Roads Cannot Secure Enough Workmen.

SAWMILLS'ALSO NEED THEM

Each of the Roads Engaged in Construction Work on the North Banks Seeks to Obtain Workmen From Other.

Refirond contractors are scouring the city in search for men to fill up their construction gangs and are meettheir construction gangs and are meeting with but little success at that. A striking feature of the situation is the number of idle men around Portland who are not taking advantage of the opportunities that offer for able-bodied men in many lines of activity. Employment agents say there is plenty of work at good wages for all who will work and they have orders for many ware than they can find to take men than they can find to take

of anything else at present, although logging camps and sawmills are in the labor market as well. With a small fee and free fare for those who will work on railroad construction, laborers are less willing to take a job in lumber mills or logging camps, as they have to pay their own fare to get to the job.

Anxions to Secure Men.

Even if a man is broke and has not the 50 cents or \$1 to pay the employ-ment agent his fee, he need not stay idle, for the agents will often put such a man in the bunch of laborers they are shipping away and send him to a con-struction camp. Because of the great need for common labor in railroad work, the men are getting better treat-ment than ever before, as the contract-ors instruct their foremen to use every effort to make the men stay with to make the men stay with

their jobs.

The rival railread contractors along the north bank of the Columbia are so hard oressed for labor that they have resorted to any means to get gangs of laborers away from each other. A gang of 25 Italians, which was working for the Portland & Seattle contractors, went over to the Columbia Valley Railroad camps last week in a body, as the Harriman workers made overtures to the Italians and offered them macaroni and apaghetti three times a macaroni and apaghetti three times a day as long as they wanted to work. A report of the strategy by which the men were secured that was sent to the management of the road bore the statement of the contractor that he could keep the men as long as his supplies of Italian foodstuffs held out

Offered Rands a Job.

Senator Rands, secretary, treasurer and right of way agent for the Colum-bin Valley Ratiroad, was walking along the scene of operations by graders for his company last week, when he was overtaken by the foreman of a gang of inborers, who did not know him, and who tried to induce him to accept n job as a shoveler. He declined with thanks, as did another official of the cond who was with him. Both had been visiting construction camps to see how they were progressing and were roughly dressed, and the foreman thought they were men looking for work. The difficulty of getting men to go to work after they are hired for a job

work after they are hired for a 10b worries many of the contractors. A gang of 47 men was secured for work at one of the railroad camps a few days ago, and transportation for that number was in the hands of a foreman who was to accompany the men from Portwas to accompany the men from Pot-land to the camp where they were to go to work. Only 32 men appeared at the train and this number was les-sened at The Dailes and Umatila, where they dropped off the train, their plan being evidently in signing up for a lob to get transportation out of town. with only ten laborers, whereas he expected to have 47.

pected to have 47.

The labor situation is said to be a fittle less acute this week than a short time ago, the exodus from San Francisco apparently having helped fill the construction camps somewhat Employment agents predict fast later in the Summer and particularly after harvest begins the railroads will be facing a very serious difficulty to get

Will Start Work on Council Crest.

It is likely that within a short time work will begin on the Council Crest loop of the Portland Rallway Company, and that before Fall a loop around Council Crest, with the lighest point more than 1000 feet above the river, will be in opera-tion. The right of way has been secured by the rallway company, but the permission of the County Court to cross the county road at some points remains to

President F. L. Fuller, of the Portland Railway Company, with County Commissioners Frank C. Barnes and William L. Lightner, walked over the proposed route of the line, yesterday afternoon, and the crossings desired were indicated by Mr. Fuller. The Commissioners will meet to-day and a decision will probably be reached. It is said the chief thing to be arranged between the railroad Company and the county is the price of half an acre of land at the rock quarry, which is owned and operated by the county.

Will Lannch Caissons From Scows.

What will probably be the first work of its kind in the history of American bridge-building will be undertaken by Engineer Ernest Nickerson in building and launching calesons from scows for use in the Willamette River bridge for the Schallow water at the St. Johns end of the shallow water at the St. Johns end of the bridge, the building of the calesons our hearts would bleed! Would we and how our hearts would bleed! Would we Railway Company, with County Commis-sioners Frank C. Barnes and William L. Lightner, walked over the proposed route

tween two barges and then cutting them losse from their supports prior to sinking them in the river-was hit upon by Mr. Let your hearts be touched for the little who is in charge of the building of both ute to the fund that is to give them immediate

Double Track to Sellwood.

Workmen today will begin double-tracking the Selfwood line of the Oregon Wa-ter Power Company, at Holgate street and Milwrukie accome, and will iny a track parallel to the main line for more When this work is finished Portland and Sellwood.

Six Minutes for Directors' Meeting.

What is perhaps the record meeting of directors of any Northwestern railroad took place Monday at Ilwaco, when General Manager J. P. O'Brien, of the Ilwaco Railway & Navigation Company, convened his board of directors in a private car while the train waited at Ilwaco and in six minutes the pending business was transacted and the annual meeting of the Eye Pain, and Sells for 50 cents. any Northwestern railroad

board of directors was over. Mr. O'Brien went to liwaco to look after the affairs of the I. R. & N., a small unit of the great Harriman system, and to comply with the rule that the directors of the road must meet once each year. The road operates 15 miles of track, and steamers from Astoria to liwaco, a distance of 15

Want Steam Roller Engineers.

Experienced engineers for steam road Experienced engineers for steam road rollers are badly needed by the municipal civil service, and 35 cents an hour wages has thus far proved an insufficient attraction to supply the demand. Those feeling themselves competent to meet the requirements of the situation would do well to consult Secretary McPherson, at the City Hall the City Hall.

Will Move Its Offices.

The United Rallways Company will move its offices this week from the fourth floor of the Chamber of Commerce building to the Commonwealth building, at Sixth and Burnside streets, which is now being remodelled and is also the property of the Los Angeles capitalists who are tabled the United Pallways Company's behind the United Rallways Company's

Railway Personals. H. E. Lounsbury, district freight agent the Harriman lines, spent yesterday

lamette Valley Traction Company, was looking after the interests of his com-pany in Salem yesterday.

Guy W. Tafbot, general manager of the Astoria & Columbia River Railroad and the Corvallis & Eastern, returned to Portland yesterday from Coronado, Cal., where he went to bring his family north.

President Howard Elliott, Vice-President Louis Hill and General Manager H.

J. Horn of the Northern Pacific, are expected to reach Portland by special train late this week. They will probably go from Portland by special boat to point along the north bank, where they inspect the work on the Portland

WORKING CORPORATION

FOR PURPOSE OF BUILDING WILLAMETTE VALLEY LINE.

Capitalized at Two and a Half Million Dollars With Auxillaries in Alliance.

With a capitalization of \$2,500,000, the Oregon Electric Railway Company, a corporation supposed to represent the Willamette Vailey Traction Company, first saw the light yesterday, when articles of incorporation were filed with the County Clerk. With Moffatt & White, the New York capitalists behind it, the new organization proposes to build the electric line from Portland to the Upper Willamette Valley projected by the Willamette Valley

Traction Company.
The incorporators of the company are
Thomas Scott Brooke, H. L. Corbett and
R. W. Lewis. The articles were drawn

R. W. Lewis. The articles were drawn by J. N. Teal. These gentlemen say they are not ready to give out the relationship of the new company to the Willamette Valley Traction Company, but it is supposed the new organization will act for the former Moffati & White corporation.

The purposes of the Oregon Electric Railway Company are to build an electric railway from Portland south through Salem to Roseburg, and to operate electric power plants, telegraph and telephone lines, amusement parks and steamhoats on the Willamette and Columbia Rivers and the Pacific Ocean. The company also plans a network of electric lines for the plans a network of electric lines for the Willamette Valley. The Interurban Land Company, an aux-

illary corporation, was incorporated yes erday, with a capital stock of \$2000, the objects being to acquire and deal in lands, lay out townsites, build docks and warehouses and other development projects. The incorporators are F. J. Smith, W. A. Johnson and Margaret White. The head offices of both companies are to be located

onte Moffatt & White, has spent the past few days in Portland in forming the new company.

ASKS AID FOR ORPHANS

National Mothers' and Daughters Relief Committee Issues Appeal.

Mrs. George E. Chamberlain, wife of the Governor of Oregon, has been chosen by the National Mothers and Daughters San Francisco Relief Fund Committee, to take charge of the work of that organization in this state. Mrs. Chamberlain is one of the patronesses of the organization, in company with the wives of Governors in various other states and of many other promi-nent women of the country. Copies of a letter stating in full the objects of the association and making a personal appeal for aid have been sent from the New York headquarters to Mrs. Chamberiain, and she is sending these out

of the shallow water at the St. Johns end of the bridge, the building of the calssons on shore and launching them like a boar the usual method, is impracticable. The the usual method is impracticable. The plan of constructing the calssons be-

bridges, sanctioned the use of this means to overcome the difficulty.

So far as known by Mr. Nickerson, this method of building caissons has never before been followed.

So far as known by Mr. Nickerson, this fire until they are old enough to take up the battle for themselves. Among these heloless children there may be many who are destined for important parts in the world's work in the forms.

for important parts in the word's work in the future.

Give generously to the fund for these wards of the Nation; the state will be overhurdened for years to come. Provide abundantly for the children who are the hope of the country and the "heritage of the Loca."

If the women of the whole country would organize into societies and work as dilligently for this noble purpose as they have hitherto worked for charity, home and foreign missions, temperance and the church, every one of the legion of desettute children now crying for help in Children is would be saved for the savidce of Ged and our country.

The children of the poocest and the richest citizen of California are now on equal footing in the race of life, they are alike dependent upon charity and the care of the benevolent.

Two Lumber-Carriers Added to en Route List.

CARGO SHIP FROM ENGLAND

Brig Geneva and Barkentine Jane L. Stanford Will Be Here With Many Other Carriers in the Near Future.

Three vessels were announced as listed for Portland yesterday, one of them to come in ballast to load lumber and one to bring general cargo from Newcastle-on-Tyne. The latter is the Russian bark for the Harriman lines, spent yesterday in Balem on business.

A. L. Craig, general passenger agent for the Harriman lines, will return the last of the week from a trip over the O. R. & N. lines.

R. L. Donald, chief engineer of the Williamette Valley Traction Company, was looking after the interests of his comfort and the beig Geneva both under ford and the beig Geneva both under ford and the beig Geneva both under the parkentine Jane L. Stanford and the beig Geneva both under ford and the brig Geneva, both under charter to load lumber here.

The Geneva is the first of her rig to

STEAMER INTELLIGENCE. Due to Arrive. Steamer-From. Grace Dollar, San Francisco, May 16 F. A. Kilburn, San Francisco May 17 Wasp, San Francisco...... May 17 Barracouta, San Francisco ... May 17 Breakwater, San Francisco ... May 17 Dalay Mitchell, San Francisco ... May 18

Aurelia, Sun Francisco May 20 Roanoke, Los Angeles. Costa Rics, San Francisco...
*Arabia, Orient..... ---- June 24 Due to Depart. Steamer-For. F. A. Kilburn, San Francisco, May 19 Redondo, San Francisco May 19 Alliance, Eureka and way....May 20 Barracouts, San Francisco...May 20 Breakwater, Eureka and way, May 20

Roznoke, Los Angeles May 24 Costa Rica, San Prancisco ... May 24 Orient.....June 2 "Carrying mail.

visit this port for many a day, and for that reason will likely attract more than ordinary attention. She sailed from Port Ludlow for Hilo, H. I., April 16, with a cargo of lumber, and is supposed to have reached her destination by this time. Her cargo will be furnished by the North Pa ific Lumber Co.

The Jane L. Stanford sailed from

Guaymas, Mexico, yesterday, after hav-ing discharged a cargo of lumber brought down from Everett. She left Guaymas Monday for the Columbia River. Other lumber droghers on the way to Portland are the bark Columbia, the schooners W. F. Garms, Alumna Vir-ginia, Andy Mahony and J. A. Campbell, and the barkentines Amazon and Port land. Several of these are due to before the end of the month.

CHARGES WILL BE PUSHED

Arrest of Masters of Oriental Liners for Violation of Law Expected.

HONOLULU, May 18.—The arrest of Captain Going of the steamer America, on March 31, for an alleged infraction of the shipping laws, was followed by a cable message from Washington directing the local officials not to proceed further the local officials not to proceed further in the matter pending instructions, and to make no other arrests.

It is now reported that the action of the officials has been approved, and that they have been instructed to need that they result, the process of the steamer schooner and the steamer schooner and the steamer schooner and the steamer schooner are ports sighting hundreds of piling adrift below Crescent City. He is certain they came from the derelict log raft.

Mariantee Captain Krog, of the steamer schooner are ports sighting hundreds of piling adrift below Crescent City. He is certain they came from the derelict log raft.

officials has been approved, and that they have been instructed to proceed. As a result, the arrest is expected, as they call here, of the captains of the Mongolia, Manchuria, Siberia, China, Coptic, Hongkong, Nippon, Doric and Korea, on charges of violation of the Federal shipping laws by falling to provide legal steerage accommodations for passengers. teerage accommodations for passengers sound to this port.

Bound to this port.

The principal ground of complaint is the
assertion that Asiatics are not provided
with separate quarters for the sexes.

SCHOONER HAS CLOSE CALL

Vessel Supposed to Be the John A. Runs Into Dangerous Position.

ASTORIA, Or., May 15 .- (Special.)-A ASTORIA, Or., May ia.—(Special.)—A report was received from North Head that a schooner, said to be the John A., bound for this port, was about two miles north of there and a mile off shore, and as the wind had died down, she was getting into a dangerous position. Later the wind came up again and the schooner was able to work her way off shore. When the true Wallula came in shortly When the tug Wallula came in shortly after 4 o'clock this afternoon, the schooner was hull down off shore and was heading to the north. A strong southwest wind was blowing, and there was a heavy swell running. It is supposed the schoon-er attempted to run in later, but the wind dying down, she was caught in the current and drifted toward the north

NEXT TRIAL WILL BE FINAL

Attempt Will Be Made to Float the Elder When Storm Abates.

J. H. Peterson states that no attempt will be made to float the steamer Geo. W Will be made to nont the steamer too. W. Elder until the strong southerly wind now blowing dies down. Everything is in readiness, however, so that the risky job can be done on short notice. Mr. Peterson, who has just returned from the scene of the wreck, mays that, weather permit-ing, the hull will be affoat this week.

Shipping men and pilots having visited the wreck since the pumps were gotten into working order believe that the undertaking will prove successful.

BARK SINKS, TEN DROWNED

Russian Steamer Collides With Italian Vessel Near Pauillac.

BORDEAUX, May 15.—The Russian teamer Leo collided today in the estuary of the Geronde, near Paulilac, with the Italian bark Teresina Mignano. The bark sank and eight of her crew and two pilots were drowned.

Concert at Seamen's Mission.

The following programme will be ren-dered at the Seamen's Mission this even-

ing:
Piano solo, Mr. Coates, of British schooner Bardowie; song, C. L. Powell, British steamship Kilburn; song, Mrs. Ferneybough; song, Mr. Beddoe of the British schooner Bardowie; recitation, Miss Eugenia Craig; song, Mr. Coates, of British schooner Bardowie; accordion solo, Messra Beddoe and Coates; song, E. Geal, British steamship Kilburn;

Frank Motter; song, William George, of British ship Galgate; sallors' chantee. Charles Cotter, British ship Galgate; song, Lenard Waters, British ship Gal-gate.

Selkirk Wrecked Near Wenatchee. SPOKANE, Wash., May 15.—(Special.)— Caught by the terrific rush of water pour-ing through the Canyon of the Columbia at Rock Island Rapids, ten miles bolow at Rock Island Rapids, ten miles below Wenatchee, the steamer Selkirk this morning struck a rock and lies a total wreck on the bed of the river. The crew and others aboard escaped with their lives. A line was carried to the shore and made fast, which holds her in place on the rock.

The Selkirk was built at Pasco and brought to Wenatchee in 1859. Her

brought to Wenatchee in 1889. Her name then was the Ellensburg. She was the only passenger boat on the Columbia River for several years.

Aberdeen Shipping News. ABERDEEN Wash., May 18.—(Special)
—The schooner Comet has arrived from
Santa Barbara, after a trip of 21 days.
Captain Lempke says he encountered
heavy weather off the coast. A similar
report is brought by Captain Weltkanut,
of the schooner John C. Meyer, from San
Pedro. The schooner R. C. Slade was 23
days to making the run from San Pedro. days in making the run from San Pedro, having experienced contrary winds. The barkentine George C. Perkins left yesterday for Hilo, H. L., with lumber.

Lost Fathers in Russian Troubles.

Among the crew on board of the British ship Galgate are O. Hanson and Alex Uolashevitsh, two young Russians, who lost their fathers during the late war with Japan. Hanson's father was engineer on the warship Variag, and met death in an explosion on board. Uolashevitsh's father was stoned to death on the streets of Cronstadt during the revolutionary period. Uolashevitsh was in the governm ploy, and during a riot he was mistaken for a striker and stoned

Steamer Runs Down Fishboat.

On her way down to Astoria Monday night the steamer Costa Rica ran over a fishboat with the result that Henri Huminasti, one of the occupants, was Huminasti, one of the occupants, was probably lost. Matt Huminasti, one of the occupants of the boat clung to the oars and floated flown stream, but Henri Huminasti, his brother, is probably drowned. Both were apparently asleep. The pilot on the steamer says the small boat falled to display her lights when the Costa Rica came along.

Sailors of the Galgate Complain.

Half a dozen sallors of the British ship Galgate appeared before British Consul Laidlaw yesterday and complained of hav-ing been poorly fed and treated on the way out to Portland from Rotterdam. The matter will probably be investigated, although the officers of the ship declare the men were fed as well as they could expect. The Galgate arrived early yesterday morning and went to the Centennial dock to discharge freight.

Cargo Damaged by Water.

HAVANA, May 15.—The Ward line steamer Vigilanda, which was reported from Cape Lookout May 12 to be on fire, reached this port from New York today, one day late. The fire was confined to the ship's stores in the forward part of the vessel, all of which were practically consumed. Her curgo was also badly damaged by flooding the holds with water.

Steamer Sierra Held in Quarantine

HONOLULU, May 15.-The steamer Sierra has been partially quarantined by the Federal authorities for the fumigation of the baggage of departing passengers. owing to the fact that several cases of bubonic plague were reported here during the last few days. No restrictions have ed on the cabin passengers, who are ashore.

Logs Found Scattered Along Coast.

The steamer Redondo will shift to the Elastern & Western Lumber Company's mills to load lumber for a return cargo to

The yacht El Primero was towed from her Winter quarters near Ross Island to the drydock yesterday, where she will be cleaned and painted.

The steamer Alliance arrived from Eureka and Coos Bay early yesterday morning, bringing a large number of passengers and about all the freight she could

Domestic and Foreign Ports.

ASTORIA. May 13.—Condition of the bar at 5 P. M., moderate; wind southwest; weather cloudy. Arrived down at 5 and sailed at 8:30 A. M., steamer Comia Rica, for San Francisco; left up at 6 A. M., Italian ship Caterina Accame; arrived at 8:30 A. M., schooner Irene, from San Pedro. left up at 10:15 A. M., schooner Mabel Gale; arrived at 4 P. M. and left up at 5:30 P. M., steamer Bee, from San Diege.

San Francisco, May 15.—Arrived—Steamer Roanoke, from Portland. Sailed—Steamer Daisy Mitchell, for Columbia River. Arrived vesterday—Steamer Johan Poulsen

er Daisy Mitchell, for Columbia River. Arrived yesterday—Steamer Johan Poulaen, from Portland. Sailed yesterday—Steamer F. A. Kilburn, for Portland.
San Pedro, May 13.—Arrived—Barkentine T. P. Emigh, from Portland.
Guaymas, May 14.—Sailed—Amercan bark.
Jane L. Stanford, for Portland.
Hongkong, May 11.—Sailed—Coptic, for San Francisco.
Volchams, May 13.—Arrived—Empress of Volchams, May 13.—Arrived—Empress of

Tokenama, May 13.—Arrived—Empress of China, from Vancouver for Hongkong. Sailed May 10.—Teucer, for Victoria.

VESSELS IN PORT. Miscellenneous.

Emilie, German ship, 1788 tons, at Meraey

dock.

Bardowie, British bark, at Montgomery dock No. 1, discharging freight.

Harold Dollar, steamer, at Portland Lumber Company's.

Galgate, British ship, at Centennial dock, discharging general freight.

Bedondo, steamer, at Eastern & Western Mills, loading lumber.

Alliance, steamer, at Couch-street dock leading freight.
Despatch, steamer, at Vancouver, loading

Bee, steamer, at Portland Lumber Milis.

BOYS' AND GIRLS' AID Society Gives Its 21st Annual Report, Showing Work Accomplished.

Under the surveillance of the Boys' and Girls' Aid Society placed out in family homes there are nearly 400 children in different parts of Washington, Idaho and Oregon, The wards for the most part are in Oregon and with hardly an exception they are all receiving the very best of care. An agent is employed continually to look after these children to see that they receive the care and attention they require.

The report of Superintendent W. T. Gardner at the 21st annual meeting of the Boys' and Girls' Aid Society, held in the offices of the City Beard of Charities last night, shows the immense scope of the work that is being carried on by this society. In his report Superintendent Gardner stated that it had been conceded by all students on the

Bitters The Best

A DELICIOUS TONIC which builds up the Liqueur system, settles the stomach, and thereby regulates that "index of health," the pulse. A stimulant that permanently benefits. good at any time. Keenly appetizes when drunk before meals. Prevents indigestion. ¢

ENJOYABLE AS A COCKTAIL AND BETTER FOR YOU

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Bottled only by H. Underberg Albrecht Rheinberg, Germany, since 1846

LUYTIES BROTHERS Gent Age

TILLMAN & BENDEL, San Franc Pacific Slope Distributors,

question that the farm was the best place in which to place the dependent boys. The country schools were im-proving to such an extent that the proving to such an extent that the boys had nearly as good chances to secure a good education as in the cities.

J. C. Ainsworth, treasurer, reported that 19814.22 had been expended by the society last year. It has \$25,000 on deposit in a local bank drawing 4 percent interest, but an effort will be made to lend it at better advantage. Others who submitted interesting reports were Mrs. C. R. Templeton, of the ladies' advisory board, and F. E. Beach, secretary of the board of trustees. Ex-Mayor Williams, president of the Boys and Girls' Ald Society, presided over the meeting. the meeting.

the meeting.

J. C. Alnsworth, W. B. Glibert and Robert S. Farrell were re-elected trustees. Miss Helen F. Spaulding was elected to fill the vacancy caused by the resignation of Mrs. W. A. Bu-

chanan.

The following addresses were delivered: "The Co-Operation of the Churches in the Sunday School Work at the Boys' and Girls' Ald Society." Rev. A. J. Montgomery: "The Children of the Boys' and Girls' Ald Society in the Public Schools," Professor H. R. Winchell: "Co-Operation of the Juvenile Court With Life-Saving Societies," Judge A. L. Frazer.

Montavilla and Annexation.

The prospective annexation of Montailla to Portland was discussed at a meeting of the Board of Trade of that place ast night. The members of the organization propose to agitate the subject in that vicinity, and believe that nearly all of the residents will be favorable to the movement. Among the speakers of the evening were Messrs. Webster, Stevens, Barnes, Lewis and Fields, candidates for county offices on the Republican ticket.

It is no longer necessary to take blue pills to rouse the liver to action. Carter's Little Liver Pills are much better. Don't forget this.

POND'S EXTRACT Piles

whether of the itching, bleeding, aching variety are exceedingly troublesome. Pond's Extract should be taken internally (a teaspoonful three times a day), and also by injection, either in full strength, or half Pond's Extract and half hot water, night and morning. Bathe the parts freely and often with Pond's Extract. The parts should be well smeared with Pond's Extract Ointment.

Witch Hauel is not the same thing. On analysis of seventy samples of Witch Hanel - offered as "the same thing" - fifty-true quere shown to centain wood alcohol er formaldehyde er both. Avoid danger of poisoning

POND'S EXTRAC



Dr. W. Norton Davis & Co. ESTABLISHED 1889

Van Noy Hotel, Cor. Third and Pine Sts. Portland, Oregon For the Treatment of Special, Nervous and Chronic

ISEASES OF MEN Special attention paid to treatment

Office Hours: Daily, 9 to 5 and 7 to 8 P. M. Sunday, 10 A. M. to 12 M. Should you desire you may pay after cure has been effected. Consultation free and confidential. All medicines free until cured.

TRAVELERS' GUIDE, A REGULAR PULSE OREGON SHORT LINE

AND UNION PACIFIC S TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping-care daily to Omaha, Chicago, Spo-kage: tourist sleeping-care daily to Kanasa Lity. Reclining chair-care (seata free) to the East daily.

UNION DEPOT. CHICAGO-PORTLAND 9:15 A. M. 5:25 P. M. SPECIAL for the East Daily. Daily. FOR Eastern Washington Walls Watts. Lewiston, Coeur d'Alene and Great Northern soints. ATLANTIC EXPRESS S:15 P. M. 7:15 A. M. for the East via Hunt Daily. Daily.

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. Dally, with stoamer for liwaco and North Beach Sunday, steamer Hassnio, Ash st. dock 500 P. M. 5:00 P. M. Dally, except sunday, staturday 10:00 P. M.

FOR DAYTON, Ore-on City and Yamhili liver points, Ash st. except ock (water per.) Bunday, Sunday, For Lewiston, Idaho, and way points from iparia, Wash: Leave Riparia 5:40 A. M. or upon arrival ain No. 4. delly except Saturday-Arrive Riparia, 4 P. M., daily except Fri-

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Pass. Agt.

UNION DEPOT. Leaves. OVERLAND BXPRESS TRAINS
for Salem. Boseburg. Ashland,
Sacramento, Ogden. San Francisco, Stockton,
Los Angeles, El
Paso, New Orleans and the
East. *7:25 A. M. Morning train
connects at
Woodburn daily
except Sunday
with trains for
Mt. Angel, Silverton. Brownsville,
Springfield, Wendling and Natron. *5:55 P. M. *4:18 P. M. Engone passenger connects at Woodburn with Mt. Angel and liverton local. 7:30 A. M. Corvaills passen-*8:25 A. M.

†10:45 P. M. Forest Grove pas- 71:50 P. M. senger. Daily. †Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND TAMBILL

DIVISION.
Depot, Foot of Jefferson Street. Leave Portland daily for Oswego at 7:30

A. M.: 12:50, 2:05, 4:00, 5:20, 6:25, 8:20, 10:10,
11:20 P. M. Daily except Sunday, 5:30, 6:30,
8:35, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland,
daily, 8:30 A. M.; 1:55, 8:05, 5:05, 6:15, 7:35,
9:55, 11:10 P. M.; 12:23 A. M. Daily except
Sunday, 6:25, 7:25, 6:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dallas and intermediate points daily, 4:15 P. M. Arrive
Portland, 10:15 A. M.

The Independence-Monmouth Motor Line
operates daily to Monmouth and Airlie, connecting with S. P. Co's trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, \$20; berth. \$5. Second-class fare, \$15; second-class berth. \$2.50.

Tickets to Eastern points and Europe; also Tickets to Eastern points and Europe; also the Monolulu and Australia. du and Australia

Astoria and Columbia River Railroad Co.

CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.

A. L. CRAIG. Gen. Puss. Agt.

Leaves. | UNION DEPOT. | Arrives. Daily. For Maygers, Rainler, Clatakanie, Westport, S:00 A. M. For Stavens, Genrhart Park, Seaside, Astoria and Seashore.

T:00 P. M. Express Daily, S:50 P. M. Daily.

C. A STEWART. J. C. MAYO. C. A. STEWART. J. C. MAYO. Comm'l Agt. 248 Alder st. Phone Main 1908. G. F. & P. A.

San Francisco & Portland Steamship Co. SERVICE RESUMED. Passenger and freight reservations should made at the following address: JAMES H. DEWSON, Agent, Phone Main 268 248 Washington St

WILLAMETTE RIVER ROUTE Steamers for Salem, Independence and Albany leave 6:45 A. M. dally (scoopt Sunday), Steamers for Corvallis and way points leave 6:45 A. M. Tuesday, Thursday and Saturday, GREGON CITY TRANSPORTATION CO.

Office and dock, foot Taylor St. Steamer Chas. R. Spencer FAST TIME.

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