BAKER CITY SURE OF THE RAILROAD

O. R. & N. Now Taking Interest in Eagle Valley Proposition.

LOOKS OVER THE GROUND

David Eccles Has Rival in Harriman-Citizens Subscribe All but Small Fraction of \$100,000 Asked by Promoter,

BAKER CITY, Or., Sept. 23 .- (Special.)subscriptions to the Eagle Valley Rail-road, Baker's pet transportation project now seems assured. The time for stock subscriptions has been extended slightly, and the \$10,000 yet to be raised will be put up by the Baker City property-own-ers and business men within a few days. There is nothing that can stop the rail-

road now. It is good news to Baker. This city can have nothing that will be of greater bene it than this same Eagle Valley Railroad. It means business for the town that Ba-ger cannot possibly get in any other way. It means hig shipments of fruit and vege-tables from the Eagle Valley, and his shipments of timber and ore from the fornucopia. It means the development of the Copper Belt, Burkemont, the In-diana and other properties on that line.

Baker has been sure that the busines was there, and now it knows it. Wi Dave Eccles went over the line, and nounced that if the subscription w raised he would build the road and make it a branch of his Sumpter Valley, Baker had a "I-told-you-so" expression. Now Beeles' declaration that the field is good for a railroad has attracted others and the O. R. & N. threatens to take a hand

and sit in at the game. General Manager O'Brien and his freight expert, R. B. Miller, who has charge of that department of the O. R. & N., left Baker Tuesday in company with W. L. Vinson, the promoter, and drove over the proposed Eagle Valley route, inspecting and determining what the opportunities were. What they did determine is not known, but it is safe to venture that the O. R. & N. people are no more astute than Eccles, and that if Eccles found an opening for business in that direction the & N. officials also saw oppor-

It has been well known for some time that the O. R. & N. had an eye on the Vinson proposition, and indeed the officials had taken up the matter with Mr. Vinson, but the promoter and the builders could never come to terms on the value of the right of way, which Vinson

yould not sell on their offering. O. R. & N. Now Taking Notice.

But now that there is a competition in he matter, the officials of the O. R. & the matter, the officials of the O. R. & N. are looking at the proposition a little more closely, and it is firmly believed here that if the road is built, O. R. & N. money will build it, possibly under some arrangement with Eccles. If O. R. & N. engineers are not upon the ground within a few weeks, cliecking up the Vinson ourveys, then Baker misses its guess.

There is another factor in the situation here, and one that adds to the bright

here, and one that adds to the bright outlook for Baker City. That is the presence of the Iron Dyke copper mag-nates from Erie, Pa., who are looking for the Snake River road as far as Iron Dyke. The road is being built by contract with the Oregon Short Line, which will continue the line from Iron Dyke to Lewiston; but the copper property men, and adds that fancy prices have been and its profit to the grower sure. Falls City is the supply point for all twist in the supply point for all twist in the pastern and its profit to the grower sure. Falls City is the supply point for all twist, and its profit to the grower sure. Falls City is the supply point for all twist, and its profit to the grower sure. Falls City is the supply point for all twist, and its profit to the grower sure. Falls City is the supply point for all twist, and its profit to the grower sure. Falls City is the supply point for all twist, and its profit to the grower sure. r the railroad situation. They are men who are putting up the money Lewiston: but the copper property men, in order to get an outlet for their ores, advanced money for building the line.
They are C. M. Conrad, F. M. Curtze and

L. E. Fink, Eric millionaires, Under Mr. Vinson's offer to Baker City some weeks ago the city has power to lorde the building of the rallroad if it wishes. Only the securing of necessary stock subscriptions is necessary. The Eagle Valley road is tangible in so much as the right of way for the project has been secured by Mr. Vinson and is his property. That it is a valuable property there seems no doubt.

Vinson Is Sure to Sell.

Mr. Vinson is going to sell the right of way. If the money is raised under his contract with Baker, he must sell to some one who will begin the work within 60 days. If Baker dosn't raise the money he can sell to whom he chooses. The re-sult follows that Baker must raise the

N. E. Imhaus, who came to Baker as the representative of a syndicate of French capitalists and who has since enraged in mining operations for himself, as just returned from the Iron Dyke property and the Seven Devils district, in which it is located, and toward which the Eagle Valley, the Union Raliroad and the Snake River road are all pointing. As soon as there is a railroad into that dis-trict there are at least 12 mines that can ship ore profitably on six weeks' notice. It is quiet in the Seven Devlis now, be-ause all the companies owning proper-es in that vicinity are holding off development until the railroads come. The Mountain Bell is about the only mine in the district that has been able to ship ore this Summer, but in that property Dr. Pencock developed something good. and the ore ran not less than 15 per cent

he hig mines expect to see the rail-road commenced between October 1 and December 1, this year, and are waiting until it comes. When it does the Seven Devils country will be the scene of large operations in mining and will be the seat of a big camp that will be a great feeder for Baker City. Mr. Imhaus is interested in one of the properties in the district.

SEES HOOD RIVER ORCHARDS

J. P. O'Brien, of O. R. & N. Co., As-

tonished at Their Productiveness. HOOD RIVER, Or., Sept. 23 .- (Spe cial.)—J. P. O'Brien, general manager of the O. R. & N. R. R., accompanied by his wife and Mr. and Mrs. F. Flynn, arrived in Hood River Friday in Mr. O'Brien's private car, for the purpose of seeing the orchards in Hood River Valley while the aples are still on the trees. The O'Brien party were the guests of E. O. Blancher, E. L. Smith and J. A. Wilson, and in their company spent several hours driving about

At the ranch of H. E. Avery they were given a basket of very fine Jona-than apples, and on their return to town expressed themselves as highly ased with their visit and astonished the wonderful bearing capacity of trees and the fine quality of the

some of those I say today," Mr. O'Brien said. "After seeing the Hood River orchards in bearing, it is easy to un-derstand why Hood River is the best station on the line of the O. R. & N. with the exception of Baker City, of which it is a very close competitor, in amount of business done. Other points on the road receive more freight, but Hood River leads them all in outgoing shipments. While I have been at Hood River many times, I have never seen its spoke orchards. have never seen its apple orchards in bearing until today, and feel that I have been repaid many times over for making the trip."

La Grande Property Sold at Record-

Breaking Price. LA GRANDE, Or., Sept. 23.-(Special.) One of the most imperiant real estate transfers in the recent history of La Grande was made yesterday when Julius Roesche became the possessor of W. R. Hamilton's vacant lot on the southeast

corner of Adams avenue and Fir street, and the two lots adjoining the property of Charles G. Burte. The price paid for the corner lot was \$300, or \$120 per front foot. This is the highest price ever paid before for unimproved property in La Grande. The two inside lots brought to-Grande. gether \$2500.

The entire property is to be covered with a building for business purposes which will be two and possibly three stories in height. It is stated that the projected building improvements will not be undertaken until next Spring as the savent is now to far advanced to begin season is now too far advanced to begin a building of the extent proposed. There is also a temporary scarcity of labor and

NEW METHOD OF SORTING

CALIFORNIA PLAN WILL BE ADOPTED IN HOOD RIVER.

Insures Shipment of Apples in Fine Condition and Expedites Work of Packers.

HOOD RIVER, Aug., 22. — The Hood River Apple Growers' Union has com-menced picking part of its crop for shipment and Manager Shepard is issuing in-structions which will be in the hands of growers this week calling their attention to the necessity of maintaining the high standard of the pack for which Hood River is noted, also explaining to them a new system for grading apples, that will be put in force this year. In explaining the system, which the apple growers' manager says is in yourse apple growers' manager says is in vogue in California canneries and which he thinks is the best that has yet been devised, he states that three circular holes

are cut in a board 2%, 3 and 3% inches in diameter and the board placed in front of the sorter, being suspended within easy reach of the hand. As the apples are wiped their size can be quickly de-termined by the aid of the board, and they can be placed in 3, 3½, 4 or 4½, tier boxes at once, instead of all being thrown in one box for the packer to re-

All apples larger or smaller than the holes in the board go into special boxes provided for them.

"The great advantage of this system," says Mr. Shepard, "is that the packers can pack directly from the box, or if can pack directly from the box, or if the apples are placed on the packing table you avoid having all sizes on it at once, which means a great saving of time and the elimination of more or less bruising of the fruit in being handled over several times to get the various sizes. The less bruising we have, the more our apples will bring and when it becomes known the more buyers will be willing to pay us in future.

"A crew of four men which we now have packing this way, say it is the best system they have ever used. The first day it was tried they packed out 280 boxes and we expect that they will do much better than this when the system is thoroughly established."

In his instructions, Mr. Shepard also

and adds that fancy prices have been realized this year and that growers must 'make good" by putting up fancy apples.

FAIR IN HARNEY COUNTY.

Exhibit Next Month Will Be Best In History.

BURNS, Ore., Sept. 23.—(Special.)—The Harney County fair will be held October 2-6. The Fair Association has prepared one of the best programs that has ever been gotten up for a fair in this County. There will be offered in purses and premiums \$2700, and it is expected that the races will be the best that have ever been seen here, as some of the best norses in Eastern Oregon will contest

The exhibits of farm products and livestock will break all records. The farmers and stockmen are taking more interest in subscription asked, and insure the building of the Eagle Valley road now. By raising the sum it can force action, and great advertising scheme for Harpey the slogan is, "Do It Now."

ABERDEEN IS STILL BOOMING

Heron-Street Real Estate Changes Hands at Advanced Prices.

ABERDEEN, Wash., Sept. 23.—(Special.)—Aberdeen is enjoying a real estate boom similar to the one that set in soom after the big fire of 1903. A considerable amount of property has changed hands on Heron Street, the main thoroughfare of the city and all vacous property has been the city, and all vacant property has been sold at greatly advanced prices. Never in the history of the city has there been so much building going on as at the present. The total value of building permits issued since the first of August, up to the present time is about \$200,000.

The Gray's Harbor Electric Company, operating a "gilway between Abendeen

operating a railway between Aberdeen and Hoquiam has planned to extend its line all over this city to meet the grow-ing demands of the people. Several hundred thousand dollars will be expended u improvements.

Dairying a Growing Industry.

CHEHALIS, Wash., Sept. 23.—(Special)—John B. Blake has bought a 160-acre farm near Adna of Harbin Borst and Mrs. Addle Blackwell for \$14,000. and Mrs. Addie Blackweil for \$14,000.
Jack Ross, of Kent, has purchased the 55-acre place of M. L. Holbrook, of Portland, the hand being two miles southwest of town. The price paid was \$5000. Mr. Ross will use the place as a stock farm, and will ship milch caws in here and sell them to the dairy farmers of the Chehalis and Newaukum who supply milk to the creamery and the condenser. Dairying is fast be-coming one of the most important in-dustries of this section.

Sugar Beet Crop Is Heavy.

LA GRANDE, Or., Sept. 23.-(Special.)-In the vicinity of Cove the crop of sugar beets will exceed all expectations in yield and quality. Samples are shown of best mnd quanty. Samples are snown of beets not yet matured, but of perfect shape and weighing 4½ pounds. Superintendent Bramwell is enthusiastic over the prospects for a splendid yield for the new fields at Cove which will assure the factory a run that will eclipse all previous carry. The Central Bullway response as fruit.

"I had never dreamed that a tree could have so many apples on it as to have the track into Cove in time to have the bests to the factory

Paradise for Homeseekers in Western Polk County.

BRINGS \$120 A FRONT FOOT FALLS CITY THE CENTER

Recently Founded Town Supply Point for Rich but Little Known Section of Oregon-Unsurpassed for Fruit.

FALLS CITY, Or., Sept. 23.—(Special.)—In the development of the great State of Oregon, Polk County is not to be overlooked. While a large part of Polk County has been known for years as a famous farming and fruit county, the newer and little known parts and what are proving to be the best and richest portion of the county are now what are proving to be the best and richest portion of the county are now coming to the front. It is now known La Grand Ronde Valley Fruitgrowers' Association is handling a large portion of

as rapidly as possible.

Manager Fitgerald of the iron foundry, says the plant is crowded to its fullest capacity with other lines of work. He

has eight men employed and is in need of three or four machinists who will be put to work in addition to the regular force as soon as they can be secured. as soon as they can be secured.

The certificate of incorporation of the Hackett Lumber Company was placed on record in the County Clerk's office this week. The incorporators are Nelson Hackett, W. A. Hackett, C. E. Reiber. C. P. Gannett and G. C. Hill. The capital stock is 125,000 and the principal place of husbanks in 125,000. business is Elgin.

Big Saving by Hoppickers.

OREGON CITY, Or., Sept. 23 .- (Special.) -Mr. and Mrs. John Keiser, of West Oregon City, returned yesterday from an up Valley hopyard, bringing with them \$107 in hard-carned cash. That amount represents the earnings of the couple, less their expenses, for 14 days' work. Kelser was employed as dryer at the hophouse, while his wife picked hops, making on an average \$4.50 each day. While this record has been, perhaps, surpassed by employes in other yards, it serves to give some idea of what the harvesting of the Oregon hop crop means to the people of the state in wages alone each year. Mr. and Mrs. Keiser were making wages at the rate of \$107 each, per month,

Handles Grand Ronde Fruit.



BEAR BAVAGES HOOD RIVER ORCHARDS AND IS KILLED,

HOOD RIVER, Sept. 22 .- (Special.) -- Several residents on the west side of Hood River Valley reported Thursday that a large bear was ravaging orchards and killing cattle in that neighborhood and asked that some experienced hunters be sent out to locate the animal. Early yesterday morning Cecil Holman, a bear-hunter of considerable local fame, accompanied by Charles Morse, Ed Wright and O. H. Gray, with several dogs, went in quest of bruin and located him about seven miles from town. After a long chase, in which several of the dogs were badly burt, the animal was cornered and shot. The carcass, which was brought to Hood River, weighed in the neighborhood of 300 pounds. Just before the animal was skinned a snapshot was taken of it and

that the Luckiamute Valley and hill the fruit of the growers, which is being lands adjacent to Falls City are among the most fertile and productive in the shipment next week.

tion of Western Polk County, and is being pushed through on the east to Salem, where work is already in progress, and on the west into the Siletz Basin, into the largest and finest body of hig timber in the world. Louis Gerlinger, Jr., the youngest manager of a railroad in this country, has shown marked ability in his wise and practical handling of the affairs of this road, and is doing all in his power to open up and develop the rich territory through which it runs. Under his man-

agement the road is now shipping hundreds of carloads of Oregon lumber products to the East, as well as grain, fruit and other products of this county. Those desiring to enter the dairy business will find here the ideal pla -unfailing springs, running water, rich grasses and acres upon acres of wild peas and vetch, and unlimited range. Here there is no danger from frost, fire, and the grass is green all the year around. No snow interferes with the pastbrage of cattle the Winter through.

Any person of small means can now obtain a home here, and with a proper amount of industry, can soon be independent. The railroad company will pendent. The railroad company will lend all possible assistance to those desiring to come into this part of Polk County. The new City of Falls City is largely a creation of the railroad, and the result of opening up this rich terri-tory surrounding it. It is a live town, and no drones are there. Every citi-zen knows the value of the country around him and is ever ready to show any intending settler the oppor-tunities and advantages of this part of the country. The town has a large graded school with several teachers, a newspaper, four churches, a bank, several fraternal societies, and as good social surroundings as any town of its

size in the state. the pleasure-seeker, there is saling and hunting, plenty of For the pleasure-seeker, there in good fishing and hunting, plenty of both bear and deer, besides other large game. For the lover of Nature and seeker for health, here is as delightful scenery as can be found anywhere, with pure mountain air and water, great trees and the healthful breezes from Oreston; tell alters.

from Ocegon's tall pines.

An object of great interest two miles from Falls City, in the Coast Moun-tains, is one of the largest private trout preserves and hatcheries in this state, if not on the Pacific Coast. It is owned and operated by J. B. Teal. County Commissioner of Polk County. This preserve is a revelation to the visitor, and an object lesson in that

ed with the fact that Falls City is located not more than 60 miles form Portland, and can be easily reached in a day from either the Union Depot or from the Jefferson-street Depot by short run to Dallas, and a transfer the Salem, Falls City & Western.

PATRONIZE HOME INDUSTRY

La Grande Foundry Will Furnish

Castings for New Sawmill. LA GRANDE, Or., Sept. 23.—(Speciāl.)— The La Grande Iron Works will furnish all castings and machinery fitting re-quired for the Hacket Lumber Company's big sawmill at Eigin, Machinery for this plant commenced to arrive from the East

exported. Within the past week two car loads of pears, principally Bartletts, have been sent to Eastern points. A car of Fall apples is ready to be sent, and still another car of pears will be loaded for

IRRIGON BUYS A CEMETERY

was drowned, and last week his body to finish the work, but enough to get was found lodged against the ferry-boot the road fairly under way. The survey opposite Irrigon. The body was taken to that town with the intention of preparing the remains for burial and sending them to his old home in the East, but when the Undertaker from Pendleton reached the place he found that it would impossible to ship the body or prepare it for shipment.

As a result the brother of the dead man decided to bury the corpse at Irrigon. When he commenced to make arrangements, however, he found that the had never had a funeral and therefore was without a cemetery. In view of this dilemma, however the city fathers held a meeting and picked out a portion of the desert near by, which they purchased and there started their graveyards

CONTRACT HOPS DELIVERED

McLaughlin Lot of 375 Bales Were Purchased in Advance at 20 Cents.

pendence, which is the first lot of cent contract goods to have been taken in this senson. The weather continues damp and threatening, with prespects of more rain. Very little picking was done today, and all dealers view the situation as bad for the remainder of the crop.

About one-half of the prune crop is still unharvested and susceptible to injury by

Grain Crowds Hover Dock.

SALEM, Or., Sept. 23.—(Special.)—Lachmund & Pincus today received the C. A. McLaughlin lot of 375 bales, from Inde-

the docks Friday on the steamer Mountain Gem. The vessel carried 300 tons, which will go to Portland. The docks here are crowded with other grain walting shipment, and it is expected that two and maybe three shiploads will go out the first of the week.

Southern Oregon Company in Quietly Buying Up All -Available Timber Land.

Signs That Empire City Is Taking New Lease on Life.

MILL WILL BE REOPENED

Inference Is Drawn From Action of

EMPIRE CITY, Or., Sept. 23 .- (Special.) -After many years the people who have always held that there was a future be-fore Empire City are saying "I told you so." There are movements on foot now that warrant the prediction that Empire City is going to awaken from its long

From instruments filed with the Clerk of Coos County within the past few days it has been learned that the Southern Oregon Company has been quietly engaged in buying up lands north of Empire City for some months, and deeds have already been filed covering over 5000 acres of land. The knowing ones say that this means the opening of the big sawmill that has so long been idle, and the fact that the Dean Lumber Company, of Marshfeld, sent a man here a few days ago to purchase some of the machinery and the refusal of the Southern Oregon Company to sell lends strength to the report that the mill will soon be opened. It is further asserted that a force of

men will soon be set at work overhauling the mill.

Today fully three-fourths of the busi-ness places and residences in Empire City are deserted, but should the big mills resume operations, the streets of the city, so long deserted, will again teem with life. The Southern Oregon Company is life. The Southern Oregon Company is credited with being the owner of 97,000 acres of land in Coos County, but for some reason best known to the officials of the company this land has not been utilized. Should the mill here be reopened it is said that the company owns enough timber to keep it running day and night

The steamer Alliance, from Portland recently brought a quantity of machin-ery for a fish-canning plant to be opened here by Sam Elmore, of Astoria, and 30 tons of tin to be converted into salmon cans. A force of Chinese was also brought down to work in the cannery.

Silver salmon will be put up, and it is expected that a large quantity of fish will be put in ting between now and the close of the season, in November. The cold-storage company at Marshfield is now paying 50 cents each for silversides

and if the cannery can afford to pay anywhere near the same figure, fishermen expect to reap a harvest this Fail, for large numbers of the fish come into Coos Bay every Fall.

NEW ROAD TO WASHOUGAL Skamania County Development Will

Receive Great Impetus.

VANCOUVER, Wash., Sept. 23.—(Special.)—State Highway Commissioner Joseph M. Snow, from Olympia, accompanied by Clark county Commissioners A. A. Quarnberg, J. G. Edding and Robert Lowe, escorted by County Surveyor F. J. Balley, arrived from above Wash-First Funeral in the New Town

Finds No Provision for Burial.

PENDLETON. Or., Sept. 22.—(Special.)—
The little town of Irrigon invested in a graveyard last week, as the result of the death of Cole Harris, the engineer of the Mate Hoover, which was sunk in the Columbia River September 13. Harriss was drowned and last week his body to finish the work but enough to get through Skamania county has already been completed and approved by the state commissioner, and it is expected that bids

will be open for the work about the first of the month. The new road will be a big improve ment over the present road, as all of the grades are less than 5 per cent. This feature of easy access from the vicinity of Washougal to the Skamania county line and into Skamania county will be big step toward the progress and de-elopment of that part of the country. It will be especially advantageous to the lumbermen of that section, who are al-ready making great inroads upon the vast belt of timber along the Washougal river, as the road for a considerable part of the way follows the bank of this

RAIN DAMAGES HOPS IN LANE

Fear Is Expressed That Loss of Crop May Reach 40 Per Cent.

EUGENE, Or., Sept. 23.—(Special.)—Rain s causing damage to Lane County hops. Conservatives say it is doing no good pessimists says hops unpicked will be lost. All small yards have finished picking, but large yards have been short of pickers. The loss will easily be 30 to 40 per cent of the crop.

Weather Forecasts by Telephone.

OREGON CITY, Or., Sept. 28 -(Special.) The farmer subscribers to the Oregon City telephone exchange are to be sup HOVER, Wash., Sept. 22.—(Special.)— piled with a daily forecast of the weather through an arrangement between the Hover by the river route to Portland left. United States Weather Bureau and the docks Friday on the steamer Moun-

cialists, with abundant capital established for the purpose of treating ALL CURABLE MEDICAL AND SURGICAL DISEASES AND DEFORMITIES OF MEN. They will accept no case for treatment except certain that they can effect a cure, nor will they make any charge in case of failure. ALL NERVOUS, BLOOD, SKIN AND SPECIAL DISEASES OF MEN.

Through our vast experience as specialists we are able to make a full and early cure in these troubles in the majority of instances where the ordinary practitioner fails to relieve.

BLADDER, THROAT AND NERVE TROU-BLADDER, THROAT AND NERVE TROU-BLES are very quickly relieved and a per-manent cure made in all curable cases. We tell you frankly if your case is incurable. We will have no person's money except for benefits received.

YOU CAN PAY WHEN CURED If you wish you can deposit the price of a cure in any bank in Portland, said amount to be handed to us when you are cured. Or you may pay us by weekly or monthly installments if you prefer. Over 50 per cent of our cases have been cured for \$10; many only \$5 A personal interview is desired out if you cannot call, write us, giving your symptoms in full, Consultation free.

Our home treatment is successful even in complicated cases. Strictest confidence observed. Plain envelope used in all correspondence. Office hours—9 to 8. Sundays and holidays, 10 to 12.

DR. W. NORTON DAVIS & CO. Leading Specialists in the Northwest. Established 1885, OFFICE VAN NOY HOTEL, 521-2 THIRD ST., COR. PINE, PORTLAND, OR.

HOSPITALS CROWDED MAJORITY OF PATIENTS WOMEN

Mrs. Pinkham's Advice Saves Many From this Sad and Costly Experience



every year brings an increase in the tions performed upon women in Morethan threefourths of the patients lying

white beds are women and girls who are awaiting or recovering from operations made necessary by neglect.

Every one of these patients had plenty of warning in that bearing down feeling, pain at the left or right of the abdomen, nervous exhaustion, pain in the small of the back, pelvic cutarrh, dizziness, flatulency, displacements or irregularities. All of these symptoms are indications of an unhealth dition of the female organs, and if not heeded the trouble may make headway until the penalty has to be paid by a dangerous operation, and a lifetime of impaired usefulness at best, while in many cases the results are fatal.

Miss Luella Adams, of Seattle, Wash.,

writes: Dear Mrs. Pinkham :-

Dear Mrs. Pinkham:

"About two years ago I was a great sufferer from a severe female trouble, pains and headaches. The doctor prescribed for me and finally told me that I had a tumor and must undergo an operation if I wanted to get well. I felt that this was my death warrant, but I spent hundreds of dollars for medical help, but the tumor kept growing. Fortunately I corresponded with an aunt in the New England States, and she advised me to take Lydia E. Pinkham's Vegetable Compound, as it was said to cure tumors. I did so and immediately begas to improve in health, and I was entirely cured, the tumor disappearing entirely, withcured, the tumor disappearing entirely with-out an operation. I wish every suffering woman would try this great preparation."

Just as surely as Miss Adams was cured of the troubles enumerated in her letter, just so surely will Lydia E. Pinkham's Vegetable Compound cure other women who suffer from female troubles, inflammation, kidney troubles, nervous excitability or ner vous prostration.

Mrs. Pinkham invites all young vomen who are ill to write her for free advice. She is daughter-in-law of Lydia E. Pinkham and for twenty-five years has been advising sick women

TRAVELERS' GUIDE

Leaves. UNION DEPOT. Arrives. OVERLAND EX-PRESS TRAINS for Salem, Ross-burg, Asiland, Secramento, Og-jen, San Fran-Leo, Stocken, Los Angeles, El Pawo, New Or-leans and the East *7:25 A. M. 8:45 P. M. *7:15 P. M.

Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton. Brownsville. Springfield, Wendling and Natron. Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.
Corvallis names. *10:85 A. M.

*4:50 P. M. Sheridan passen- *5:35 A. M. \$8:00 P. M. Forest Grove pas- \$2:50 P. M. \$11:00 A. M. senger. \$10:20 A. M.

Corvallis passen-

7:00 A. M.

5:50 P. M.

#II:00 A. M. | senger. | \$10:20 A. M. |
*Daily. \$Daily except Sunday.
PORTLAND-OSWEGO SUBURBAN
SERVICE AND YAMMHILL
DIVISION.

Depot. Foot of Jefferson Street.
Leave Portland daily for Oswego at 7:40
A. M.: 12:50, 2:05, 5:20, 5:25, 8:30, 10:10, 11:30 P. M. Laily except Sunday, 3:30, 6:30, 8:40, 10:25 A. M. Sunday Gnly, 9 A. M.
Returning from Oswego, arrive Portland, daily, 8:35 A. M., 1:55, 3:05, 6:15, 7:35, 9:35, 11:10 P. M.: 12:20 A. M. Daily except Sunday, 6:25, 7:25, 9:35, 11:45 A. M. Sunday only, 10 A. M.
Leave from same depot for Dailas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland, 10:15 A. M. and 6:23 P. M.
The Independence-Monmouth Motor Line

P. M. Arrive Portland, 10:15 A. M. and 6:25 P. M. The Independence-Monmouth Motor Line operates daily to Monmouth and Airlis, connecting with S. P. Co.'s trains at Dailas and Independence.

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

E2.50.

Tickets to Eastern points and Europe; also Japan. China. Honolulu and Australia.

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

C. W. STINGER, WM. MMURRAY, City Ticket Agent. Gen. Pass. Agt.

North Pacific S. S. Co's Popular Steamship Ronnoke (2500 tons)

San Francisco, Los Angeles and Eureka

THURSDAY, SEPT. 27...... 8 P. M. THURSDAY, OCT. 11 8 P. M. THURSDAY, OCT. 25...... 8 P. M. From Martin's Dock, foot of 17th st. Take 8 or 18th-st. cars. Ticket office, 182 3d, near Alder. Phone Main 1314. H. YOUNG, Agent.

Upper Columbia River Steamer Chas. R. Spencer

Leaves Oak-street dook every Monday, Wednesday and Friday at 7 A. M. for THE DALLES and STATE PORTAGE, connecting with the OPEN RIVER TRANSPORTATION COMPANY STEAMERS for points as far east as HOVER.

Returning, arrives Portland, Taesday, Thursday and Saturday at 3 P. M. Low rates and excellent service.

Phone Main 2960 or Main 3201.

PORTLAND-ASTORIA ROUTE Fast Str. TELEGRAPH

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. Leave PORTLAND, with freight only, "BARRACOUTA," October 5, "COSTA BICA," September 25.

Leave SAN FRANCISCO, with freight only. "COSTA RICA." September 30.
"AZTEC," September 24.
"BARRACOUTA." September 28.
Subject to change without notice.
Preight received dully at Answorth Dock.
Phone Main 268. J. H. Dewson, Agent. TRAVELERS' GUIDE



3 TRAINS TO THE EAST DAILY Through Pullman standards and tourist sleeping cars daily to Omaha, Calcago, Spokane; 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 East 9:30 A. M. 5:00 P. M. Daily. SPOKANE FLYER. 6:15 P. M. 8:00 A. M. Dally. For Eastern Washington, Walla Walla, ewiston, Caeur d'Alene and Great Northern

ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily. PORTLAND - BIGGS 8:15 A. M. 6:00 P. M. LOCAL, for all local points between Biggs and Portland,

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, connecting with steamer for liwato and North Beach Sunday, Staumer Hasselo, Ashtidook University Sunday.

FOR DAYTON, Oregen City and Yamhill Daily Daily
River points, Ash-st. except dock (water per.)

Sunday, Sunday. For Lewiston, Idaho, and way points from Riparia, Wash, Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Sat-urday. Arrive Hiparia 4 P. M. daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.



To and from St.
Paul, Minneapolis,
Duluth and All S:90 am
Points East Vis
Spokane. Great Northern Steamship Co.
Salling from Beattle for Japan
and China ports and Manila, carrying passengers and freight.
S. S. Minnesota, October 20.
S. S. Dakota, November 28.
NIPPON YUSEN KAISHA.
(Japan Mail Steamship Co.)

(Japan Mail Steamship Co.)

8. S. KAGA MARU will sall from
Sentile about October 2 for Japan
and China ports, carrying passengers and freight.
For tickets, rates, herth reservations, etc. call on or address
H. DICKSON, C. P. & T. A.,
122 Third St., Portland, Or,
Phone Main 680,



the East
the East
timeted for
Claremont, Chehalis Contrails, Tacoma and Seattle
4:30 pm 10:55 pm

A. D. Chariton, Assistant General Passenger Agent, 255 Morrison st., corner Taird, Portland, Oc. Astoria and Columbia

River Railroad Co. Daily. For Maygers, Rainier, Ciatskanie, Westport, Cilton, Astoria, Warronton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seaside, Astoria and Seaside.

C. A. STEWART. J. C. MATO, Comm'l Agt., 248 Alder at. G. F. & P. A. Phone Main 906.

Columbia River Scenery

Regulator Line Steamers THE EXCURSION STEAMER 'BAILEY GATZERT' makes round trips to CASCADE 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 accommodations for outfits and livertock.

Dock foot of Alder street, Portland; foot of Court street, The Dailes. Phone Main 314, Portland.



SOUTHEASTERN ALASKA
ROUTE.
From Seattle at 9 P. M.
for Ketchikan, Juneau,
Skagway, White Horse,
Dawson and Fairbanks,
8 S. City of Seattle, September 19, 29,
5 S. Humboldt, September 13, 23,
City (via Silka), September
22

FOR NOME Senator, October 2.

FOR SAN FRANCISCO DIRECT.

From Seattle at 5 A. M.—Umatilia,
ember 17; City of Puebla, September
2usen, September 27. Portland Office, 249 Washington St.,
Main 329,
G. M. Lee, Pass. & Ft. Agt.
C. D. DUNANN. G. P. A. San Francisco.

WILLAMETTE RIVER ROUTE

Steamers Pomona and Oregona for Salem

and way landings from Taylor-street dock, dally (except Sunday) at 6:45 A. M. OREGON CITY TRANSPORTATION CO. Office and Dock, foot Taylor St.