A RAILROAD ACROSS OREGON

FACTS AND SUGGESTIONS RELATIVE TO A LINE THROUGH MIDDLE OF STATE FROM EAST TO WEST # BY WALLIS NASH

Oregon is a territory 200 miles from north to south and 250 miles from east to west absolutely without railroad advantages or communications. The whole State of Oregon covering \$5,000 square miles is conected with the world outside by one line of single-track railroad along its extreme Eastern and Northern edges, and one similar line from North to South through the valleys that lie immediately to the east of its coast range of bills.

The reasons for the present isolation of this immense tract are found, first: In the financial conditions which carried the Northern Pacific Railroad to its western outlets at Portland and on Puget Sound through its then extension, the Oregon Railway & Navigation Company's road along the shore line of the Columbia

and-In the then current belief that the extension to Portland and the outlet to the Pacific was only a practical propesition for the Union Pacific, and its extension, the Oregon Short Line, by such lines reaching the same Columbia River line at its nearest accessible Eastern point

ird-in an entirely mistaken belief that a line across Oregon 150 miles south of the Columbia River road, was, first, impossible from a railroad stand-point; second, that such line could not be provided with local frieght and passen-ger traffic to justify its construction, and, third, that, as a through connection from the Eastern lines to the Pacific, such a line offered no attractions in comparison with the Columbia River road just re-

From an intimate and dearly purchased knowledge of the topographical features of Oregon; from the constant watching of the development of the state over its whole area in population and industries for more than 29 years, and from a close association in Oregon with the effort that was begun in 1850 and suspended in 1890 to ascertain the practibility of and to con-struct the railroad now to be described, and the consequent personal knowledge of the location, cost and advantages of the same, the writer deems the time oppor-tune to make a strong effort to interest in favor of this enterprise those who are able, if they are willing, to carry it to an arly success. Shortly sketched, the line of the pro-

posed railroad crosses Oregon in a general east and northwest direction. Leaving the Oregon Short Line at Ontario, it strikes the Malheur River about four miles from its junction with Snake River; follows the Malheur up into the Harney Valley; crosses that Valley for 5 miles of level agricultural land; passes then through the region watered by the many streams which are affluents of Crooked River; thence directly across the irrig-able area containing 1,000,000 acres claimed by the State of Oregon for Irrigation from Deschutes River and its tributaries, and on which irrigation has already con menced; thence by grades never excee ing 1% per cent, reaching the heart of the region of the Cascades; crossing that range by a safe, easily accessible and entirely practicable pass, down the Valley of the North Santiam River, through continuous fir timber of the finest and closest growth; following for 40 miles a river where at every two or three miles at least is an available water power for manufacturing or milling purposes, and then entering the East Side of the Wil-lamette Valley, and reaching Silverton on the Woodburn branch of the Southern

Pacific Railroad, and so into Portland.

The distance from Ontario to the summit of the Cascades by this route is approximately \$50 miles. From that point to Mehama, on the Columbia & Eastern Railroad, is about \$0 miles by that road; 16 miles of Willamette Valley road to Silverton, and from Silverton to Portland 46 miles, or 422 miles in all, as against 444 by Huntington and the Columbia River. These figures are believed to orr on the dock would contract to accommodate any eteamer running in opposition to estabervative side.

. From a point on this line about 185 miles west of Ontario it is believed by the writer that a road could be run southrestward through the Lake country to a connection with the Southern Pacific Rall-road at some point near Hornbrook. But this last is nothing more than a suggestion, and rests on no personal investiga-tion, though engineering reconnaissances have shown enough in its favor to call for complete surveys. Within the knowledge of the writer there are but two practicable entrances for a railroad from the Engise River Valley on to the Eastern Oregon plateau—by the Malheur or by the Owyhee Rivers. Both having been carefully examined, the Malheur route was found by far the better.

The only costly part of the 330-mile section from Ontario to the summit of the

The only costly part of the summit of the Cascades is the 16 miles up the Malheur—21 crossings of the river and a good deal of rockwork are involved. The long stretch across the Harney Valley calls for no remark. From there on to the crossing of the Deschutes River the land to more politics, but offers no serious obis more rolling, but offers no serious ob-stacles. After the Deschutes is crossed, the easy ascent to the pass over the Cas-cades soon begins. The slopes afford room for development by which the ruling 1½ per cent grade can be diminished if desired. The country on the west of the river is lightly timbered until the timber belt proper is reached. The pass into the recesses of the chain is round a flat-topped, low mountain called "Haystack Mountain." From the volcanic region of the eastern side of the range the survey enters the strange north and south strip called "Hig Meadows," "Little Meadows." and so on, and runs through heavilyand so on any arms of the passed pusture land for several miles north before making the westward run. The peculiarity of the pass is that this, the highest part, is crossed on a fill, which very largely diminishes the danger of ob-struction by snow. The western descent is nearly \$0 miles long, broken into three long singes of uniform grade, separated by levels of two or three miles. The max-imum grade on the western side of the pass is 3 per cent. The stretch of line under discussion calls for one long but low trestle, or fill, near the summit, and a good deal of small bridging and it low trestle, or fill, near the summit, and a good deal of small bridging and the rockwork, until the completed part the Columbia & Eastern Railroad is ached at Boulder Creek, some two miles good the present terminal station at the present terminal station at the proper for miles good for the greyhound of the river. Her phone the present terminal station at the proper for miles good for the greyhound of the river. Her station at the present terminal station at the present of the Columbia & Eastern Railroad is reached at Boulder Creek, some two miles beyond the present terminal station at Idanha, almost 50 miles east of Albany. If it is thought best to stop construction when the Columbia & Eastern Railroad is reached, then Albany will be the point access to the main line of the South ern Facific. But to shorten the time and distance to Portland the line of the Oc-lumbia & Eastern will be left at Lyons, or near by, and a link of 16 miles or thereahouts will connect at Silverton with the Woodburn-Springfield brunch of the Southern Pacific Rallroad, 46 miles from

The conditions, difficulties and cost of construction will now be dealt with. construction will now be dean with.
Starting once mere from Ontario eastward, the first point to notice is that
the rock work in the Maiheur Valley was
practically done ten years ago; the approaches and plers for the El crossings. as well as the various rock grades were constructed by over ten months' labor of two heavy rock gangs. The bridge spans are none of them large. The second point are none of them large. The second point to notice is that whatever railroad first constructs its line here is practically secure against after invasions, there being in effect no space to lay a second line along-side, above or below the first, while, as before noted, this Malheur Valley is, from the engineering standpoint, about the

access to the Eastern Oregon pla-

lest rock cut was finished and track laid of the range is reached. There the heav-on it for about a quarter of a mile to hold the pass and exclude possible in-vasion. A great deal of work was dene between the rock cut just referred to and

the end of track of the C. & E. R. R.

Premising that the following figures are
given from memory only, the writer having not seen the papers for upwards of ten years, it is believed that reference will show the estimates of cost to be, from end of track across the mountains to the Deschutes River, \$1,250,000; from the Deschutes to Ontario, \$6,000,000, or \$6,250,000; from Lyons to Silverton, 16 miles, about \$30,000 per mile. These figures include equipment. It is premised that control may be had of the C. & E. R. R. and the records in its possession. To the advantages above shown from Its completed and partly finished work must be added the value of its fran-chises, right of way to both public and private domain, tide lands in Lincoln County and surveys and estimates; also the value of the road and equipment from Albany to Yaquina, Si miles: See mil-lion dollars does not seem to the writer

an extravagant price, which should be added to the estimates of cost. An allowance must be made for addi-tional cost of right of way over the figures of 15 years ago, and it may be necessary to provide for a higher cost of construction in these times. Everything considered, it is suggested that \$3,000,000 will be a fully sufficient capital,

What then are the inducements for this outlay? Why build this road at a cost of \$21,257 per mile? Shortly stated, no single 50-mile section

from Ontario westward, or from Idanha eastward, can be opened to traffic with-out the traffic in freight and passengers being there to await its opening, and yield dividends from the start. In the first place, the line cuts directly through the greatest timber belt on this continent. Nearly every section (outside the Cascade Forest Reserve) is now in the possession of Eastern syndicates and Western millowners. Within the personal knowledge of the writer, many miles of this timber have been "cruised" to cut from 35,000 to 40,000 feet to the acre. Each mile, on the lower scale of figures, yields 1180 carloads, at 30 tons to the car. The writer was told by the head of one of the large syndicates that they owned be-tween 1,500,000,000 and 2,000,000,000 of feet of the Western Oregon timber. Transportation is the burning question with them all.
The timber within logging distance of this
road must so out over it, the only question being of more or less mileage. Until the Eastern connection is made, the timber will go west to the Willamette River and its roads. Once the line is open the vital question must be how to handle the traffic offering. Only those behind the scenes can realize the enormous profits awaiting these syndicates. They have paid 50 cents per 1000 feet or less for the tim-

ARROW ON THE SOUND

PAPERS ARE SPECULATING ON HER

ROUTE.

Portland River Sharps Have Not

Changed Their Opinion of Boat-

Case of Quick Dispatch.

and it is considered improbable that the

lished lines already using it. This nar-

aside from Tacoma, Olympia and Bremer-

ton there is hardly another run on the Sound which would afford a sufficient

Intelligencer believes that if the Arrow

her yesterday afternoon. Captain Cochran is a very pleasant man, and is anxious and willing to tell all about the boat, until

asked what route che will take. Then he

bottles up, and his sidestepping is some-thing fine to watch. He says the public will know the plans for the boat in a couple of days, but until he is ready to

announce it questions along that line are uselest."
Portland steamboat men who watched

the construction of the Arrow and know

just what kind of material went into the

boat, cling to their first belief that she was built merely for speculation. They say she cannot compete with the Flyer or

the machinery before and after it was put

up and presents a show appearance, so

will be the most powerful sternwheel en-gines ever put into a boat here. The cabins will be those now on the old Tele-

phone. They are being repaired and painted and will be transferred to the new hull as soon as Joe Pacquet completes it. No one seems to know what will be done

with the new sternwheeler, but the gen-

over to the Sound.

eral opinion is that she, too, will be taken

POTTER'S TRIPS TO THE BEACH.

Arrangements of O. R. & N. Steamer

sawing, the timber will cost them at the mills less than \$6 per 1000 feet on the cars. Add any reasonable transportation and compare the price of the timber in Eastern markets and say if there is not justification for the eager buying by the Eastern syndicates or speculators, and for the providing of the foad to carry the

cade region proper in Oregon, yellow fir, spruce, cedar and hemlock, an immense area of yellow and sugar pine on the sead waters of the Deschutes and its tributaries awaits transportation, all of which will come down the streams to the railroad at the crossing. The writer re-cently received particulars of one cently received particulars of one pine tract of 50,000 acres in this district

cruised at 15,000 feet to the acre, and this is but a small portion of it. The line next-enters the irrigable area of Eastern Oregon. It is understood that 1,000,000 acres has been already claimed by the state under the Carsy act. Of this, districts of 25,000 acres, 80,000 acres and 400,000 acres are already being handled for irrigation purposes. The water is to be on the first-named tract by July 1 next, and plots of 40, 80 and 160 acres are now being sold to the incoming settlers. These men will have to transport themselves and their families, household goods, building materials and their implements at least 100 miles by team to get on to their purchased lands from Shaniko, the pres-ent end of the Lytle road, the Columbia Southern. The proposed road runs for 40 miles through this district. There is no reason in soil, climate and productiveness why the irrigated lands of the Des Chutes Valley should not rival those of the Yakima Valley of Washington, and every 80 acres support a family. No one who is not familiar with the conditions coming before the Immigration Bureau of the Harriman roads can form any idea of the multitudes in the States of the Middle West who are certain immigrants to the Pacific Slope in the near future. The jority of these people seek irrigated lands by preference. The road then penetrates the sheep rapids. the sheep ranges, and their products for 50 miles north and south are tributary

The Harney Lake Valley is a tract of alluvial sow 75 miles by 39 in extent, at the least. It is formed by the subsider of the waters of the great lake which in ages past spread from the Blue Mountains to the California ranges. Wherever settlement has gone it has prospered. only cereals, but fruits grow to perfection, and only transportation is wanting to its development. Towards the eastern end of the Harney Valley, the land rises towards the Blue Mountains in the North, Re-connaissances showed that a short connecting spur would give access to the mining regions of Sumpter and Baker County, where so great development is

in progress.

The last section to Ontario is also through the stock country and will be reached by the herds and flocks of South-

eastern Oregon and Northeastern Call-fornia. Settlement is, however, spread-ing through all the river and creek bot-toms; houses are being built and orchards

planted.

planted.

It remains to notice that the extension southwards of the Columbia Southern Railroad crosses this line and becomes tributary to it, for the whole of its Southern extension past this road and for is miles north of it as well.

Nothing has been said of the claims of the proposed road to through traffic as the shortest and most natural extension to the Coast of the Oregon Short Line, and therefore of the Union Pacific. It is worth while to call attention to the possibilities of very speedy completion from the vast amount and value of heavy preparatory work which has been done. Bearing this in mind it is perhaps not a rash forecast that from 12 to 15 months of vigorous construction would open the road from end to end.

open the road from end to end. Trained and responsible engineers made the surveys and estimates on which this paper is founded. Many of them could, if desired, be reassembled, that the work

might have the advantage of experienced and familiar oversight. By its fostering care of the new in-dustries opened to the existing population of Western Oregon, as well as by the establishment of the Immigration Bu-reau, the Harriman system has shown itself fully alive to the advantages it will gain by such development as is the certain consequence. But the very suc-cess of these efforts will result in the near future in a congestion which will disastrously react on all those responsible for it. The writer knows what is so far the special work of the Immigration Bureau. Thousands of pamphlets drawing attention to the resources and opportunities to be found in Oregon are being daily sent over the Middle States Trained and competent agents follow up this general work and concentrate effort on likely localities and special groups. Result an exodus into this promised land. Where ten men have so far spread over an area measured by miles, four times that number will very shortly be at work on quarter sections. What is to be done on quarter sections. What is to be done with the products of their labor under

present conditions?

Again: The O. R. & N. Co.'s line along the Columbia is in effect a huge tunnel for through traffic. What possible chance is there of its handling the product of Western Oregon when the new owners of the forest erect and put in motion their new mills, handling 100,000 or 200,000 feet a day? As for the timber districts of Southeastern Oregon, there is not the remotest chance of transportation for them with existing means. Here lies the urgent motive for the intrusion of other roads present conditions? motive for the intrusion of other roads into what should be the exclusive terri-tory of the Harriman system, and events point that way so clearly that he who runs may read.

The time for action is now, before the urgent pressure of the new conditions compels either to costly and hasty work, or secures the division of the immense and profitable field with other interests. So far as the writer has stated facts he believes himself to be in a position to prove them. So far as opinions and de-ductions go, he thinks he can justify WALLIS NASH.

Portland, May 26.

convenience of people returning from the | Portland, was spoken May 12 in 28 north beach to Portland.

families to return to Portland in entire comfort. These up-river day trips have been arranged by the O. R. & N. Co., in response to special solicitation, and it is expected that they will tend materially toward the popularization of North Beach.

The Maritime Register says J. J. Lynn, of Port Huron, is negotiating with the Craigs of Toledo for a steel lumber steamer of about 245 feet length for the Pacific Ceast trade. The vessel is to be similar to the Francis H. Leggett, lately built at Newport News.

Domestic and Foreign Ports, ASTORIA, May 29 .- Arrived down at 5 A. M. ABIORIA, May 29.—Arrived down at 5 A M.—British ship Langdale. Left up at 7 A M.—Schooner John A. Condition of the har at 4 P. M., smooth; wind west; weather hars. Eureka, May 29.—Sailed 28th, at 3 P. M.—Steamer Frenitss, for Portland.
Fremantie, May 29.—Arrived prior to date—Bettish ship Scottish Minutal, form Decision.

British ship Scottish Minstrel, from Portland.

Seattle, May 29.—Sailed.—Steamer City of Puebla, for San Francisco; steamer Santa Bar-bara, for San Francisco; French ship Hoche, for Cape Town; 28th, steamer Dirigo, for Skag-way. Arrived.—Steamer Bainler, from San Francisco; steamer Valencia, from San Fran-cisco; schooner Cocella Sudden, from San Pe-

New York, May 29.-Sailed-Celtic, for Liv-Liverpool, May 29.—Safled—Victorian, New York. Arrived—Germanic, from ?

Naples, May 29.-Arrived Nord America,

from New York. Latest Manual of Statistics. The current issue of the Manual of

Statistics is a substantial volume replet-

with information in the special fields that are embraced within its scope. Last year 100 pages were added to it in consequence of the increasing demand that the necessity of keeping pace in its records with the phenomenal industrial and financial development of the United States made upon it. This year a further addition to Its size has been found imperative, and the present volume numbers 1044 pages. The book is not bulky, however. A large

amount of space in the volume is devoted to railroad securities. This department effers the most complete and most trust-worthy information ever collated regarding the organization, history, capital, bonds, earnings and other details of the great transportation systems of the United States, Canada and Mexico. The activity of recent years in the reorgan tration and merging of many great rail-road properties and their extraordinary material, as well as financial development. has constituted a movement of remarkable importance that has attracted the attention of financial and industrial circles throughout the world. The Manual of Statistics in presenting complete, carefully studied and intelligently condensed records of these transactions, and in showing the existing condition of these railroads, performs an excellent service. railroads, performs an excellent service for the operator and the investor. Nothing that one can possibly require for information in these particulars is here lacking. Exceedingly valuable are the reight traffic statistics of the principal railroads, showing in a striking manner the earning power of the corporations. The maps of many of the larger transportation systems are also of peculiar and valuable interest, exhibiting as they do the possibilities of future business development through the agricultural and industrial growth of the sections of the country that they traverse.

MR. MANNING PROTESTS

DISTRICT ATTORNEY WRITES LET-TER TO COUNTY OFFICIALS.

Outside Legal Talent Not Needed, He Says, to Look After Bank Litigation.

John Manning, District Attorney, is paid an annual salary by Multnomah County to attend to the county's legal business. Mr. Manning considers that he is quite competent to attend to these matters, and consequently feels aggrieved because Judge Webster has appointed Carey & Mays, a local firm of attorneys, to prosecute a suit against the First National Bank

Mr. Manning further considers that the employment of outside attorneys is a wholly unnecessary expense to the tax-payers, and, in order that he might not be considered as acquiescing in any policy that might be made the subject of criticlsm on the ground of extravagance, he wrote the following letter of protest to the County Commissioners and to Judge Webster, under date of May 26:

"Gentleman: I understand that your board has seen fit to employ the services of an attorney, without any knowledge on my part, to bring an action for Multnomah County against the First National Bank of this city in a matter wherein the county, according to your claim, has been injured.

"I would suggest to your honorable board that it would be better for you to consult with the District Attorney, who is paid an annual salary by the County of Multnomah for taking care of the county's business before you take the lib-erty of spending the county's money to secure the services of other attorneys when it may not be necessary for you

"I am bitterly opposed to the expendi-"I am bitterly opposed to the expenditure of the people's money when it is wholly unnecessary, and strenuously object to your board employing the services of other counsel to assist me in litigation wherein the County of Multnomah is interested. I have two deputies regularly employed to assist me for that purpose, and we are able to take care of the county's business and are indeed perfectly. county's business, and are indeed perfectly Willing to do so.

Your honorable board should not be so

ready to employ other counsel and spend the county's money when not necessary. Very truly, JOHN MANNING." And, moreover, Mr. Manning has other matters to protest about.

"Since I assumed the office of District Attorney on January 14," said the only Democratic officeholder in Multnomah County, "Judge Webster has never seen at to consult my office about anything. He has studiously avoided asking my opinion on any legal matter, and, while I have not the least objection to him taking this course if he desires to, I do object to him spending the taxpayers' money to employ other attorneys in my ney to employ other attorneys in my

"This is not the first time Judge Web-ster has ignored my office and placed the legal business of the county in other the regal ousness of the county in other hands. Some weeks ago he instructed or permitted Raiph Duniway, an attorney of this city, to bring suit for damages in the name of the county against the owners of a ship which once collided with and injured the Morrison-street bridge. I did not protest publicly against this, for the sole reason that I understood Mr. Duniway took the case on a contingent for sole reason that I understood Mr. Duni-way took the case on a contingent fee, and that, therefore, the county could not lose anything. The work itself, how-ever, could just as well have been done by my office, and if the suit was won Mr. Duniway's contingent fee would have gone to the credit of Multnomah's tax-navers."

For the question as to why Judge Web-ster chooses to ignore the District At-torney's office, Mr. Manhing had no ready

answer.

"I can see no adequate explanation for it," he said. "My office is thoroughly capable of handling the county's business. I have two competent deputies to assist me, and there seems to be no personal friction with Judge Webster."

Judge Webster was seen about the Manning letter, and declined to make any statement for publication. statement for publication.

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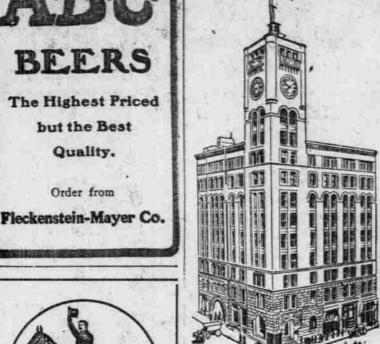
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## Line for Summer, The O. R. & N. Co. has arranged its schedule of the steamer T. J. Potter for the coming beach senson. The Potter will ply between Portland and Ilwaco the same as in the past few years, leaving Portland on her first trip at 10 A. M. Saturday, June 27. Her last trip will be out of Ilwace on September 6. During the season. with certain exceptions, she will leave Portland every day from Tuesday to Sat-urday inclusive, running through to Il-waco, via Astoria, Coming from Ilwaco, she will leave daily except Saturday and Monday

Monday.

A new departure has been made toward the end of the season in the arrangement of the Potter schedule, in that, on Wednesday, August 28; Friday, August 28: Wednesday, September 2, and Friday, westward to the Deschutes Crossing; all cast, chesp work. The Deschutes bridge will take two, if not three, spans, but the approaches are easy. Dany work river have been arranged for the special

beach to Portiand.

There has been some difficulty toward the end of the season in the past in passengers getting from Ilwaco over to Astoria on the steamer Nahcotta, on account of a larger number desiring to make the trip than the Government license would permit. As the Potter will accommodate 700 or 800 people at a time, the four day trips up the river will enable from Portland.

The Maritime Register says J. J. Lynn, The Maritime Register says J. J. Lynn,

The arrival of the steamer Arrow at Scattle has revived speculation in the Sound papers as to her future route. The steamer has secured accommodations at the Galbraith-Bacon dock. From that GIVEN QUICK DISPATCH. General Faidherbe Completes Large the Galbraith-Bacon dock. From that dock steamers are already operated to Tucoma, to Bremerton and to Olympia

Cargo and Is Ready to Sail, The last ship of the May wheat fleet, the General Faldherbe, completed her car-go early yesterday morning and will probably leave down the river tomorrow. Her cinsists of 109 234 bushels, valued by shear, Gifford & Co. are the exportes. This ship was given remarkably good dispatch. She arrived in the river May 15, bringing 5000 barrels of cement. The work of discharging her inward cargo began on Thursday last week, and no time was lost in getting the cement out and the wheat in, two crews of longshoremen working on her. The Faidherbe is bound for Cape Town.

The British ship Langdale, which was rows the speculation concerning the Arrow's run down to the Seattle-Everett route, according to the Seattle Times, as Sound which would afford a sufficient amount of day business for a steamer of her passenger accommodations. The Post-

The British ship Langdale, which pre- Pedro for Hoquiam ceded her, arriv by the Arrow Navigation Company, and day morning, ready to but to sea for the that company, so far as Seattle is con-cerned, is Captain J. S. Cochran, who which will also load for England, will arrive in the harbor today.

WATJEN IS SAFE. But Reports the Loss of the German

Bark Edith, COOKTOWN, Queensland, May 26.—Advices from Port Moresby, New Guinea, say that the overdue German ship C. N. Watten, which salled from New York October 29, for Yokohama, has been towed to a safe anchorage at Hall Sound, New Guinea, with the less of her foremast, mainmast and rudder. About 15,600 pack-ages of her cargo were jettisoned. The Watjen saved eight of the crew of the Hamburg bark Edith, bound from Puget Sound to Port Pierre, which was totally wrecked on the Nerus shoals January 25. The captain of the bark and her crew are

any of the crack Sound boats and will stand no more show of running off any of the old established liners than a sallboat would. Engineers, who examined into the Arrow, have all along expressed the opinion that the steamer was only built to be sold. She is very neatly fitted Inspectors' Hard Trip. Local United States Inspectors Edwards and Fuller have returned from a hard trip to Tillamook, where they inspected the probably some one will come along with plenty of money to spare and take her off the hands of her builders. steamers Annerine and Maria. They went over the mountains from Forcest Grove in private conveyance, and, owing to the muddy condition of the roads, were com-It is a different class of boat that the same people, the Arrow Navigation Com-pany, are building up at the foot of Clay street. The new Telephone, or whatever pelled to foot it most of the way. their return they inspected the Bailey Gatzert, Undine and Leona here, and the City of Eugene, at Oregon City. ber name will be, promises to be a great improvement over the old Telephone that was designed by Captain U. B. Scott. Although work on her is not being rushed.

Keel a Great Fir Stek.

ASTORIA, Or., May 22.—The keel for the new steamer which Rr M. Leathers is to build for G. W. Hume, to be used in towing logs for the latter's mill, was brought over from Knappton this morning. It is 65 feet long \$x12 inches, and is as fine a fir stick as can be cut. Work on the construction of the boat will be commenced next week. Keel a Great Fir Suck.

menced next week. Melville Boilers Are in Portland. ASTORIA, Or., May 28.—(Special.)—The steamer Melville, recently built at Knapp-ton for the Callender Transportation Company, will be taken to Portland tomorrow to have her boiler and engines in-stalled. The intention is to have her ready to go into commission by the middle of

Evidence of a Shipwreck. CHERBOURG, May 29.—The body of a sailor belonging to the coasting steamer Ville de Cherbourg, with ten passengers on board, which was due to arrive here from Havre last Monday, has been picked up off Cape Lahave. It is believed the vassel has been lost.

Largest Steam Schooner. ABERDEEN, Wesh, May 28.—(Special.)

—At Hoquiam today, the keel of the largest steam schooner ever built on the Pacific Coast was laid. She will be built for the E. K. Wood Lumber Company, of Hoquiam, and will be en oliburner.

SYDNEY, N. S. W., May 29.—The Brit-ish steamer Oakland foundered off Port Stevens today. Some of her passengers and crew were saved.

British Steamer Founders

Marine Notes, The Professor Koch, from Bremen for

towards them very mildly,"

United States. Remember the name, Doan's, and take

If you had the value of the clothes rubbed to pieces yearly in the wash, you'd roll in wealth. Millions worth of clothing are

1 1 4 6

A rich woman wealth. Millions worth of clothing are thrown away yearly, worn out by washing. Save your part anyway. Wash with Pearline; it does away with the rubbing; everything washed with Pearline lasts much longer. PEARLINE washing is easy, quick, economical.

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