

Non-alcoholic Sarsaparilla

If you think you need a tonic, ask your doctor. If you think you need something for your blood, ask your doctor. If you think you would like to try Ayer's non-alcoholic Sarsaparilla, ask your doctor. We publish the formulae of all our preparations. J. C. Ayer & Co., Lowell, Mass.

DRAGON RACERS BUILDING

To Compete in the Vanderbilt Automobile Cup Contests

New York, May 16.—The Dragon Automobile Company has made public the name of the driver and constructor of the two racing cars which are being built for the Vanderbilt Cup Race by this concern. He is Charles Kenen, a French designer of experience, who was for many years connected with the prominent European factories having been with Darracq, and for three years each with Clement and Brasler. He also had construction work in this country for about three years and has done a great deal of special designing for well-known manufacturing concerns. He is much interested in being and was a prominent figure in the annual Beach meet of 1906. He was selected by the Dragon Company as one of a list of eighteen designers on account of his ideas and thorough training and the fact that he has made a specialty of racing cars from the technical standpoint.

Mr. Kenen has been at work for six months on the Dragon racers and is at present attending to the assembling of the engines which he expects to complete about the 25th of May. In the mean time the construction of frames and running gear for the racers is being pushed forward at the Philadelphia factory. It is expected that the cars will be ready for their first testing upon the road on July 1. All this is according to schedule of plans made by John Kane Mills, president of the company, before the first of the year.

The Dragon cars are four-cylinder design and are an enlargement of the new 1908 model of the Dragon car. The fact that they differ considerably from the 1907 Dragon product bring to light the information that the new stock models of the company will have valves on one side instead of the present arrangement of valves on the opposite sides of the engine. This change was made largely on the advice of Mr. Kenen who holds that while valves on opposite sides make a better balanced and smoother running motor, the system of placing valves on the same side effects economy in weight, making only one cam-shaft necessary, and making the car easier to build.

In this connection it is stated

by Mr. Mills that the real situation is that the company will build two types next year instead of one, the first being a car similar to the present Dragon with a larger bore and stroke. This has already been worked out and a car of this type is running around the streets of Philadelphia. The company will, however, put out a rather large car in addition, and it is on enlargement of this new type which will be built for the Vanderbilt race struggle.

The new racers are quoted as 110 H. P. but Mr. Mills says that this rating is used because "phonetically, it is a smooth running collection of words." As a matter of fact these cars will (according to French measurement), develop almost 135 H. P. at one thousand engine revolutions per minute. The early plans for the car were based on the understanding that a similar course to that of last year would be used and therefore Mr. Kenen was instructed to design a car which would take corners at a tremendous speed. The cars were therefore geared down to a maximum speed of 110 miles an hour, and will take hills like that at Manhasset with practically no diminishing of speed. The fact that the Long Island Parkway will be ready in time for the race might possibly have led the designer to carry his cars to a high speed but as one of them is already sold to a customer who, after the race will use it in the far West among the mountains, it was decided that a speed of practically two miles a minute was fast enough.

Speaking of the new racers Mr. Kenen says:

"As the object of the Vanderbilt race, like all contests, is to give manufacturers experience in order that they may improve their product, it seems to me that it is more reasonable to build a car that will at all times be applicable to all road conditions rather than a mechanical freak which will be of no value as a future product.

"I have cut the wheel base of the car down to 96 inches, and have also given the car a rather narrow tread. This will make it very easy to run. The transmission is of the selective sliding gear type, three speeds forward and reverse, geared respectively 110, 75 and 46 miles an hour. Following the regular Dragon custom this car will have a relative low compression, but even then I expect that it will require two men to crank her with the pet cocks closed. I expect to have the engines on the block within a few weeks, and there is no reason why cars should not be assembled within a month after that, except that due to the fact of special offsets on the frame, this essential part will be delayed, and will probably be the last completed. I fully expect to have the cars on the

road the first of July, as I deem it necessary to have at least three months for tuning up the cars. Although two cars will be entered in the race, parts for three cars have been ordered with spare cylinders, etc. This spare car will not be assembled until late, and will be used as a reserve car in case a telegraph pole happens to make love to the radiator."

Beware of Ointments for Catarrh That Contain Mercury.

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescription from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonial free.

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Dealers in fish, game and poultry. Highest cash price paid for eggs. Prompt delivery. State street.

Local Wholesale Market.

Hens—12c; young chickens, 11c.

Hens—13c; young chickens, 11c.

Ducks—10c; geese, 8c; turkeys, 13c.

Butter—22½c; fat, 20½c.

Local wheat—68¢70c.

Local wheat—68¢70c.

Oats—38¢40c.

Barley—22¢23¢.

Flour—33.25¢33.50¢.

Mill feed—Bran, 20¢; shorts, 22¢.

Hay—Cheat and clover, \$7 per ton; timothy, \$11.00 @ \$12.00 per ton.

Onions—\$2.00 per cwt; potatoes, 80c per cwt.

Hops—Choice, 10¢11c; prime to choice, 8¢9c; medium to prime, 8½¢.

Chittim bark—5½¢6c.

Tropical Fruits.

Bananas—\$6.75.

Oranges—\$3.00¢4.

Lemons—\$6.00¢\$5.00.

Retail Market.

Oats—22¢; wheat, 80c per bu.; rolled barley, 22¢.

Eggs—20c doz.; 2 doz. 35c.

Apples—\$3.00.

Butter—Country, 20c; creamery, 30c.

Flour \$1.05 per sack.

Bran—65c per sack; \$21 per ton.

Hay—Timothy, 75c per cwt.; cheat and clover, 50c per cwt.; shorts, 95c per cwt.

Livestock.

Hogs—Fat, 7c.

Cattle—1100@1200 lb steers, 4¢4½c.

Lighter steers—4c.

Cows and heifers—900@1000 lb, 3½¢4c.

Stock Hogs—5c.

Hogs—Fat, 6½c.

Lambs—6c.

Veal—Dressed, 5¢7c.

PORTLAND MARKET.

Wheat—Club, 80¢81c; valley, 80c; blue stem, 83¢84c.

Oats—Choice white, 29c.

Millstuffs—Bran, 17¢.

Hay—Timothy, 15¢@16¢; alfalfa 11.50¢.

Vetch—\$7.50¢\$8.00.

Poultry—Hens, 14, mixed chickens 13½¢; dressed chickens, 15¢15½c; turkeys, live, 13¢14c; ducks, 17¢18c; pigeons, \$1¢\$1.25.

Pork—Dressed, 6¢6½c.

Beef—Dressed, 5¢6c.

Mutton—6¢7c.

Hops—9¢10½c lb, according to quality.

Wool—Valley, coarse to medium, 29¢23c; eastern Oregon, 13¢18c.

Sore Nipples.

Any mother who has had experience with this distressing ailment will be pleased to know that a cure may be effected by applying Chamberlain's Salve as soon as the child is done nursing. Wipe it off with a soft cloth before allowing the babe to nurse. Many trained nurses use this salve with best results. For sale by Dr. Stone's drug store.

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Streets—Downing, Stockton, Stolz.

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Sewerage, Stolz, Jacob, Low.

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For Sale—150 good seasoned oak fence posts, at 15 cents each, if taken at once. Wm. Ascherman. Route No. 5. 5-14-3t*

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For Rent—Three furnished rooms for light housekeeping. Use of bath and phone. No. 486 North Liberty street. Phone 1403. 5-15-3t

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MUSICAL.

Arthur Von Jessen—Teacher of piano; touch, technique, interpretation. Thorough preparatory course. Advanced students prepared for public appearance. Residence 658 Center St. Tel. Main 526. 2-28-tf.

LOST.

Lost—Black, part spaniel dog. Answers to name of "Don." Return to E. Hofer, South Salem. 4-17-tf

Lost—Lady's gold watch, hunting case, stemwinder, with gold watch fob. Finder please return to Salem hotel and receive reward. 5-14-1wk*

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Foresters of America—Court Sherwood Foresters, No. 19. Meets Tuesday in Hurst hall, State street Lee Abbie, C. R.; A. L. Brown, F. S.

Central Lodge No. 18, K. of P.—Castle Hall in Holman block, corner State and Liberty streets. Tuesday of each week at 7:30 p. m. Oscar Johnson, C. C.; E. H. Anderson, K. of R. and S.

Modern Woodmen of America—Oregon Cedar Camp No. 5246. Meets every Thursday evening at 8 o'clock in Holman hall. W. W. Hill, V. C.; F. A. Turner, Clerk.

Woodmen of World—Meet every Friday night at 7:30, in Holman hall. J. A. Dickey, C. S.; P. L. Frazer, Clerk.

Lincoln Annuity Union—Sick, accident and pension insurance; \$2,000,000 pledged; every claim paid. Good agents wanted. J. H. C. Montgomery, supreme organizer, Box 432 Salem, Oregon. R. R. Ryan, secretary, 546 State street.

WANTED.

Wanted—Wide-awake collector and solicitor for Salem. Salary \$15 per week and commission. Apply at Cottage hotel from 6:30 to 9 p. m. J. Ludman. 5-14-3t*

Wanted—Lace curtains washed and ironed. Will call for and return all orders. Mrs. Walter Ross, Phone Suburban 94 5-10-1wk*

Wanted—To borrow \$1000 on the best of real estate security. Apply to "J. P." care Journal office. 4-20-tf

Highest Cash Price—Paid for chickens at Willamette Hotel. 4-19-tf

Wanted—Boy to run elevator. Inquire at Willamette hotel. 5-13-tf

Wanted—Situation by young man experienced in office work, including bookkeeping, stenography and typewriting. Can furnish best 534 North Winter street. Phone 1303. 5-13-3t*

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Investor—Wishes to purchase mining claims, undeveloped or partially developed, but indications must be good. Will also finance one or two good propositions. What have you? Address P. O. Box 151, Grants Pass, Or. 5-8-6t*

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Butte & Wenderoth—Fine wines, liquors and cigars. We handle the celebrated Kellogg and Castle whiskies. Cool and refreshing beer constantly on draught. South Commercial street 9-3-1yr

Salem Iron Works.—Founders, machinists and blacksmiths. Manufacturers of all kinds of sawmill machinery. Hop and fruit drying stoves, etc. Manufacturers of the Salem Iron Works Hop Press.

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We Are Cash Purchasers.—Of poultry, eggs, and all kinds of farm produce. Berry crates made up in unlimited quantities. Capital Commission Co., 267 South Commercial street, Salem. Phone Main 179.

12 Acres—Fine soil, half timber, half cultivation, 1½ miles from Salem, fine unobstructed view of Salem, river, mountains, etc. Entirely enclosed with new wire fence. House and barn old. Apples, pears, plums, peaches, cherries, berries full bearing. This is for you, Mr. Bargain Hunter. Call on or write to "H." care Journal. 5-10-3wk

A. J. Anderson.—Contractor and Builder, 415 Court street. Phone 544. 5-11-tf

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