ORIENTAL LINER NUMANTIA SAILS

Big Vessel Leaves Down This Morning With Freight Valued at \$213,755.

NEARLY A CAPACITY CARGO

Greater Portion of Consignment Consists of 48,905 Barrels of Flour of the Season-Arabia to Call at Hakodate.

With a cargo of nearly 6000 tons of general freight valued at \$213,755, the Portland & Asiatic Steamship Company's Oriental liner Numantia, Captain Feldtmann, will sail at daylight this morning for Yokohama, Hong-kong, Shanghal and other Far Eastern morts.

The principal portion of the Numantia's outward cargo consists of 48,905 barrels of flour, valued at \$195,620, and which is one of the largest and most valuable shipments of this product to the Orient by any one yeasel in recent years. The balance of the cargo is made up of stoves, sumber, machinery and other items of general freight, the and other items of general freight, the total of which amounts to about 1000 tons and is valued at \$18,135.

tons and is valued at \$18,135.

Considerable demand is being experienced by the agents of this line for space on the steamships Arabia and Nicomedia, to accommodate large consignments of grain destined for the new Rennie Rolling & Flouring Mill that has recently been erected at Hongkong, and in the opinion of the company's representatives this demand seems likely to nicrease to such an extent that it may be necessary to place tent that it may be necessary to place dditional vessels on the trans-Pacific

The first large shipment of the new grain season which will be sent to the Orient will probably be the consignment of 6000 tons, said to have been contracted for by the Rennie mill. It is reported that the grain will be shipped through Balfour, Guthrie & Co., although the representatives of that for deav any such arrangement. that firm deny any such arrangement. This shipment will necessitate the chartering of a large steamship.

The Portland & Asiatic liner Arabia, which is the next vessel of this line to arrive here, and is due about September 12, will take a new route on her next outward voyage, for she is scheduled to carry a large shipment of grain to Hakodate, which port is not a regular port of call for these liners. The grain rate to the Orient has been fixed at \$4 to Japanese porter has been fixed at \$4 to Japanese porter. \$4.50 to Hongkong and \$5 to Shanghai. The grain rate is the same for flour on the regular line of steamers plying between Portland and the Orient.

INSPECTS WESTPORT JETTY

Deputy Collector Dorn Takes Soundings on Gray's Harbor Bar.

AHERDEEN, Wash., Aug. 27 .- Depu where Defent wash, Aug. 27.—Deputy Collector Dorn went to Westport Sunday and passed out over the bar taking soundings. He found that at the highest tide the water is but 19 feet deep, and at medium tide 16 feet, showing that the unfinished jetty has not deepened the channel. There were 15 vessels detained at the bar because of the low water. of the low water. An appeal will be made to the river and harbor committee to do something for Gray's Harbor when the committee makes its proposed visit here,

OFF TO MEET DOGALI.

Italian Consul Candiani and Eliot Patterson Leave for Astoria. The Italian cruiser Dogali is due to

rive at Astoria on her way to pay a visit to this city this morning, and last evening Phot W. H. Patterson, who is to guide the warship up the river, and Dr. C. F. Candiani, the local Italian Consul, left for the city by the sea to meet the vessel and accompany her to this city. to this city.

The local Italian societies are pre-

paring to tender a grand reception to the officers and crew of the warship on their arrival in the local harbor.

LAKE SHIPPING ENDANGERED

Storm Causes Much Damage to Vessels on Inland Seas.

CLEVELAND, Aug. 27.—A storm on the lake endangered shipping here today. The steamer H. B. Tuttle sank in Black River, near the limekiln at Lorain. The crew of the Tuttle was taken off before the ves-

A fire broke out on the barge Agnes Potter a few miles off this port. The barge went on the beach. Her crew was taken off by the lifesavers.

The schooner William Granby went shore. The crew were thrown into the water, but all were rescued.

MAY ADJUST DIFFERENCES

Shipowners and Representative of Sailors' Union Hold Conference.

SAN FRANCISCO, Aug. 27.-Overtures looking to an adjustment of the labor troubles in shipping circles have been commenced. It is said that men identified with the Shipowners' Association, acting as individuals, have approached officials of the Sailors' Union with the view of bringing about peace. Members of the local board of relief have also interested themselves in the matter. Charles Elli-son, of the union, admitted today that has been in secret conference with

Alumna Clears for San Francisco.

ASTORIA, Or., Aug. 27 .- (Special.)-The manifest of the schooner Alumna, which sailed for San Francisco on Saturday, was filed at the custom-house today. The vessel carries a cargo of 1,000,000 feet of lumber, loaded at

Marine Notes.

Inspectors Edwards and Fuller visited the steamer M. F. Henderson yesterday and thoroughly inspected the towboat. With 96 passengers and a full cargo of freight for coastwise ports, the California & Oregon Coast Steamship Company's steamer Alliance sailed for Coos Bay and Eureka last evening.

The San Francisco & Portland Steamchip Company's steamer Barracouta will sail for San Francisco tomorrow evening. She is taking on a full cargo for the Bay City at the Ainsworth dock.

The annual exodus to the hopfields is on in full blast, and the upper river boats leaving yesterday were crowded to the guards with passengers for the Valley quickly.

yards. The steamer Gray Eagle was brought down yesterday to handle some of the traffic, and will leave for Salem

The British steamship Vermont arrived at Linnton from Astoria last evening and will commence loading a cargo of lumber for J. J. Moore & Co. today or tomorrow. She may finish at one of the Portland

The French ship Laennec shifted from the Pine-street dock, where she had dis-charged her cargo of cement, and was moved to the O. W. P. dock, where she will remain until chartered for the outward voyage.

ward voyage.

The Watsonville Navigation Company's sleamer F. A. Kilburn, which was expected to reach Fortland last evening from San Francisco and way ports, was delayed by heavy fogs and will not reach her dock until this evening.

Arrivals and Departures.

ASTORIA, Aug. 27 .- Condition of the bar at 5 P. M., smooth; northwest wind. 24 miles; weather, partly cloudy, thick outside. Left up at 12:20 P. M.—British steamer Vermont. Salled at 4 P. M.—Steamer Asuncion, for San Francisco. Sailed at 11 A. M.—Tug Sampson and barge, for San Francisco. Salled at 4:20 P. M.—Barkentine James Johnson, for San Pedro. Salled, 26—Barkentine Jane L. San Pedro. Satled, Stanford, for Sydney.

Stanford, for Sydney.
San Francisco, Aug. 27.—Arrived—Schooners
Sequois and Haicyon, from Astoria. Arrived.
28.—Steamers Northland, from Columbia
River; G. C. Lindauer, from Gray's Harbor;
Tiverton, from Gray's Harbor; steamer Homer,
from Unalaska; echooners R. C. Slade, Gray's
Harbor; Watson West, from Gray's Harbor;
Repeat. from Coos Bay; Alpha, from Coos
Bay; Ruby, from Coquille River; C. T. Hill,
from Coquille River, Sailed—Schooner Omega.

Falmouth, Aug. 27 .- Arrived-French ship Crillon, from Portland.

St. Vincent, Aug. 27.—Arrived—British Steamer Kilburn, from Portland.

TOKOHAMA, Aug. 27.—Arrived, steamers Stentor, Tacoma and Victoria for Hongkons

and Liverpool. Singapors, Aug. 27.—Arrived previously. Tydeus, Tacoma, via Yokonama, etc., for

Moville, Aug. 27.-Arrived, Furnessia New York for Glasgow and proceeded. Yokohama, Aug. 27.—Sailed, Telemachus from Hongkong, Vancouver.

WRECKED GERMAN STEAMER OWNED BY SAN FRANCISCAN.

Pays \$5000 for 2500-Ton Vessel and Believes He Has Made Excellent Bargain.

Robert Dollar, head of the San Franisco shipping firm known as the Dollar Steamship Lines, which operates several lines of vessels along the Coast and to the Orient, was in Portland yesterday on his way home from a business trip to

Robert Dollar and his three sons constitute the firm and operate a fleet of nine steamships, all of which bear the name of a member of the Dollar family. The names of the different vessels are: Stanley Dollar, Robert Dollar, Harold Dol-

Fall for a cargo of grain, which she will take to the Orient,
Stanley Dollar, son of Robert Dollar, and agent for the company at Seattle, recently purchased the German steamship Mariechen, which was wrecked off Vancouver Island recently, and this craft will be fitted up and renamed and placed on one of the Dollar lines. The marine underwriters with whom the Marlechen was insured raised the vessel and towed her insured raised the vessel and towed he to Seattle, where young Dollar bid the vessel in for \$5000. She is a 2500-ton ves-sel, and the elder Dollar thinks his son

Hotel Portland yesterday afternoon, "has been increasing every day, and the addition of the Marlechen, which was purchased at the underwriters' sale at Seattle by my son, will be added to our fleet when she is fitted up and repaired. Several of unsers have visited Portland for special cargoes, but we have not had any regular line to this port. The salicer's strike at San Francisco handicapped our line for a time, but we soon overcame that difficulty and are now operating all our vessels on their regular routes."

Mr. Dellar also told of his experiences on his recent trip to the Orient, during which he bid in his own steamer, M. S. Dollar, which had been exized by the Japanese navy while conveying contraband of war to the Russians at Viadvo the Againese and the contral than of war to the Russians at Viadvo the pressed himself as highly pleased with the Northestern country. He left has everally and also expressed himself as highly pleased with the Northestern country, and also expressed himself as highly pleased with the Northestern country. He left has everally never the work of the people of that time, but demonstrate the work of the people of that time, horthestern country. He left has everally never the objection for the substituting about details.

Socialism would establish a genuine into desirable people? The writer is too heaty in his conclusions. The left has purchased at which is obtained at which he bed in the work of the people of that time, he work of the people of the trip in the objections to obtain the proposed on the regular routes.

The writer is too heaty in his days the Lord make the lays of or unfails people. It made him action the make the botton to the salice of the same results of the sal old steamer.
"Our business, both along the coast and to the Orient," said Mr. Dollar, at the

DAILY METEOBOLOGICAL REPORT.

PORTLAND, Aug. 27 .- Maximum tempera PORTLAND, Aug. 27.—Maximum tempera-ture, 88 deg.; minimum, 58 deg. River read-ing at 8 A. M., 4.5 feet; change in past 24 hours, none. Total precipitation, 5 P. M. to 5 P. M., none; total since September 1, 1905, 28.75 inches; normal, 46.71 inches; deficiency, 7.96 inches. Total sunsime. August 20, 1906, 7 hours and 30 minutes, possible, 13 hours and \$7 minutes. Barometer reading (reduced to sea-level) at 5 P. M., 29.02. PACIFIC COAST WEATHER.

STATION.	Maximum temp	Precipitation past 12 hours.	& I Velocity	IND.	State of Weather
aker City	E 85 55 75	0.00 0.00 0.00 0.00 0.00	8446	NW 8 N W	Clear Clear Cloudy Cloudy Cloudy Smoky
orth Head ocatello ortland ed Bluff omeburg.	81	0.00 0.00 0.00 0.00 0.00	1284	NW	Cloudy Clear Smoky Pt. Cldy. Clear
acramentoait Lake Cityan Francisco	2000	0.00	12 8	N S NW W	Clear Clear Cloudy Cloudy

WEATHER CONDITIONS. Fair weather continues in the North Pacific States and in California, Nevada and Utah. The temperature has risen slightly in Southern Idaho and remained nearly stationary west of the Cascade and Sterra Mountains. The indications are for fair weather in this

district Tuesday. It will be slightly cooler in Western Oregon and Western Washington, except near the coast, where the temperature will remain nearly stationary. WEATHER FORECASTS Forecasts made at Portland for the 28 hours

ending midnight, August 28:
Portland and vicinity — Fair and alightly cooler: northwest winds.
Western Oregon and Western Washington—Fair; cooler except near the coast; northwest

Eastern Oregon, Bustern Washington and isho-Fair and continued warm. EDWARD A. BEALS, District Forecaster.

HORSFORD'S ACID PHOSPHATE Relieves Hendache caused by Summer heat, overwork, disorders or impaired digestion.

Port of Portland Does Not Make Meat Contracts.

TEN CENTS

On Point Raised by Frank L. Smith Meat Company, It Develops That Law Demands Bids on Meat Supplies.

PORTLAND, Or., Aug. 27.—(To the Editor.)—Will you kindly make public the name of the party or concern who furnished meats to the boats controlled by the Port of Portland? Also give the price at which the meat is being furnished. We have never heard of bids on meat being called for. Many times we have endeavored to secure this information, but it is evidently nobody's business outside of the Commission. nobody's business outside of the Co.

FRANK L. SMITH MEAT CO. Inquiry at the office of the Port of Inquiry at the office of the Port of Portland Commission develops that supplies for the dredges Columbia and Portland, the only craft controlled by the Commission, is purchased in the open market, the Union Meat Company being favored with all orders for meats under a flat rate agreement calling for 10 cents a pound. About 50 men are employed on the Dredge Columbia and 25 on the Portland. The monthly meat bills approximate \$250 to \$300.

roximate \$250 to \$300.
It is claimed by the Port of Portland Commission that there is no provision in the legislative act creating the body whereby it is obliged to let contracts for supplies, but it would seem that such is not the case if the following section of the act possesses any significance:

Section 4558. Contracts for work and man

Section 4658. Contracts for work and maexception of work done by the said The Port of Portland direct, through its regu-Port of Pertland direct, through its regular employes, of ordinary current repairs necessary from day to day, and of cases of emergency, all material purchased, for and all work done in, on, or for the dry dock in this act authorized, or in, on, upon, or for any dredge, boat, scow, or other appliance to be built or owned or operated by the said The Port of Portland, said purchase being made or said work done by way of construction, alteration, or general overhauling, shall be purchased or done by or under contract let to the lowest competent and responsible hidder, after due adverunder contract let to the lowest competent and responsible bidder, after due adver-tisement of the letting of such contract and the fact that bids were to be received there-on, in all manner as is usual and customary in the letting of contracts by public bid-ding, and under such general rules and regulations as thereto as the said The Port of Portland may prescribe.

The foregoing represents everything in the act of incorporation of the Port of Portland bearing upon the subject of bids for various supplies, although it may be contended that this provision in section 4636 clothes the body with authority to make purchases in the open market without consulting the contract feature: of Portland may prescribe. . .

Stanley Dollar, Robert Dollar, Harold Dollar, M. S. Dollar, Grace Dollar, Hazel Dollar, Ressie Dollar, James Dollar and Melville Dollar. A number of these vessels have visited the local harbor in the past, and, according to the head of the firm, one of them will be sent here this Fall for a cargo of grain, which she will take to the Orient,

Stanley Dollar, son of Robert Dollar, powers in this act, or hereafter, granted to the convergence of the

ONE ADVOCATE MEETS THE CRITICS' CHARGES.

Earnest Plea That the Laborer Shall

Socialism would establish a genuine democracy—something that the world has never had. More than this, Socialism would establish industrial democracy in addition to the political democracy we theoretically have at present. Governments like France and the United States are not democracies. They are merely republics, governed not by the people, as is often stated by Fourth of July orators, but by delegates which the people place in office to be controlled by the dominating economic interests of the dominating economic interests of the dominating economic interests of the country. These dominating interests in the United States are the trading class as a whole, composed of what is commonly called the business element, and it is the big ones of this numerous.

supervisor, but the Government lives, the assignments are accepted, and the majority seem pleased with the administration, from the efforts made to apologize for it and combat any proposed change.

As to the nonproduction of high-class goods because there "would be no class of people to use them," is it necessary that the workers who produce everything in the way of commodities should maintain a leisure class of unproductive drones to consume the high-class goods? Are the workers unfit to use the things their hands have made? Must the worker feed the world, but give the champagne and porterhouse to idler while he ekes out an existence on a scant

justice for those whose lives are surrounded and embellished by their work, to have a superabundance of the money which represents the aggregate of labor in any country, while the laborer himself is kept so steadily at work that he has no time to acquire the education and refinements of life that would make him and his family agreeable companions to the rich and cultured?"—Frances E. Willard.

Is not the street-cleaner, or sewer-cleaner, who does absolutely needful work, entitled to as good cheer as the lawyer whose principal occupation is

lawyer whose principal occupation is studying how he can best make judge and jury believe black is white, and that the guilty are innocent, or vice versa?

versa?

Or the preacher who takes his sermons from the same source he draws his salary; in a very un-Christian spirit manifests his contempt for the worker in abusive epithets, and bewalls lest under Socialism the laborer should be able to have some of the luxuries that under the present system are enjoyed only by his exploiters and parasites? only by his exploiters and parasites?
And after the sewer-cleaner's dirty
work is done, why should he not have
his bath, and don his broadcloth and
white shirt, so that he may feel at
home to mingle with the rest of
speciety?

society?

The worker cannot buy the best today because he gets in wages only a
part of the value he creates. The balance of his labor's product is absorbed
by the capitalist in the form of profit.
When the capitalist system and its
means of fleecing the worker is abolished, the worker will get the full
equivalent of what his labor socially
produces, and the workers will thereproduces, and the workers will therefore be able to buy or keep an equivalent of what they have made. They
will be the only ones who can buy.
The loafers who now do not work,
but claim and get the best, will have
to go to work and do their share of

but claim and get the best, will have to go to work and do their share of the world's work.

As to the means by which working people would reproduce their property: They would use the same means that are now and ever have been used to produce property. This is nothing more or less than their labor power, which is the only creator of value, and which, when applied to the resources of nature, is the only producer of wealth. ture, is the only producer of wealth.
Socialism should be investigated before making statements as to the difficulties it presents. There are difficulties enough, but the most of them are the result of assumptions made by the misinformed, and not warranted by the reputable teachers and writers on the subject. As a sample of unwar-ranted assumption is the statement that one citizen of the sear common

ranted assumption is the statement that one citizen of the new commonwealth could not have anything that every other citizen could not also have. Socialism demands that every worker shall have in direct proportion to what he produces by his own labor. If he works hard he will produce much and be entitled to all of it, or all its equivalent. If he prefers to work only enough to provide for his necessities and rest the balance of the time, there is no reason why he should not do so, but if he prefers leisure to work, his wealth will be in proportion to his unproductivity. productivity.

NEGRO GROWING BETTER

All He Asks From the White Man Is Civil Decency.

country. These dominating interests in the United States are the trading class as a whole, composed of what is commonly called the business element, and it is the big ones of this numerous aggregation, like Standard Oil, etc., that control politics in fact.

As to the assignment of employments. Our present Government assigns employments varying in desirability from that of a road overseer to President of the Nation.

We may occasionally get one qualified for road overseer into the executive chair, or get one qualified for the Presidency into the overalls of a road supervisor, but the Government lives, the assignments are accepted, and the majority seem pleased with the administration, from the efforts made to

feed the world, but give the champagne and porterhouse to idler while he ekes out an existence on a scant allowance of adulterated foods?

Must the worker clothe the world and maintain a class of gaudy butterflies to frisk about in silks while he and his family wear shoddy? The Socialist asserts that nothing is too good for the worker whose hands produce it; and that the most of the miserable stuff of present commerce is by far too bad for anybody.

"Look about you; the products of labor are on every hand; you could not maintain for a single moment a well-ordered life without them; every object in your room has on it for discovery and the deared or enjoyed, the person morose or happy, feared or enjoyed, the person morose or happy, for the south is gould other sections of this country education. Delusions make fancies either to be feared or enjoyed, the person morose or happy, for the south is gould other sections of this country education. Delusions make fancies either to be feared or enjoyed, the person morose or happy, for the south is gould of the south is gould of the south is gould or the south is gould of the south is gould or the sou

ordered life without them; every object in your room has on it, for discerning eyes, the mark of ingenious tools and the pressure of laborious hands. But is it not the cruelest in-

With Irritating Skin Humor-Whole Body Affected - Scalp Itched All the Time and Hair Began to Fall Out-Wonderful Result From

APPLICATION OF CUTICURA REMEDIES

"I am never without Cuticura Scap and Cuticura Ointment since I tried them last summer. About the latter part of July my whole body began to itch. I did not take much notice of it at first, but it began to get worse all the time, and then I began to get uneasy and tried all kinds of baths and other remedies that were recommended for skin humors; but I became worse all the time. My hair began to fall out and my scalp itched all the time. Espemy scaip itched all the time. Espe-cially at night, just as soon as I would get in bed and get warm, my whole body would begin to itch and my finger nails would keep it irritated, and it was not long before I could not rest night or day. A friend asked me to try the Cuticura Remedies, and I did, and the first appli-cation, beloed me, wenderfully. For cation helped me wonderfully. For about four weeks I would take a hot bath every night and then apply the Cuticura Ointment to my whole body; and I kept getting better, and by the time I used four boxes of Cuticura I was entirely cured, and my hair stopped falling out, but I continue to use the Cuticura on my scalp. It keeps all dandruff out and scalp is always clean. I always use Cutioura Ointment on my face after shaving, and have found nothing to equal it. I will never be without it." D. E. Blankenship,

319 N. Del. St.,

Indianapolis, Ind. Oct. 27, 1905.

REGOMMENDED TO ALL MOTHERS

"I have used Cuticura Cintment for chafing of infants, and as they grew older all skin diseases were given treatment with that and the Cuticura Soap. I never found it necessary to call a doctor, as these Remedies are a sure cure, if used as directed. I am glad to recommend them to all mothers." Sincerely yours, Mrs. F. A. Kennard, June 21, 1905. St. Paul Park, Minn, Cuticura Soap, Claiment, and Pilis are sold throughout the world. Fother Direct & Cherry, Sole Props., Reston.

What use would there be in becoming an artisan, a master workman, if the economic conditions of a people could not sustain you? It is a matter of bread and butter. Even the old fox grew tired after trying all he could to get the grapes.

Let Mr. Goodrich put himself in a negro's place for a few hours, and figure out the preponderating conditions against the negro and his own thoughts will open his eyes to see things as they are and why they are so.

Is the negro a political missit? Granting

PORTLAND, Aug. 24.—(To the Editor.)—
Having read with interest the article in last Sunday's Oregonian, the 'Taught Negro 'No Good,'' I pittled the effort of the writer, because he admits being a Bouthern man and knows so little of the negro. The gentleman lacks knowledge in this instance, and it would be a pleasure to enlighten him, show him his mistakes if his prejudice does not predominate over his better Judament.

Negro education has not proven a fallure.
Success requires not comsthing new

To win applause and recognition,
But doing that which others do
Beyond their range of competition.
Forty years of training did not make Mr.
Goodrich, but centuries of effort—maybe with two and one-half conturies of negro slave labor supporting him. If it has taken centuries of training and effort to make a well-rounded, civilized individual of him, is it not reasonable to suppose a little time will be required to make a "gemi-barbarous race" into desirable people?

The writer is too hasty in his conclusiona.

The six days the Lord made heaven and earth,

in Vardaman's state! We are not losing sleep over politics any more; neither have we nailed our faith to the Democratic or Renailed our faith to the Democratic or Re-publican party. The negro—the educated negro—whose "whole system of remembrance is "learn today, forget tomorrow," is not waiting for political parties to do anything for him, but chooses men and measures and parties last. We are no longer voting a straight ticket, because our great grandfath-ers did; neither are we digging up the dead past, trying to nurse into life along with our present-day strivings. Ours is the history of nations and races, the weak always at the mercy of the strong. We would be forced to mercy of the strong. We would be forced to submit without a protest were we among a "semi-barbarous" people, but when we claim to represent the highest type of Christian civ-ilisation, then we stop and ask, What is American Christianity? Is it not a delusion

whether Mr. Goodrich believes it or not, we know that the negro under more adverse cirknew that the negro under more adverse cumstances, with more manifest prejudice day than that of the "good, old nigger long ago, is making progress that counts. He is not setting the world on fire with his effort, for he is not an economic factor as yet. He is growing better each day in every respect, and with constant effort and striving we shall succeed in spite of opposition.

DR. J. A. MERRIMAN.

LAID CIGAR IN POISON Oakland Man Dies Soon After At-

tempt to Resume Smoking.

OAKLAND, Cal., Aug. 27.-Forgetting for a moment the presence of a small package of cyanide of potassium on his deek, Alfred H. Norton, a member of deek, Alfred H. Norton, a member of the business office staff of the Oakland Tribune, early yesterday morning laid a cigar on the edge of the paper containing the poison, and a few seconds later placed the "butt" in his mouth. Almost instantly Norton fell to the floor unconscious. A few grains of the deadly drug had adhered to the moistened end of the cigar.

Norton, who was 24 years of age, died at 5 o'clock this morning, about two hours after he had placed the poisoned

hours after he had placed the poiso cigar between his lips.

BUSINESS ITEMS. If Baby is Cutting Teeth sure and use that old and well-tried rem-Mrs. Winslow's Soothing Syrup, for chil-a teething. It soothes the child, softens gums, allays all pain, cures wind colle diarrhoes.

When your nerves are weak, when you are easily tired, when you feel all run down, then is the time you need a good strong tonic-Ayer's Sarsaparilla. Your doctor will tell you why it has such power over weak nerves, why it makes the blood rich, and why it gives courage and strength. Ask him if it is not just the medicine you need. We have no secrets! We publish | 2. C. Ayer Co.

TRAVELERS' GUIDE, OREGON

AND UNION PACIFIC

8 TRAINS TO THE EAST DAILY Through Pullman standards and tourist sleeping cars daily to Omaha, Chicago, Spo-hans; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily. UNION DEPOT. Leaves, Arrives CHICAGO-PORTLAND SPECIAL for the Enst via Huntington. 9:30 A. M. 5:00 P. M. Daily. SPOKANE FLYER, 5:15 P. M. 8:00 A. M. Dally. For Eastern Washington, Walla Walla, Lew-ston, Cosur d'Alens and Great Northern points ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Dally. Dally. PORTLAND - BIGGS 5:15 A. M. 6:00 P. M. Boints between Biggs and Portland.

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. Daily, except co and North Beach steamer for Hassaio, Ash-tock, part of the control of t FOR DAYTON, Ore-pon City and Yambili Dally, Dally, giver points Ash-st, except except lock (water per.)

For Lewiston, Idaho, and way points from iparia, Wash. Leave Riparia 5:60 A. M., r upon arrival train No. 4, daily except Sab rday. Arriva Riparia 4 P. M. daily except Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.

GREAT NORTHERN THE COMFORTABLE WAY. TWO OVERLAND TRAINS DAILY THE ORIENTAL LIMITED The Fast Mall

VIA SEATTLE OR SPOKANE. Dally. PORTLAND Dally. Leave. Time Schedule. Arrive. 5:30 am To and from Spo-kane, St. Paul, Min-neapolls, Duluth and 1:45 pm All Points East Via Seattle, 6:50 pm To and from St.
Paul, Minneapolis,
Duluth and All 8:00 pm
Points East Via
Spekane,

Great Northern Steamship Co. Sailing from Seattle for Japan and China ports and Manila, car-rying passengers and freight. S. S. Dakota, September 2. 8. Minnesota, October 20. NIPPON YUSEN KAISHA.

(Japan Mail Steamship Co.)
S. S. AKI MARU will sail from
Seattle about September 4 for Japan and China ports, carrying passengers and freight.
For tickets, rates, berth reservations, etc., call on or address
H. Diurson, C. P. & T. A.,
122 Third St., Portland, Or,
Phone Main 680.



TIME CARD OF TRAINS PORTLAND

Tellowstone Park-Kansas City-St. Louis Special for Chehalls, Centralia, Olympia, Gray's Harbor. South Bend, Tacoms. Seattle, Spokane, Lewis-ton. Butte Bullurs. Denver, Omnas, Kansas City, St. Louis and Southwest

North Coast Limited, elec-tric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolla, St. Paul and the East....

2:00 pm 7:00 am Puget Sound Limited for Cinremont, Chehalis, Centralia, Tacoma and Seattle Chly..... 4:30 pm 10:55 pm

Twin City Express for Tacoma, Seattle, Spokane,
Helena, Butte, St. Paul,
Minneapolis, Lincoln,
Omaha, St. Joseph, St.
Louis, Kansas City,
without change of cars,
Direct connections for
all points East and
Southeast 11:45 pm 6:50 pm

Astoria and Columbia River Railroad Co.

UNION DEPOT. Daily. For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearburt Park, Seaside, Astoria and Seasiders, Park, Seaside, Astoria and Seasiders, Park, Seaside, Astoria Daily. Express Daily, Astoria Express, Daily, 9:50 P. M Dally.

"Portland-Seaside Flyer"—Saturday only,
leave Fortland 8:19 P. M.
C. A. STEWART.
Comm'l. Agt., 245 Alder st. G. F. & P. A.
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Columbia River Scenery

Regulator Line Steamers THE EXCURSION STEAMER 'BAILET GATZERT' makes round trips to CASCADZ LOCKS every Sunday, leaving PORTLAND at 9 A. M., returning arrives 6 P. M. Daily service between Portland and The Dailes except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommunications for outfits and livestock. Dock foct of Alder street, Portland; foot of Court street, The Dalles Phone Main 914, Portland.



SOUTHEASTERN ALASKA
ROUTE.

From Scattle at 9 P. M.
for Ketchikan. Juneau,
Skragway, White Horse,
Dawson and Fairbanks
S. S. City of Seattle, August 30.
S. S. Humboldt, August
24. S. S. Cottage City (via Sitka), August

25. FOR SAN FRANCISCO DIRECT.
From Scattle at 9 A. M.—City of Puebla,
August 23.
From Scattle at 9 A. M.—Umatilla, August 3. Queen, August 28.
Portland Office, 249 Washington St.
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TRAVELERS' GUIDE.

Leaves. UNION DEPOT. AITIVES. SHORT LINE OVERLAND EX-PRESS TRAINS for Salem, Rose-burg. Ashland. Sacramento, Og-den, San Fran-cino, Stockton, Los Angelos, El Paso, New Or-leans and the East. *8:45 P. M. 97:25 A. M. Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel. Eliverton. Brownsvilla. Springfeld. Wendling and Natron. *7:15 P. M. *4:15 P. M. Eugene passenger connects at Woodburn with Mt. Angel and Silverion local.

7:00 A. M. Corvallis passen-

*4.50 P. M. Sheridan pamen-

\$5:00 P. M. Forest Grove pas-\$11:00 A. M. senger, *Daily. \$Daily except Sunday. PORTLAND OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

5:50 P. M.

Depot, Foot of Jefferson Strest. Leave Portland daily for Oswego at 7:40
A. M.: 12:50, 2:05, 6:20, 6:25, 8:30, 10:10,
11:20 P. M. Daily except Sunday, 6:30, 6:30,
8:40, 10:25 A. M. Sunday only, 9 A. M.
Beturning from Oswego, arrive Portland,
daily, 8:35 A. M.: 1:65, 8:05, 6:15, 7:25,
9:25, 11:10 P. M.: 12:25 A. M. Daily excepBunday, 6:25, 7:25, 6:35, 11:45 A. M. Bunday only 10:09 A. M.
Leave from same copot for Dallas and Intermediate points daily, 7:30 A. M. and 6:15
P. M. Arrive Portland 10:15 A. M. and 6:25
P. M.

Independence.
First-class fare from Portland to Sacramento and San Francisco, \$20: berth, \$5. Second-class fare, \$16: second-class berth, \$2.60. Tickets to Enstern points and Europe; also Japan, China. Honolulu and Australia. CITY TICKET OFFICE. Corner Third and Washington Sts. Phone Main 712. C. W. STINGER, WM. M'MURRAY, City Ticket Agent. Gen. Pass. Agt.

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Thursday August 30 8 P. M. Thursday September 13.... 8 P. M. Thursday September 27 8 P. M. Ticket Office 132 Third, near Alder. Phone Main 1314. H. YOUNG, Agent.

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Makes round trip daily (except Sunday). Leaves Alder-street dock 7 A. M.; returning leaves Astoria 2:30 P. M., arriving Portland 9 P. M. Telephone Main 565.

San Francisco & Portland Steamship Co.

PORTLAND

BARRACOUTA, Aug. 28. COSTA RICA,
AUG. 81.
AZTEC, SEPT. 8TH.
Leave SAN FRANCISCO:
AZTEC, AUG. 29. BARRACOUTA, SEPT. 8.
Subject to charge without notice.

Freight received daily at Alnaworth Dock Phone Main 268. J. H. Dewson, Agent.

Steamers for Corvallis and way points leave 6:45 A. M. Tuesday, Thursday and Saturday, Office and Dock, foot Taylor St.

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