WITH RECORD CARGO

Big Liner Indrasamha Arrives From Far East

WITH EIGHT THOUSAND TONS

Brings the Philippine Exhibit for St. Louis Fair--Heavy Consignment of Silk, Tea and Other Oriental Merchandise.

Pull to the hatches and with ber decks piled high with freight for which space sould not be found under deck, the Portland & Asintic Steamship Company's big Oriental liner Indrasamba, steamed into The Indrasamha not only brought the largest cargo that has ever entered this port from the Grient, but it is the largest ergo that has ever entered the Columbia River from any port. It amounts to nearly 5000 tons. The most prominent item on the manifest, as proviously stated, is the Philippines exhibit for the St. Louis Fair. Philippines exhibit for the St. Louis Fair. This is very much in evidence, for the bamboo poles which will be used in the construction of the Philippine village at St. Louis are lashed on deck in great piles. Another prominent feature of the deck exhibit is a Moro boat securely lashed on deck. This boat was an object of great curiosity yesterday, and after it fulfills its mission at St. Louis, it will find a permanent home in Central Park, New York. The prime leaves which will cover York. The nips leaves which will cover the bamboo poles after they are placed in position, are all under deck, as also are a large number of native boats, old and other relics from our Far

Altogether the big liner has on board 4000 tons of freight from Manila. The rest of her cargo is made up of hemp, rlos, matting, tea and silk, there being a very large consignment of the latter. Another item of considerable importance on the manifest is a consignment of 100 tons of manifest is a consignment of 100 tons of camphor for Eastern points. The steamer brought but four passengers, a Chinese merchant of this city, and three Japan-ese. Mr. Hansom, of the traffic depart-ment of the P. & A. line, also returned on the steamer, and Dr. David Walker, of this city, who left here with the vessel on her outward trip, is home again with her. Since leaving Portland November 2, the Indrasamha has made the longest round trip that she has had since she was placed on the route. On the outward trip a succession of strong westerly gales etarded her passage so that for lays she was unable to average more than i miles per hour, and 22 days were con-numed in making Yokohama. At that port Captain Craven received orders to rush matters, and get down to Manila, to pick up the big consignment of freight there

She left Hong Kong December 11, and encountered a beavy northeast monsoon in going over to Manila, where she arrived December 14. The big consignment was placed aboard in seven days and the steamer started back for Hong Kong. The heavy monsoon was still doing busi-ness, and it tossed the indrasamha around to such an extent that her deckload of bamboo poles broke adrift, and it required over a day's work to get it secured again. On reaching Hong Kong another 2000 tons of freight was added to the cargo, and 1500 tons were taken on at Kobe. At Moli, she took aboard 2000 tons of coal for the round trip, and at Yokohama finished off with about 500 tons of miscellaneous earge, Captain Craven reports a fairly good pass-age across the Pacific, the ship being out If days. The usual full outward cargo awalts the vessel and as soon as she dis-charges her inward cargo, she will be loaded to her capacity again and started on the return voyage.

WORST ON RECORD.

The Year 1903 Losses of Shipowners Were Greater Than Ever Before.

Notwithstanding the fact that there has situation, shipowners are still unable to find business for their vessels at rates that will at the best more than enable them to keep even. Ine gloomy views of the owners are thus reflected in Angler Brothers Steam Shipping Report for th

Brothers Steam Shipping Report for the year 1905:
"The past year marks up a third 12 menths of bad unprofitable trade for steamers, but it has quite outstripped its two predecessors in the intensity of depression and low level of rates of trade. To those who have passed through three or four decades of trade this was quite or four decades of trade this was quite foreseen and expected, and without some extraordinary event to interfere with the normal course of trade and markets the forecast indicates another-year or two of degression and unprofitable work before the trade barometer will turn on the upward grade, influenced by the inevitable reaction from the long-continued depression; the necessary elements for this change being restriction in the output of new tonnage and expansion in the trade of the world. Losses more or less severe have been the result of nearly every completed voyage during the year, and as completed voyage during the year, and as a natural consequence the financial post-tion of a wast number of fleets of liners as well as cargo boats is at present very weak: the strain, however, is spread over a very wide area, which tends to awert anything like a crisis in the shipping trade. To, this and the heavy depreciation incurred by laying ships up must be attributed the fact that managing own can and do continue to run their steam-ers at a loss for a long period."

TWENTY-NINE COASTERS.

Arrivals at This Port Since January 1 Have Broken All Previous Records.

The schooner Mabel Gale arrived up from Astoria last evening, and will begin loading lumber at the North Pacific Mills at once. The coasting business out of Portland and lower river ports, is great-er than ever before in the history of the port, and Portland is rapidly becoming port, and Portland is rapidly becoming one of the best coasting ports on the Pacific Coast. Including the San Francisco liners in the passenger service, a total of 20 coasting vessels have entered the Columbia River aince January 1. This does not include the small steamer running between Astoria and Tiliamook. For the same period in 180, there were but 17 arrivals, and the year previous but 12 It is apparent from this that the coasting business apparent from the following t apparent from this that the coasting business has more than doubled in the past two years. That there will be no falling off is almost a certainty for new vessels are added to the en route list as fast as the others arrive in. the others arrive in.

April 27 Thirmore
Oranasia
Aug. 15 Ventura
Bertha
Aldebaran
Balmoral
Liebeth The American ship Louisiana and the steamer Fulton sailed from San Francisco Saturday under charter to load lumber here, and other new additions to the list are the schooners Virginia, Joseph Russ and Andy Mahony and the barkenting Reposit.

Domestic and Foreign Ports. ASTORIA, Or., Jan 26.-Left up at 8 A. M.-Schooner Mabel Gale. Salled at 4 P. M.-Steamer Oregon, for San Francisco. Condition of the bar at 5 o'clock, smooth; wind north-west; weather clear. Arrived Cown at 5 P. M.—Britteh hark East African.

St. Helens, Jan. 24.—Passed at 4 P. M.—Schovner Mabel Cale.

San Prancisco. Jan. 24.—Satisd last state.

San Francisco, Jan. 24.—Sailed last nightcan ship Louisiana and steamer Patton, Scattle, Jan. 24.—Arrived-Steamer Umatilla.

Sun Prancisco, Jan. M. Salied Reamer Langabina, for Fort Townsend, Arrived-Eteamer Signal, for Gray's Harbor; Bark Albert, for Honolulu. Gravesond, Jan. 24.—Arrived—San Prancisco, via Guayaquii, etc., for Hamburg.

PRINTED WITHOUT CHARGE. Campaign Document Bearing on the Primary Contest.

PORTLAND, Jan. 24-(To the Editor.) May I have space in The Oregonian to correct a misstatement made by Mr. Jo-soph Simon published in today's paper? Mr. Simon says: "Mr. W. F. Matthews owns absolutely an overwhelming majorowns absolutely an overwhelming majority of the 86 men (members of the Republican County and City Central Committee) present, and if necessary could have produced proxies from all of them." As a member who was present as a Republican since coming to years of discretion (before I was a voter, even). I say that is a baseless and absolute falsehood. No man can have my proxy while I am physically able to attend. I was present as the regular representative of precinct 30 of the Ninth (formerly the Tenth) Ward of this city. When I cannot attend I will give my proxy to a Republican resident of the same precinct.

It was and is well known that W. F. It was and is well known that W. F. Matthews was one of Mr. Simon's trusted lieutenants until he (Matthews) found out the rotten condition of the Simon machine and left it, as many others did, as soon as they found it out. Since that Mr. Simon's opinion of Mr. Matthews has undergone a marked and radical change. How many times we have been spectators at so-called conventions in this city under the Simon regime, and seen the under the Simon regime, and seen the under the Simon regime, and seen the chairman of the "Simon" committee (consisting of from seven to 15 members) mount the rostrum, call the meeting to order and say: "I am requested by the committee to name Mr. — for temporary chairman of this convention there being no objection Mr. — will please take the chair.' The foregoing flowed freely, sponchair.' The foregoing flowed freely, spontaneously and without break or pause from the mouth of the chairman. How blandly the temporary chairman was greeted, how confidingly the garel was transferred to his keeping. We noted with what a sublime study of the forces before him, and consideration of their peculiar fitness of the persons, was the (previously arranged) committee on permanent organization appointed; how strange that it should very soon report that the temporary organization! Any delegate who would have the temerity to object would have been politically ostracised by this smooth machine. This Mr. Simon, the "boss," the mainspring of that machine, is the man who today rushes into print with scoffs and sneers at a committee of N elected at the last primary election, claiming to repthe last primary election, claiming to rep-

the last primary election, claiming to represent the party that elected them.
This same Mr. Simon, who calls the sturdy, honest Republicans, who wrested local control of the "grand old party" from him and his minions, "a faction" and faunts it in their faces through the press—fellow-Republicans, you who won that hard-fought and stubbornly-contested battie of the hallots for clean methods in politics, will you be blinded to the real issues by untruthful and unscrupulous foes? I believe not.

I believe we all recognize the fact that if Mr. Simon could have had his wish we

I believe we all recognize the fact that if Mr. Simon could have had his wish we would not now, or ever, have the fair, equable primary law we now have. We would not now have a central committee of 70 (with one more to be added for each new precinct erected), instead of one composed of as many or few as the Boss should decide.

In my estimation the campaign has opened none too soon. The committees to be elected at the next convention will conduct the Presidential campaign. The delegates elected then will assist in nominating candidates for President and Vios-President. Our State Senators elected at our next election will hold over until after the next Senatorial election by the Legis-

Name.

i Beacon Rock i Clan Mackenzie 5 Eifrieda

Sept. Bigmille
June 27 Francesco Guiseppe
Dec. 16 Holt Hill
Sept. 15 Invermay
Jan. 15 La Bruyere
Oct. 16 Laennec
Oct. 17 Marschal Noailles
Nov. 27 Rajore

Rajore Thistiebank

I East African
E Red Rock
If Ancalos
E Andorinha
If Cromartyshire

Cromartyshire

Total topage in port, 15,088

Total tonnage en route and listed, 31,3 33.

Br. ship Br. ship Br. bark Br. ship Fr. bark Fr. bark

Plag and rig.

bark

Br. ship Chelle Br. bark Hende Br. ship Radell Br. bark Greig Br. bark Rebbu Gr. ship Heinel Ger. ship Roop Ger. bark Bock

Total tonage en route and listed, 33,462.

Name.

Total tonnage in port, M.M.

Oct. TiCrompton
Sept. McDunfermine
July Bi/Dunfermine
Nov. EFortevolt
June SiLamorna
Sept. 14/Samaritan
Dec. IT/Adolf
Nov. SiWilkommen
Jan. 11/Octavia

Flag

Jan. 18 Magdalene Vereingetorix

Bept. 30 Armen Dec. 1 Beacon Nov. 1 Clan M Nov. 5 Elfried

Dec. Aug. Dec. Dec.

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From

the Northwest.

Master.

FOR PORTLAND

Fr. hark Le Roux
Br. ship Hughes
Br. ship McMahon
Ger ship Wilms
Aua ship Boditis
Br. bark Parker
Br. bark Lamont
Fr. bark Le Tonsa
Fr. ship Turbet
Fr. bark Donnierre
Br. ship Garrick
Br. bark Parry
Br. ship Garrick
Br. bark Parry
Br. ship Goriffith
Ger. bark Hasselmas
Fr. ship Davignon
Ger. bark Hasselmas

GRAIN TONNAGE IN THE RIVER

Porter Gulison Nichols Nichols

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Mehring McHutch

Lowe Witt

Chellew Henderse Radeliff Greig Rebburg Heineke

GRAIN TONNAGE ON PUGET SOUND

Br. ship
Br. ship
Br. terk
Forbes
Br. bark
Br. terk
Forbes
Br. bark
Br. ba

Hume Woodward 773 Shanghai Potbes 125 Hiogo Kidd 200 Antwerp Creighton 126 Greenock Dexter 187 Tokohama Schippmani 1851 P.L. Angeles

Roux

Another Initiative Petition

TO CHECK LIQUOR TRAFFIC

Anti-Saloon League Proposes Law to Give Each Community Option of Veteing Traffic in Intoxloating Drinks.

registered voters must be filed with the Secretary of State in less than ten days from today. Mr. Tutts, himself, was doubtful if the necessary signatures could be obtained in time, but said that, even if the measure were not submitted to the people at the June election it would not be abandoned.

"The work that we are doing on it

"The work that we are doing on it now," said Mr. Tufts, "will be of much value in any case, as it will give us a good idea of the public sentiment on the liquor question."

An Active Matrimonial Agency. Philadelphia Ledger.

equable primary law we now have. We would not now have a central committee of 70 (with one more to be added for each new precinct erected), instead of one composed of as many or few as the Boss should decide.

In my estimation the campaign has opened none too soon. The committees to be elected at the next convention will conduct the Presidential campaign. The delegates elected then will assist in nominating candidates for President and Vioentaling candidates for President our fact because the contribute the Fatherland's influence and power by every conceivable means and to turn the surplus population which emigrates in the direction of German colonies, where they may continue to remain under the German patriotic spirit and contribute their part in maintaining the empire's power and grandeur. A few years ago the society caused some scoffing, as it seemed to be visitohary and in a way pestiferous. But from a membership of 18,000 in 1896 it has grown to 100,000 at present and has done great things. The government recognises it as an ald; in

From.

1371 Antwerp
1789 Antwerp
1599 Antwerp
1599 Antwerp
1599 Antwerp
1599 Antwerp
1595 Antwerp
1595 P. L. Angeles
1797 Antwerp
1798 P. L. Angeles

1786 P. L. Angeles 1721 Antwerp 1821 Hamburg 1846 Shields 2021 P. L. Angeles 1726 Hamburg 1726 San Fran. 1820 San Fran. 1820 Nowcastie, F

From.

From.

136 St. Rossila
2061 Antwerp
1962 Rotterdam
2006 Mellende
2361 Liverpool
1179 Newcastle, E.
1180 Honolulu
2567 San. Fran.
1255 Antwerp

isi Antwerp
isi Antwerp
isi Newcartle, E
isi Newcartle, E
isi Antwerp
isi Antwerp
isi Antwerp
isi Antwerp
isi St. Rosalie

From.

Agents or Charterers.

Disengaged Victoria
Disengaged Tacoma
Disengaged Tacoma
Kerr Victoria
Disengaged Seattle
Disengaged Pi-Tw'd
Disengaged Seattle

1588 Newcastle 1644 Newcastle 1704 San Fran 1877 San, Fran 1462 Newcastle 1711 P.L. Angeles 1729 Antwerp

Con-signoss

|117 Balfour

10 Girvin

166 Meyer 68 Meyer

Girvin 7 Taylor

Kerr Astoria
Disengaged Banfield
P.F.M.Co.
Balfour Astoria
Disengaged Astoria
Kerr Caream
Ballour Astoria

Girvin

May Be Circulated.

EUROPEAN COMBINATIONS. Germany Seems Closer to Russia and

which Russia needs, and Russia produces the food supplies and other raw materials which Germany requires. The result is that each is the other's best customer. The trade between them amounts to \$200,-000,000 a year, while between France and Russia it is only \$50,000,000, and between Great Britain and Russia \$120,000,000. Such German predominance in Russian markets German predominance in Russian markets German predominance in Russian markets is, moreover, likely to be materially increased under the new German tariff and the new commercial treaty which is now being negotiated with Russia. The moral is obvious. Countries so closely related and so mutually interdependent are particularly likely to become and to remain close political friends.

As for France, there are many indications that she has recovered from the

tions that she has recovered from the feverish glamour of the Russian alliance; that she has come to realize that there was and is nothing in it of practical value to her, and that she is tired of being Russian that the state of the state to her, and that she is tired of being Russia's diplomatic catspaw. Indeed, it is pretty confidently predicted that she will not back Russia in the latter's quarrel with Japan, not even if China joins Japan. At the same time, there has arisen between her and Great Britain and Italy a more cordial feeling than had been known for a full generation, practically all causes of irritation have been removed, and it has become evident that a confident understanding and close approachment among those three powers would be for the good of each and all. The fact is, foreign policies are now largely dictated by trade interests. Commercial treaties have replaced dynastic alliances. Now, while, as we have said, Germany and Russia are each the other's best customer, practically the same may be said of Great Britain and France. Great Britain purchases \$100,000,000 a year more from France than she does from Germany or from any other she does from Germany or from any other country except America, and she sells more to France than to any other country excepting only Germany and Americaindeed, her sales to France, in proportion

to the latter's population, are greater than to either of these others named. It is not, of course, to be apprehended that any such realignment of powers would have a warlike object. Great Britain and France have made an arbitration treaty, but they will scarcely make an offensive and defensive alliance. The two great alliances which now exist have were oriensive and defensive alliance. The two great alliances which now exist have undoubtedly conserved the peace of Europe. But they have outgrown their apparent usefulness and seem to be morthund, without any menace to peace in their impending dissolution. It is, indeed, conceivable that, despite the maintenance of enormous armaments, the militant age, so strongly developed a generation ago, is now past, at least for a considerable time, so far as Europe itself is concerned. The so far as Europe itself is concerned. The powers may prey upon such lands as China and Siam, and the few remaining native states of Africa, and Russia may even provoke Japan to reprisals against even provoke Japan to repressive against her aggressions. But more and more the outlook is for peace in Europe, and for international relations based not upon fear or menace, but rather upon the peaceful interests of commerce and social

UNAMIABLE MR. BRISTOW. By His Petulance He Has Made Many

Persons Uncomfortable. Philadelphia Record. In the Bristow report on the postal scan-dais and from other sources there have been strong intimidations, in some cases reaching the seriousness of charges, against the honesty of representatives in a against the honesty of representatives in a Congress. Men who have maintained that their integrity is rock-ribbed were either directly accused of using their political influence to turn a pretty penny into the treasury of any manufacturing company with which they are associated as stockholders. A representative who is himself sensitive as to the reputation of the high political body of which he is a member introduced a resolution calling for such an investigation as weuld refute the slander and place the accused Congressman before the public in the shining garments of purity. A heavy majority, composed mostly of Republicans, virtually voted down the resolution by chucking it into a pigeon-hole of the committee on postoffices and postroads.

It would be uncharitable and wrong to assume from this that the Republican majority fears the result of such an inquiry. The only conceivable reason for rejecting the proposition to investigate is that the representatives are, like Potiphar's wife for was it Caesar's D shows.

the proposition to investigate is that the representatives are, like Potiphar's wife (or was it Caesar's?) above suspicion; that charges which seem to attack the honesty of a Republican representative should not be dignified by the attention of the House. The baseless and enalicious character of such charges or intimations is obvious, and to order an inquiry would be to admit that it would be possible for such a member to be less than immaculate.

This man Bristow is a most pugnacious person. The number of men with whom he has quarreied and who have his dislike is great. Thus he cast reflections on the innocent Perry S. Heath because he disliked Hanna, and Heath is Hanna's dear friend. He quarreled with Sibley over an appointment and avenged himself by making public the irregular purchase of goods by the Government from Sibley's manifold company. All the other harmless parties mentioned in the Bristow is their enemy, plained that Bristow is their enemy, plained that Bristow is their enemy, like a limit of the proposition of the long. The control of the co

fact, the society has practically made the colonial movement what it is. It maintains local branches in severy town and city; its members give lilustrated iscounters on German colonies; all information is apread broadcast about the possibilities, climate, progress of the several colonies, and a magazine is published in furtherance of its propagands. The matrimonial branch serves the purpose of providing the German settlers with wived, and just as the settlers of our early colony on the James river complained that instead of skilled and sturdy workmen the home government sent out too many adventurers, so the German settlers say that the society sends out too many adventurers, so the German settlers any that the society sends out too many about the society sends out too many abou

state date on which they were advertised, January 25. They will be charged for at the rate of 1 cent for each advertisement called

S LIST.

Lament, Cesarine
Lewellyn, J B
Lebow, Harve
Lee & Co, M E
Lent, M A
Linn, F
Larkette, Nep
Larke, Philip
Lortz, P H
Lorsing, J F
Lovelle, Jack
Lowery, Bedford
Louthain, R &
Lyons, Mr
Lehman, L C
Lewin, J E
La Bordle, Dr J C
McCordly, George A
McCaskey, R T
McCarthy, Willie
McDantel, Dr E B
McKee & Hart
McLellan, Aldo
McMarbon, C F
McMasters & McMan
McMarbon, D H
Mallick I N
Manning, Edwin
Manning, J C
Manning, Edwin
Manning, J C MEN'S LIST. Martin, V
Mathews, Caples
Mathews, Caples
Matson & Co
Mayar, Dick
Messman, Dr Otto
Miles, John E.
Miller, John Wesley
Michell, J
Mitchell, Fred
Monigemery, B C
Moon Pearry Mitchell, Fred
Montgemery, B C
Moon, Pearry
Moore, William
Moore, Louis H, Estate of
Morgan, Ed H
Nicholson, Prof E V
Nieberding, H
Nelson, C W
Ohlson, Homer

Nieberding, H
Nelson, C W
Ohlson, Homer
Oakley, Themas
Olsen, Chris
Owings, C H
O'Drinnell, Fred
O'Harem, W D
Paguette, J A
Paullin, C F
Palm Lnouferd
Palmer, Jack
Parsona, Fred
Pepper, W R
Petrequin, George riney C W R in, George Petrequin, George
Petry, A
Pholps, B
Pholps, B
Ploneer Investment O
Pick, Dr Henry
Pierce, Dr E
Pierce, C
Presc, C
Portiand Lodge, No.
167, D
B
Potter, P
Prost, C
Pratt, Charles H
Pleces, H
W
Raushoff, Sol
Rahn, Arthur
Rannus, T
E
Reeve, John Henry bell, F E eeve, John Henry Retailsc, J M Rearis, William A Reed, J V Reid, Alexander Reed, J Risley, John T Roberts, F P Roberts, Charile Rogers, W H Rollins, C M Rostad, T C

Edwarda, Mr
Elmgresst, John
Elliott, W F-2
Enes, Charlie
Estine, Isic
Esteb, J M
Eversoul, W C
Evans, V C
Evans, V C
Evans, V C
Evans, J D
Fallacy, Frank
Farnell, Victor
Fern, James
Field, W B
Finn, J D
Finnican, J D
Finnican, J Perry
Fleming, Fred N
Fleck, Harry N
Fleck, Harry N
Footer, T C
Fraser, A W
Gaurst, Howard
Gault, Chester
Gav, W N tose James Rufer, Ludwig Rufer, Ludwig Rubinov, D Ruscos, W A Skene, A G Sjhiun, Pit Baylor, J P Sanford, J E Schittdell, George Schott, Theodore Severasa, Peter W Shuck, Philip Shaver, L C Sheitn, Teddy Shevit, James Sheiton, James Sheviin, James Sheviin, James Dhipman, Charles D Sieirr, Will atte of Enyder, F W Shmith George Smith J C Smith & Co, J Smith H C Smith I Gay, W N Gardner, Rev P D Geselln, J F, estate o Georgenson, G F Gizer, Amel Goodals, G A Gorman, Louis Gorman, Louis Grands, Anton Smith, H C
Smith, Joe
Smith, Joe
Smith, Jery
Smith, Jerry
Emith, Samuel D
Sobiska, Johnnie
Springer, H
St Clair, Percy
Stateman, C M
Staniev, George

Stewart. Fred
Stirling. T W
Steels. G
Stearns Theodore F
Stivars. E H
Stevenson. C U
Stewart. Herbert
Stone, Richard R
Straley, Grant
Stratton. Carl B
Soise, M T
Suhr. Marting2
Taylor. Burt
Theoman, A O
Therlen, Richard
Thornhill, B G
Thompson, H
Thompson, H
Thompson, J
Thompson, J
Thompson, Martin L
Timme H M
Tideswell. P Hosfeld, M & H Hudson, Charles D Hughes, William Huntley, A O Hunt, Levy Timms H M
Tideswell, P
Tideswell, P
Tilney, John S
Tilney, John S
Trumble, GeorgeTrautt, I: A
Tudor, Hugh
Tucker, Henry R
Vassar, B F
Vansichn, E A
Vall, P Barbeau
Valentine, Jos
Van Zandt, F
Walry, Arthur Iverson, Inar Iverson, Peter-2 Irvin, William Irons, Herman Jameson, A Janson, C M

Blanchard, Mrs FloydMoore, Mrs Pearl

B Moore, Miss Leona P

Bloom, Mrs H

Boman, Mrs Emy

Boltos, Miss Holean Muller, Mrs M

Bottos, Miss Holean Muller, Miss Frances

Brooks, Mrs R'-M

Brooks, Mrs R'-M

Brooks, Mrs Bloaner

Brooks, Mrs Bloaner

Brooks, Mrs Bloaner

Brooks, Mrs Bloaner

Brooks, Mrs Miss Myrtle

Buckley, J. J. Parnall, Miss Lillian

Buttlers Mrs Josste Fark, Mrs Edna

Callaway, Mrs C C Farker, Mrs Joseph
Campbell, Miss Allie

Long Mrs Mrs Allie

Do Bloom, Mrs H
Boman, Mrs H
Boman, Mrs H
Boman, Mrs H
Bollon, Mlas H
Bollon, Mlas H
Bollon, Agnes

thor, Mlas Vere

tokit, Mrs Elisanor

tit, Mlas Myrtle

ley, J. J

tra Mrs Jessie P

tra Mrs G C P

til, Mlas Allie J

til, Lotia M

Allis Mary Pen

Hrs C

tra Hafre

Mrs C Mrs Harry Maria Maria ce, Miss El-Cawthorne, Miss Elsie M
Chiling, Miss In
Chince, Mrs Martha A
Cheek, Mrs Martha A
Cheek, Mrs F
Chase, Mrs F
Clyne, Miss Irene
Coy, Mrs L A
Coyn, Mrs Emma
Coota, Miss Ferne
Coota, Miss Ferne
Cole, Miss Midred
Conner Flora
Cole, Miss Midred
Conner Flora
Covell, Mrs Midred
Counter Flora
Covell, Mrs Huletuk
Craig, Margaret B
Crabired, Mrs Ha
Danis, Mrs AMee
Davia, Mrs AMee
Davia, Mrs Ms M
Dawson, Mrs Helle
Densate, Mrs Mary
Dion, Miss Lolu
Dean, Miss Cible
Deltenictor, the
Misses
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Bolicon, Mrs F.
Dostan Mrs Puebe
Dunban, Miss EilasBeth
Dunban, Miss EilasBoth
Dunban, Miss EilasBoundan, Miss EilasEder, Mary
Ericksee, Mis H. D.
Falcon, Mrs H. D.
Falcon, Mrs Myrle
Failon, Mrs J.
Fallon, Mrs J

snerchiez, Miss Anna Sheridan, Mrs John P Shinvill, Mrs John P Shinvill, Mrs John P Shmond, Miss Louise Simonsen, Miss Anna Sims, Miss Ruth Smith, Mrs Estelle Smith, Miss Eva Smith, Miss Eva Smith Neille Spanger, Mrs Lizzle Spandling, Miss Lefle Spant, Nettle B St. Clair, Miss Jessie Strasger, Amelia Stugfel, Miss Marie Stamley, Maski Stemmler, Miss Susie Stemmler, Miss Susie Stewart, Miss Cecil Stewart, Miss Cecil Stewart, Miss Cecil Stewart, Miss Wolet Stones, Mrs E B Syler, Mrs Hattle Swanzen, Mrs E B Syler, Mrs Hattle Swanzen, Miss Augusta Hotand, Misses Babias

Hollis, Mrs
Hollis, Mrs
Holms Mrs
Holms
Howard, Miss Lyda
Hypcor, Hetty
Gueston, Mary E
Hutchinson, Mrs
Hutchinson, Mrs
Jorey, Miss Gladys
Iverson, Mrs
Hors
Hurnan, Mrs
Jackson, Mrs
Jackson, Mrs
Jackson, Mrs
Joreniah, Mrs
Jor

Joseph, Mrs M
Johnson, Miss Geneviere
Viere
Johnson, Mrs H C
Johnson, Mrs H C
Jones, Mrs Gainey
Jones, Mrs Gainey
Jones, Mrs Mark F
Jones Mrs Hark F
Jones Mrs Harrier M
Keefe, Mrs Thomas
Kelly, Harrier M
King, Mrs Thomas
Kinsey, Sarah J
Kirskland, Mrs C Q
Kirskland, Mrs C Q
Kirskland, Mrs C Q
Kindson, Mrs C C
Kinsey, Sarah J
Kinsey, Mrs Tomas
Kinsey, Sarah J
Kinsey, Sarah J
Kinsey, Mrs Tomas
Wilson, Mrs Belix
Wilson, Mrs Andrew
Wil

P. A. BANCROFT, P. M.

Two of Four Drowned.

SAN FRANCISCO, Jan. 24.-William Bryant and Edwin Holworth, young men of this city, were drowned today near With two companions Holworth and Bryant were hunting in a small boat which was swamped. The companions saved themselves, one by swimming ashore and the other by clinging to the partly

Your Nerves

Furnish the motive power of the en-tire body. Dr. Miles' Nervine will keep the nerves strong and healthy or restore their strength if weakened. Bold on guarantee. Write for free book on old on guarantee. Write for free book on DR. MILES MEDICAL CO., Elkhart, Ind.

PART STOPPED PREE PART OF THE TENTE RES UNEN

To Fin a few few few day year.

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Eastern Stemans, Epilepsty, Speams, St. Vitos'

Dance, Debility, Financialion. Francis 198 manent Cure, set only temperary relief, for all one Discussion, Epilepsy, Spasma, St. Vitug' nos, Debility, Hubanstion. Franciscisti. BEREILE IA 831 Arch St., Philodelphia,

MEN NO CURE THE MODERN APPLIANCE—a positive way to perfect manhood. The VACUUM TREATMENT cures you without medicine of all nervous or diseases of the generality organs, such as lost manhood, exhaustive drains, varioscole, impotency, etc. Men are quickly restured to perfect health and strength. Write for circular. Correspondence confidential. THE HEALTH APPLIANCE CO. rooms 47-45 safe Deposit suitiding feature. Wash.

TRAVELERS' GUIDE.

Astoria & Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
Daiw.	bor Maygers, Rainler, Ulatename, Westport,	indig.
E:00 A. M.	Clifton, Astoria, War- renton, Flavel, Ham- mond, Fort Stevens, Gearbart Park, Sesside, Astoria and Sessidere.	11:10 A. M
7:00 P. M.	Express Daily, Astoria Express Daily,	9:40 P. M

COLUMBIA RIVER SCENERY



list the in the list of the li

TRAVELERS OUIDE OREGON SHORT LINE AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standard and tourist seen-ing care daily to Omaha, Chicago, Spokaner, tourist steening-car daily to Kansas City, through Pullman tourist seezing-car (parson-ally conducted) seealy to Chicago, Kansas City, Reclining chair care (seats free) to the East delly.

UNION DEPOT.	Leaves	Arrives
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	Dally.	5:35 P. M. Dally.
SPOKANE FLYER, for Hastern Washing- ton, Walla Walla, Lew- teton, Goeur d'Alene and Great Northern points.	Daily.	S:00 A. M. Dally.
ATLANTIC EXPRESS for the East via Hunt- ington.	8:15 P. M. Dally,	9:00 A. M. Dally.
OCEAN AND BU	VER SCHE	DULE.
FOR SAN FRAN- CISCO, B. S. Geo. W. Elder, Jan. T. 17, 27; S. S. Columbia, Jan. 2, 12, 22	Brook, M. From Alaska Dook,	5:00 P. M.
FOR ASTORIA and way points, connecting with steamer for Il- waco and North Beach, steamer Hassalo, Ash- street dock.	Dally, except Sunday,	5:00 P. M. Dully, except Sunday
FOR DATTON, Ore- gon City and Yamhili River points steamers Modec and Elmere, Ash-street dock (water per.).	Daily except Sunday.	7:00 A. M. Daily except Hunday.
FOR LEWISTON, Idaho and way points, from Riparia, Wash, Steamers Spekane and Lewiston.	Dally	About 5:00 P. M. Daily, except Friday.
TICKET OFFICE, T	bird and	Washington

PORTLAND & ASIATIC STEAMSHIP COMPANY.
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PRESS TRAINS.
for Salem. Roseburg, Ashiand, Sactamesto, Og de n.
San Frabelsco, Mojave, Los Angeles,
El Paro, New Orleans and the East.
Morning train connecis at Woodburn
(daily except Sunlay) with train for
Mount Angel, Silverton, Brown and
Ville, Springfield,
Wendling and Natron. 7:45 A. M. "T:00 P. M.

4:00 P. M. Albany passenger 10110 A. M. connects at Wood-burn with Mt. Angel and Silverton local. Corvalile passenger 5:50 P. M. | 4:00 P. M. Sheridan passenger. | 8:25 A. M. *Daily. | Daily, except Sunday.

PORTLAND-OEWEGO SUBURBAN SERVICE AND TAMBILL DIVISION. Leave Portland daily for Osways at 7:80 A. M., 12:50, 2:00, 3:20, 5:20, 6:24, 8:20, 10:10 P. M. Daity, except Sunday, 5:30, 6:30, 8:35, 10:25 A. M., 4:50, 11:50 P. M. Sunday, only, 8 A. M., 4:50, 11:50 P. M. Sunday, only, 8:20 A. M., 1:35, 3:00, 4:38, 6:15, 7:30, 9:50, 11:10 P. M. Daily, except Sunday, 6:25, 7:20, 9:50, 10:20, 10:20, 11:45 A. M. Except Monday, 12:22 A. M. Sunday only, 10:00 A. M. A. M. Sunday only, 10:00 A. M.
Leave from same depot for Dalias and Intermediate points daily except Sunday, 4:00 F. M.
Arrive Pertland, 10:20 A. M.
The Independence-Monmouth motor line operates daily to Monmouth and Airlis, counsecting
with S. P. Co.'s trains at Dalias and Inde-

with S. F. Co. a trained with S. F. Co. a trained on sale from Porspendence.
First-class rebate tickets on sale from Porspend on Sacramento and San Francisco; net rate, \$11.50; berth, \$5. Second-class fare, \$15, without rebate or berth; second-class forth, \$2.50.
Tickets to Eastern points and Burops. Also Japan, China, Honolulu and Australia, CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 112.



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Noston and all points East 3:00 pm 7:00 am
and Southeast
Twin City Express, for Tacoma. Seattle, Bokana,
Heiena, St. Paul, Minnsapolis, Chicago, New York,
Boston and all points East
and Southeast

TySt. Louis Special, for Tacoma. Seattle, Bpokana,
Butts, Bullings, Denver,
Comais, Seattle, Bpokana,
Butts, Bullings, Denver,
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Louis and all points East
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A. D. CHARLITON, Assistant General Passenger Agent, 255 Morrison st., corner Third,
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Seattle ... 118 James at. and Deck
San Francisco ... 10 Market at.
C. D. DUNANN, Oan Pass Agt.
10 Market at. 5an Francisco.