT FIT.
 MRS. R. OMLEY,
 YEW PARK, SALEM, OREGON.

Just remember what I have said and what others say of my work, then come and see me this Fall or when you are ready.

I don't say my work is infallible, but I do say this: Whenever any work is unsatisfactory I will gladly rectify it without any cost to the patient.
 Gold Crowns and Bridge Work, \$5.00; Plates that are guaranteed to fit, \$5.00; Filings, 50c.

DR. B. E. WRIGHT, The Painless Dentist

STEUSLOFF BUILDING, COURT ST.

HOURS: 8 A. M. TO 5 P. M., 7 TO 8 P. M. SUNDAYS 10 A. M. TO 12 M.

PHONE 206 MAIN.

ABOUT THE CAR SHORTAGE

A situation of the gravest peril confronts San Francisco in the tie-up of the freight. At the present time there are over 7000 cars standing idle on the tracks waiting to get into the city. Orders have been issued to the agents of the Southern Pacific to accept no more lumber shipments for San Francisco in order to avoid adding any more cars to the tie-up. The cause of the congestion of freight cars is the refusal of the consignees to unload their freight. Every car that comes to the city adds to the congestion and unless there is a speedy unloading all freight traffic to the city will be stopped. The situation is in such a plight that Julius Kruttschnitt, fourth vice-president of the Southern Pacific and director of operation and maintenance of way of the Harman lines, has come to this city from the east to give his entire attention to unraveling the tangle. It has been decided by the freight traffic managers of the different lines running into this city to call a meeting in a few days and charge from \$7 to \$10 a car storage for each day the cars remain idle on the tracks. The consignee still refuse to unload their freight the prices of storage will be raised still more. From the other end of the line there have been issued orders that no more lumber is to be shipped into this city until some of the cars now out of commission have been unloaded. This has resulted in large quantities of the lumber which would be used for the rebuilding of the city being shipped east. Unless there is a speedy remedy to the situation other commodities will be prohibited entry and the city will be tied up as far as incoming freight is concerned.

city at once but on no account to send loaded cars. The fruit season is in full swing and other commodities from all parts of the state to be sent east and there are no cars. They are all tied up loaded with freight, waiting to get into the city and be unloaded. The consignee of the freight refuse to receive it and there does not seem to be any apparent solution of the problem. The railroad officials, led by Julius Kruttschnitt and E. E. Calvin, are devoting all their time, to the situation and are using all the means in their power to get the cars now idle unloaded and in commission. Unless there is action on the part of the consignees the entire commercial life of the city will be in grave peril. There will neither be shipments out nor shipments in; lumber meant for the city will go east; supplies for the new buildings will not be sent; California fruit will not go east, for there will be no empty cars at the disposal of the road.

The situation has been becoming aggravated ever since the fire. Immediately after the fire there was a jam of freight in the yards and the officials of the roads thought that in a few weeks the consignees of the freight would be ready to take it, and charged no demurrage. Instead of unloading the cars waiting full of freight, the merchants of the city ordered more carloads of freight from the east, and this in turn arrived to add to the confusion. The congestion grew so great that it was decided a few weeks ago to charge a demurrage of \$1 a day on each car that came into the city prior to June 15th. This had no effect and the jam only increased as the weeks went by until now there is the situation of the greatest peril, which threatens to result in the isolation of San Francisco commercially from the rest of the country.

Decrease in Lumber Supply.
 One of the effects that will be felt the most in the decrease in the lumber supply. It is most essential for the prosperity and upbuilding of the city that there is maintained a steady lumber supply. The strike of the sailors on the steam schooners has already limited the supply sent in by water. The recent orders of

the Southern Pacific to send no more cars here loaded with lumber has cut off the land supply. These orders will be maintained until the congestion is relieved. The lumber which would have come to this city is on the way to the east, especially large quantities of pine and some redwood of the northern forests along the coast. The lumber supply in the Mississippi valley and the south has all been exhausted, and there is a great cry from the east and middle west to the Pacific coast for lumber. The demand has been so great that the cost of the lumber has gone up 50 per cent in the middle west, and it is highly profitable to ship lumber there from the coast. The lumber that should be coming to this city is being shipped across the mountains from the great forests on the northern coast.

Julius Kruttschnitt is appalled at the situation and says that drastic measures will have to be taken to get the cars unloaded and ready for use. In speaking of the matter, he said:

Tie-up Serious Problem.
 This tie-up of the freight cars around the city is a much graver question for the people of San Francisco than the rebuilding of the city just at present. There are about 6000 cars of the Southern Pacific alone waiting on the tracks to be unloaded. More are on the way here, and all the sidings in the neighborhood of the city are full of idle cars. Way out on the Arizona desert there are long lines of cars laden with freight, waiting to get into the city and be unloaded. The merchants of this city will not take the goods from the cars, and every car that comes in adds to the jam. The Southern Pacific is not in league with the lumber trust, and is not seeking to raise the price on lumber. We have ordered the shipments of lumber to this city to be stopped because we had to. If this matter goes on there will not be an empty car available on the coast. The company has 45,000 freight cars, and all of them are in constant use. Almost 20 per cent of them are useless. Every one we send here joins the jam. We are going to send as few as we can. It is like pouring

water into a barrel with a small outlet. If the stream entering is larger than the escape there will be an overflow. There are two ways to stop it—either make the outlet larger or stop the stream coming in. We have tried to make the outlet larger, but the consignees of the freight will not take their goods off of the cars. Now we are going to make the stream coming in smaller. This congestion must come to an end. The interests of the city demand it and the consignees will be forced to take their freight if there is any way to do it.

Must Get Empty Cars.
 The problem of getting empty cars for the outgoing freight has induced the officials of the different freight lines to take immediate steps. For all the shipments that are now going east the roads of the Pacific coast must furnish the cars. All the available cars of the eastern roads are busy with the crops. The demand just at present is at its greatest, and the Southern Pacific is in crying need for empty cars for the eastern shipments. The cars containing lumber-alone waiting to be unloaded in the city amount to over 1000.

The Southern Pacific and the other roads have used every appeal to get the consignees to unload their freight, and there is no result. Measures will now be taken that will affect the entire city. The cars must be unloaded or no more cars will be sent to San Francisco.

SPORTSMEN, ATTENTION!
Fishing Excursion to the Santiam and Breitenbush Rivers—Round Trip \$2.00.

For the benefit of those who desire to spend a Sunday in the mountains, fishing in the famous Santiam and Breitenbush rivers, the Southern Pacific has made arrangements to sell tickets, Salem to Detroit at the low rate of \$2.00 for the round trip, which will be good going on train No. 13, leaving Salem at 6:32 p. m. Saturday, August 11th, and on special train on the C. & E. to Detroit, which leaves Albany at 7:30, immediately after the arrival of No. 13 in Albany, and for return on special

train leaving Detroit early Monday morning, August 13th, and arriving in Albany in time to connect with the Roseburg local for Salem, which leaves Albany at 7:30 a. m.

This is a golden opportunity for those who desire a day in the mountains catching the speckled beauties, which abound in the Santiam and Breitenbush rivers. Stop over will be allowed at any point east of Mill City desired. Remember the date, Saturday, August 11, 1906.
 7-27-td

Not the Whole Suit.
 (Philadelphia Public Ledger.)
 A man, accompanied by his wife, visited a merchant tailor to order a suit of clothes. The couple differed as to the material and the manner of making, and the wife lost her temper. "Oh, well," she said, turning away, "please yourself; I suppose you are the one, who will wear the clothes."

"Well," observed the husband meekly, "I don't suppose you's want to wear the coat and waistcoat."

Only 82 Years Old.
 "I am only 82 years old and don't expect even when I get to be real old to feel that way as long as I can get Electric Bitters," says Mrs. E. H. Brunson, of Dublin, Ga. Surely there's nothing else keeps the old as young and makes the weak as strong as this grand tonic medicine. Dyspepsia, torpid liver, inflamed kidneys or chronic constipation are unknown after taking Electric Bitters a reasonable time. Guaranteed by J. C. Perry, druggist. Price 50c.

There is much work being done at the Blue River mines at present. The Treasure stamp mill has resumed operations, and the development work is being done on an extensive scale at a number of the claims.

HARVESTERS AND CAMPERS SUPPLIES

Cotton Blankets; note the size, 62 by 50 inches; only.....50¢ pair
 Ladies' linen colored dress skirts, only.....40¢ each
 Ladies' linen color mannish shirts, were \$1.25, now only.....65¢ each

STRAW HATS IN GREAT VARIETY

Boys' Overshirts	Denims
Sunbonnets	Velling
Canvas Gloves	Outing Flannels
Towels	Shirtings
Mosquito Bar	Sleevesless Vests
Ticking	Cotton Covert
Muslin	Oilecloth
Ginghams	

Calicoes and Challies, fast colors, only5¢ yard
 Children's Overalls, only25¢ pair
 Ladies' gray cotton hose, good quality, only.....10¢ pair
 Wide fancy ribbons only.....10¢ yard

MILLINERY AT SALE PRICES.
 60-inch gray suitings, only.....75¢ yard
LADIES' LINEN DUSTERS, NEW STYLES

ROSTEIN & GREENBAUM
 Old Nos. 298 and 300 Commercial St. Salem