Steamship Cannot Sail Until J. H. Peterson Is Satisfied.

MANY ARE DISAPPOINTED

Owner and Operator Are at Outs and Until Agreement Is Reached Vessel Will Be Idle-Doe Says She Will Sail Today.

The steamship Geo. W. Elder did not depart for San Francisco and way ports last evening, though C. P. Doe, the managing operator of the wessel, had announced her sailing in the evening papers. The steamulip will not sail until J. H. Peterson, owner, appears with Doe before the Collector of Customs and ap-plies for the ship's papers, which were given up at the time the Elder was abandoned on the rocks off Goble, Or., in January, 1905. It is up to Peterson to give his consent before such papers can

Manager Doe, of the North Pacific Steamship Company, has been given, it is reported, a half interest in the steam-er by Peterson, who bought her from the underwriters after all efforts at floating her had failed. Peterson secured the services of Captain W. H. Baker, a wrecker from Michigan, and last May the vessel floated, after having been half sub-

Whether the report that Doe has a half interest is true, Peterson has not said, at any rate the supposed partners in the vessel are at outs, and Peterson refuses to apply for the papers without which the steamship cannot sail, and un-til he agrees to do so the Elder will re-

The Edier is reported to be in first-class condition by Loc. and this statement is continued by Captain E. S. Edwards, one of the United States Inspectors, who says she is equipped with all the apparatus required by law. Peterson says the equip-ment is not satisfactory to him. The quarrel of the parties is of no interest to the public, but people who have pur-chased tickets to Sun Francisco and Way points are anxious that Doc and Peterson settle the dispute as soon as possible and

settle the dispute as soon as possible and get the vessel ready for her voyage. Doe has assured them that the vessel will sail today. This notice was laured after it became apparent that efforts to get Peterson's consent to registration yesterday had falled. Another attempt to gain Peterson's consent will be made this morning, and if it is successful the ves-ner may sail this evening, but if Peterson remains in his present humor, the Elider will be lied up indefinitely, and those who have purchased tickets on her will have to sail on the Roanoke

W. F. JEWETT REACHES PORT

Schooner Has Stormy Voyage and Captain Is Taken III.

ASTORIA, Nov. 26 - (Special.)—The three-masted schooner W. F. fewett was towed into port this morning flying distress signals. She is the vessel reported from North Head yesterday afternoon as being to miles north of the mouth of the river and signalling for a rug. The Jewett is 31 days out from Redondo and she en-countered very severe weather all the way up the coast. About two weeks ago. master, Captain Abrahmson, was taken iii and the navigation of the ves-

schooner had been within a short distance of the mouth of the river for 12 days in the recent gales and during that time she lost several gaffs and sails but seriously damaged. Captain Abrahmson, well advanced in years, is a very sick man and he will return home by rail,

DREDGES ARE AT WORK.

Begin Deepening Channel in Front of Local Mills.

The Port of Portland dredge Columbia, which has been employed by the Govern-ment on the Lower Columbia near Slaugh-ter's bar, has been temporarily moved to Goble for the purpose of deepening the channel in front of the Broughton & Wiggins Company mill. This company made application for the dredge some time ago, but as she was under contract to the United States Engineers she was not vallable. She has been compalled to available. She has been compelled to case operations at Slaughter's on accoun-Commission allowed her to be taken to the mill, where she will be used during the next few days.

The dredge Portland, which has been at

work near Vancouver, has been brought to this city and placed at work on the channel in front of the Eastern & West-

INSPECTORS DO NOT AGREE

Investigators Are Not Unanimous in Manchuria Wreck Inquiry.

SAN FRANCISCO, Nov. 20.—John K, Bulger, Inspector of boilers, and O. F. Bolles, inspector of hulls, have been unsteamship Manchuris at Midway Island. Bolles handed in his decision in the mat-ter yesterday, but Bulger refused to conour with him. The decision was handed to Supervising Inspector John Berming-ham, who, on account of its character, refused to make it public. He said: "I will have a joint decision from both inspectors, or, if they are still unable to agree, I will write a decision."

Big Tramp to Be Docked.

The hig British tramp steamship Man-chester Port, which is due to reach this city today, is to be placed in the drydock on her arrival. Her agents have applied to the Port of Portland for dock privi-leges, and the dock will be made ready for her. The vessel is coming to load lumber.

Marine Notes.

Wand commenced taking on a similar cargo at Vancouver.

The French ship Jacobsen, and the barks La Pareuse and Bougainville fin-ished discharging their cargoes yesterday and will commence to load grain today

or tomorrow.

The towboat G. K. Wentworth was hauled out on the ways of the Portland Shipbuilding Company yesterday. She is to have a number of minor repairs made before being again placed in commission. The last issue of Lloyd's weekly Ship ping Gazette contains information of the safe arrival of the British steamship Hyndford at the Falkland Islands. She was reported as disabled by the German

ship Emilie some time ago.

The grain tonnage now in the harbo wal aided to yesterday by the arrival of the French bark fleebe, which is sched-uled to load wheat for Kerr, Gifford & Co. The Hoche is from the Hawalian in ballast.

General Manager Voogt, of the Wat-sonville Tr. sportation Company, arrived in Portland yesterday for the purpose of investigating the local field. Recent changes in the company are responsible for the visat. The company operates the steamer F. A. Kilburn.

The steamer Northwest has been char-tered by the Northern Pacific Railway to transfer passengers from Castle Rock to the different points affected by the recent washout on the railway line. Sue will take the place of to Undine, which draws too much water to navigate the Cowlitz River. The French barks Bougainville and La or D'Auvergne have offered rewards the return of several deserting sail-

these vessels. The La Tour D'Auvergne left down yesterday. The men deserting her will be turned over to the French Consul if captured. The San Francisco & Portland Steamship Company's liner Agtec left down late last evening with a full cargo of freight for San Francisco. The Barracouts, of the same line, has been laid up at the Bay City for repairs and in the mean-

company will depend on the

ors who have made their escape from

CAPTAIN STREAM GIVES UP ALL HOPE FOR HIS VESSEL.

Tugs Fail to Locate Schooner Which Was Abandoned by Crew After Losing Rudder.

ABERDEEN, Wash., Nov. 20 .- (Spe ial.)-The schooner Emma Claudina has lisappeared, and in the opinion of her master. Captain Tom Stream, she has gone upon the beach near the mouth of the Quiniault. Captain Stream says he was off the Quiniault when he dropped his starboard and kedge anchors yesterday, and the tog Daring sailed over the exact spot where the schooner was last seem, but she had disappeared. There is no question that she went to pieces in

Wednesday night's gale.

The Claudina was the property of the
Hardwood Lumber Company, of San
Francisco and was built at San Francisco n 1882. She registered 185 net tons, and was valued at about \$7000.

"When we abandoned the Emma she was anchored in 13 fathoms of water," said Captain Stream. "She lay just off the Quiniault River. In my judgment, she went ashore during the gale of last Wednesday night and was broken up. Yesterday the tug went to the spot where she was anchored, but no trace of her was to be seen. It is barely possible some passing vessel picked her up, but this is highly improbable." So confident is Captain Stream that the vessel is lost that he filed his wreck report today with Collector of the Port

Astoria, of South Bend, refused to heed signals displayed by the schooner Minnie A. Caine during the lull following the great storm of last week. The men aboard great storm of last week lae men aboard the Caine make the allegation. The Caine had taken off the crew of the Emma Claudina, and Captain Stream, of the disabled schooner, who was also aboard the Caine, was anxious to be taken ashore, that he might start a tug out in search of the barkentine Mars Winkleman, to which vessel Mrs. Stream had been transferred. The Astoria was signalled off Wilapa Harbor, but failed to heed the signal, and later proceeded on her way. Captain Olson, of the Caine, reports this incident of the voyage just completed. He is at a loss to account for the refusal of the tug to come to the barken-

WILL DISPOSE OF IREDALE

Lloyd's Salvor Visits Wreck on Official Investigation.

ASTORIA, Or., Nov. 20.—(Special.)— Perry Jones, Lloyds' salvor for the Great Lake district, with headquarters at Cleve land, Ohlo, arrived here this afternoon for the purpose of officially deciding for the underwriters what shall be done with the stranded bark Peter Iredale. Mr. Jones will visit the vessel tomorrow and will then render his decision.

Many Passengers Are Fogbound. PHILADELPHIA, Nov. 20 - With more han 1000 passengers on board, the Amer ican Line steamship Haverford, from Liverpool, for this port, has been fog-bound in Delaware Bay since Sunday,

Cargo Shifts in Steamship.

MONTEVIDEO, Nov 28.—The American steamer Santa Reta, Captain Conner, from New York for San Francisco, has arrived here with her cargo shifted, a portion of which had to be jettisoned.

Robert Dollar Leaves Astoria.

ASTORIA. Nov. 20. — (Special). — The steamer Robert Dollar crossed out today for San Pedro with a cargo of \$90,000 feet of lumber, loaded at Flavel. Arrivals and Departures.

Astoria Firm Outbids Portland and
Vancouver for Jetty Material.

The United States Engineers office yesterday let a contract to the City Lumber & Box Company, of Astoria, for 121,000 feet of lumber for use in construction work on the Cohumbia River jetty. The Bid was \$20,28.66 Bids were submitted by the Washington & Oregon Lumber Company, of Vancouver, \$20,77.36, and the Eastern & Western Lumber Company, of Portland, \$21,185.66.

Proposals for furnishing coal to the Government plant are now being received and will be opened today.

The lumber contracted for will be delivered at Fort Stevens.

Gray a Harbor: Dark Clympic, for Puget Sound.

Honolulu, Nov. 20.—Salied—Steamer Siberia, for San Francisco.

Hoquiam, Wash., Nov. 20.—(Special.)—Arrived—Schome, from San Francisco, for Hoquiam; schooner Glendale, from San Francisco, for Aberdeen; schooner Prosper, from San Francisco, for Aberdeen; Mahukona, from San Francisco, for Hoquiam; barkentine G. C. Perkins, from San Francisco for Hoquiam. Salied—Steamer Corondo, from Aberdeen for San Francisco; steamer G. C. Lindayar, from Aberdeen for San Francisco; steamer Olympic, from Hoquiam for San Francisco.

The steamer Northland commenced from nervousness and dyspepsia should use Carter's Little Nerve Pills, made expressly for this class.

Shortage of Cars Depresses Prices of Hops and Potatoes.

EXTORTION IS CHARGED

Shipments to Portland by River on Through Bills of Lading Now Forbidden-Situation Grows More Serious.

Prices of two of the leading crops grown in Oregon are now most unsatis-factory to the producers, and the blame for the trouble is put upon the shoulders of the railroad officials, who are held responsible for the car shortage. Bumper crops of hops and potatoes were raised in this state. A fair market exists for them in other sections, but there appears no way for the dealers in the commodities to make deliveries. Prices have there to make deliveries. Prices have, therefore, declined and thousands of dollars have been lost to the farmers. The rail-road lines in Oregon will eventually haul all this freight, except such of it as de-cays, and will hardly be the losers there-In fact, the companies are profiting the situation, according to the statenents made by the leading shippers. After suffering great annoyance loss of business through the shortage, the hop dealers of Oregon are now "up against" the problem worse than ever. Yesterday the order was given out by the

Southern Pacific that no more hops could be brought down by boats from up-river points on through bills of lading. Some Shipped by River.

Since the car shortage began to be a nuisance, some relief has been afforded by the Willamette River service, as dealera who could not get cars at interior points have been able to bring their freight down by boat and consolidate the

In this way, something like a regular movement has been kept. Whether it was because the boats were getting too much business or because the hops were turned over to the rival lines here is not known, but the fact remains that the shippers must bereafter depend upon the con-science of the Harriman line to get the hops out of the state.

hops out of the state. There is a through rate of \$1.50 per hundred on hops from Oregon to East-ern points in carload lots. To get the benefit of this rate, the hops must be loaded at points where the freight origi-nates. As dealers have had to walt all the way from three to seven weeks to get cars at interior points, they found it necessary, when the orders called for prompt shipment, to bring the hops to Portland at their own expense, there being plenty of cars here most of the

Operated to Increase Rate.

This extra freight and the incidental storage and handling expenses brought storage and handling expenses brought the through rate on average shipments up to about \$1.85. On less than carlead lots, with a \$2 rate nominally in effect, the charge amounted to about \$2.30. Dealers could, of course, get the lower rates if they would be satisfied to await the convenience of the railroad, but hops are always sold with a certain month's delivery specified, and in many cases the shipments could not be delayed. Under the circumstances the shippers have been the circumstances the shippers have beer compelled to pay out the extra cost, or lose their customers at the other end of the line. They regard the railroad company's policy as extertion, but there is no other course open to them than to submit or go out of the business.

The way the car business is handled in this state is, according to Portland hop men, responsible not only for much of the present luactivity of the market, but also has a had effect on prices. Competition among buyers would, without doubt be much keeper if it were out doubt, be much keener if it wer possible to get the hops East after buy

Potato Shippers' Woes.

Potato shippers are also complain-ing loudly of the scarcity of cars. The California markets are beginning to improve now and are in shape to re-ceive large quantities of Oregon potatoes, but there is no way of getting

SAVED BABY

Untold Suffering and Constant Misery-Awful Sight From that Dreadful Complaint, Infantile Eczema - Commenced at Top of his Head and Covered Entire Body.

MOTHER PRAISES CUTICURA REMEDIES

"Our baby had that dreadful com-plaint, Infantile Eczema, which afflicted him for several months, commencing at the top of his head, and at last covering his whole body. His sufferings were untold and constant misery, in fact, there was nothing we would not have done to have given him relief. The family doctor seemed to be wholly incapable of coping with the case, and after various experiments of his, which resulted in no benefit to the child, we sent to Mazon, Ill., to a druggist and got a full set of the Cuticura Remedies and applied as per directions, and he began to improve immediately, and in about three or four days began to show a brighter spirit and really laughed, for the first time in a year. In about ninety days he was fully recovered, with the exception of a rough skin, which is

gradually disappearing, and eventually will be replaced by a healthy one. "Praise for the Cuticura Remedies has always been our greatest pleasure, and there is nothing too good that we could say in their favor, for they certainly saved our baby's life, for he the most awful sight that I ever beheld, prior to the treatment of the Cuticura Remedies. Mrs. Maebelle Lyon, 1826 Appleton Ave., Parsons, Kan., July 18, 1905."

COMPLETE TREATMENT \$1

Complete external and internal treatment for every humor, consisting of Cuticura Soap, Ointment, and Pills, may now be had for one dollar. A single set is often sufficient to cure the most torturing, disfiguring, itching, burning, and scaly humors, eczemas, rashes, and irritations, from infancy to age, when all else fails.

same as in the hop market. Large quantities of potatoes have been bought up and are stored at Gresham, Fairview, Troutdale, Middleton, Canby and other points, but there are no cars to move them. The shippers say they could be accommodated with cars in Portland if they would pay the extra freight to this city, but there is not sufficient margin in the price to allow of this.

In the meantime Southern California is drawing its supples from Idaho. Walle no cars can be had at interior Oregon points, it is said there is an abundance of refrigerator cars at Idaho Falls, where from eight to ten car-loads of potatoes are being shipped daily. Idahe has 200 cars of surplus potatoes to be moved and it is pre-sumed the railroad companies and car lines will serve that section first, for the purpose of getting the benefit of the longer haul.

Then when the California markets are glutted and the good prices a thing of the past the Oregon shippers will probably be told they can have what cars they want.

LIBRARIES FOR SUBURBS

Sellwood, Albina and South Portland Want Branches Established.

A movement is on foot to secure the establishment of three permanent branches of the Portland Library, one at Sellwood, one in Albina and one in South Portland. Sellwood is planning the purchase of a lot and the ultimate erection of a suitable building. For the past year Sellwood has maintained a library by donations at a cost of from \$300 to \$400 per year, but it is felt that the burden is becoming tog great. Hence Rev. D. A. Thompson, who originated the Sellwood library, thinks that the time has come to establish these permanent branches in the district mentioned. Sellbranches in the districts mentioned. Sell-wood has been put on the list first for the reason it has the nucleus of a library. The reports show that although small

The reports show that although small this library is doing a splendid work, handicapped as it is.

Dr. Thompson, who has given much time and thought to the library matter, in an interview yesterday outlined the plan for these permanent branches.

"A public utility, to fulfill its mission." he said, "must necessarily be located where the public may use it to the best possible advantage. The Portland Public Library is a public utility of the highest type, yet though centrally located it is inaccessible to many would-be patrons in the suburbs. In many parts of the city it wastes an afternoon to be compelled to exchange a book at the library. city it wastes an afternoon to be com-pelled to exchange a book at the library. Yet the people of the suburban districts pay taxes for the support of the library. We are proud of our public library. It is as thorough in its workings and efficiently managed as could be desired. We believe if the matter of establishing

branches in the various suburbs were brought to the attention of the Library Board it would receive generous treat-ment at their hands. "Seliwood for nearly two years has sup-ported a library and public reading-room at the annual expense of rent, librarian's salary and incidentals, all being raised by subscription among the citizens. The by subscripton among the crizens. The burden grows heavy at times, and the feeling is growing that the citizens of this suburb are entitled to a regular branch library maintained by the city. The distance is such as to render the City Library well nigh useless to the vast majority of the citizens of Sellwood. "Another branch might well be levered." "Another branch might well be located A "just right" article: Sasin ekin powder is in South Portland, and the citizens of made in 4 alluring tints. 25c.

Via Billings

The Burlington Route's Service to Lincoln, St. Joseph, Kansas City and St. Louis is a thru service; only one change of cars to Denver, Omaha and Chicago. Beyond Billings you are on Burlington rails, in care of Burlington employes all the way.

Two complete daily trains, with all classes of modern cars, including Standard and Tourist sleepers, coaches, chair cars, (seats free) and diners.

Let me tell you about the service



R. W. FOSTER, Ticket Agent C., B. & Q. Ry. 100 Third Street, Portland

Albina might likewise be remembered Books, like tools, to be used to the best advantage must be ready at hand." The cost of maintaining the Sellwood library and reading-room is now \$25 per month, but the results are satisfactory. The rooms are open every evening and there is always a good attendance.

WOMAN RESENTS INSULT Strikes Cheerful Inebriate in Face for Addressing Her.

When Louis Mansfield spoke a cheerful greeting to Mrs. Fred H. Baker, of 230 North Seventeenth street, as she was having her shoes pollsh-ed in a bootblack stand at Second and Morrison streets last evening, she resented he familiarity and struck him full in the face with a newspaper. He grew more insulting than ever, as he himself admits, and Acting Detective Inskeep was sent from police headquarters by Sergeant Cole to arrest him, at Mra Baker's request, Mansfield was charged with being drunk and disorderly.

The affair caused much excitement, and large crowd was attracted to the scene. Mansfield made no resistance, but ac-companied the detective to police head-quarters, where he stated that he had merely "passed the time of day" with Mrs. Baker, thinking he knew her. He admitted that he used insulfing language after she hit him. Mansfield lives at Union avenue and East Ash street and is a member of the Lathers' Union.

Every woman covets a

shapely, pretty figure, and

many of them deplore the

Married

loss of their girlish forms after marriage. The bearing of children is often destructive to the mother's shapeliness. All of this can be avoided. however, by the use of Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing.

use of this wonderfu remedy. Sold by all book, telling all about

druggists at \$1.00 per bottle. Our little

The Bradfield Regulator Co., Atlanta, Ba. We Cure Men for

Thousands gratefully tell of the benefit and relief derived from the



OUR FEE \$10.00 CONSULTATION FREE NO PAY UNLESS CURED

A Life-Long Cure For Blood Poison, Skin Diseases, Sores, Ulcers, Stricture. Gonorrhoea, Gleet, Varicocele, Hydrocele, Nervous Decline, Weakness, Piles or Chronic Diseases of the Kidneys and Prostate.

It is our desire that every man, no matter how poor he may be, if he is afflicted with any disease which comes under our specialty, to have you consult us about your condition, and if your case is curable we would like to cure you, as we have cured thousands. We know whether we can cure you, after a thorough and searching examination. We will then know whether your case is curable, and if so we will tell you so.

OUR CONSULTATION IS FREE. CURES GUARANTEED IF WE UNDERTAKE YOUR CASE WEAKNESS: There are functional disturbances that are existing

in your condition that cause a waste of strength, loss of mental power, lack of concentration, loss of the vigor and strength that you once had; this disturbance brings you to a premature old age, debility and in many cases results in deformity, total loss of your mind and

RHEUMATISM readily succumbs to our treatment, and our patients will testify to the facts; providing your case has not become incurable, causing ankilosis, etc. Remember, we treat all Genito-Urinary and Nervous Diseases of

men, and men only. Our offer is to you, to every one, only \$10.00 for a cure, payable at your convenience, in such sums as you can spare. Could an offer be more generous? No matter what your trouble is-if you suffer from neglect, from want of money or from unskillful practice-here is an opportunity to get the services of a skilled specialist, a graduate physician, legally registered in Oregon, with years of ripe experience in treating complicated and special disorders of men only. It will cost nothing to talk to us, and may be the means of restoring you to health and happiness. Why not call today? Our offices are very private. You see only the doctor. If you cannot call, write for blanks, as we extend the same liberal offer to those who cannot call. In fact, there is no excuse for being disordered or sick while this liberal offer remains. It is a gift of priceless value, within the reach of all. Remember, only \$10.00 for any disease. If you cannot call, write for symptom blanks.

Hours-9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 to 12.

St. Louis Medical and Surgical Dispensary COUNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.



TRAVELERS' GUIDE.

202 Second Ave., South, SEATTLE, WASH.

Astoria and Columbia River Railroad Co.

Leaven	UNION DEPOT.	Arrives.
Dally	For Maygers, Rainier, Cuatskanie, Westport, Cufton, Astoria, War-	Dally.
8:00 A. M.	renton, Flavel, Ham- mond, Fort Stevens, Gearhart Park, Bea- side, Astoria and Sea- shore.	11:55 A.M.
7:00 P. M.	Express Daily,	9:50 P. M.

C. A. STEWART, J. C. MATO, Comm'l Agt., 248 Alder at. G. F. & P. A Phone Main 306.



SOUTHEASTERN ALASKA
ROUTE.
From Seattle at 9 P. M.
for Ketchikan, Juneau,
Skagway. White Horse,
Dawson and Fairbanks.
S. S. Humboldt, November 19, 228.
S. S. Cottage City (via
Sitka), Nov. 4, 18

FOR SAN FRANCISCO DIRECT. From Seattle at 9 A. M.—Umatilla, November 1, 16, 31; City of Puebla, November 6, 21; Queen City, November 11, 26, Portland Office, 249 Washington St. Main 229.

C. D. DUNANN, G. P. A., San Francisco.

North Pacific Steamship Co's STEAMSHIP

Geo. W. Elder

Sails for Eureka and San Francisco TODAY, WEDNESDAY, At 12 o'clock

From Martin's Dock foot of Seventeenth St, Take S or Sixteenth-St. car. Ticket office, 132 Third, near Alder. Phone Main 1314.

San Francisco & Portland Steamship Co.

From Ainsworth Dock, Portland, at 8 P. M. S. S. Costa Rica—Nov. 22, Dec. 2, 12, etc. S. S. Columbia—Nov. 27. Dec. T. 17, etc. From Spear St., San Francisco, at 11 A. M. S. S. Columbia—Nov. 23, Dec. 3, 13, etc. S. S. Costa Rica—Nov. 28, Dec. 8, etc. Only direct passenger steamers operating between Fortland and San Francisco.

between Portland and San Francisco.

NOTICE.

On account of congestion of freight on Portland docks, less than carload consignments of general merchandise and perishable freight only will be received for forwarding to San Francisco until further notice.

JAS. H. DEWSON, Agent.

248 Washington St. Phone Main 268.

Upper Columbia River Steamer Chas. R. Spencer

Leaves Ouk-street dock 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 fareus as UMATILLA.

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

Phone Main 2980 or Main 3201.

Columbia River Scenery REGULATOR LINE STEAMERS. Daily service between Portland and The Dailes, except Sunday, leaving Portland at T A. M. arriving about 5 P. M. carrying freight and passengers. Splendid accommodations for outsits and livestock.

Dock foot of Alder st. Portland, foot of Court st., The Dailes. Phone Main 914. Portland.

WILLAMETTE RIVER ROUTE

OREGON CITY TRANSPORTATION CO.,

TRAVELERS' GUIDE.

UNION DEPOT OVERLAND EX-PRESS TRAINS for Salem Rose-burg, Ashland, Sacramento, Og-den, San Fran-cisco, Stockton, Los Angeles, El Paro, New Or-leans and the East, *7:25 A. M *8:00 A. M. Morning train connects at Woodburn daily except Sunday with Mt. Angel and Silverton lo-*7:15 P. M Cottage Grove *11:00 A M *4:15 P. M. passenger con-nects at Wood-burn and Albany daily except Sunday with trains to and from Albany. Lebanon and Wood burn-springfle ld branch points. Cervaills nassen. 7:00A M. Corvallis passen-*4:10 P. M. Sheridan passen- *10:20 A. M. Grove \$6:20 P. M. Forest \$11:00 A. M. passenger,

*Daily SDaily except Sunday.

*Daily SDaily except Sunday.

*PORTLAND-OSWEGG SUBURBAN

*SERVICE AND TAMHILL

Depot. Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40

A. M.; 12:30, 2:05, 5:20, 6:25, 8:30, 10:10,

11:30 P. M. Daily except Sunday, 5:30,

6:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland,

daily, 8:25 A. M., 1:55, 8:05, 8:16, 7:35, 8:35,

11:10 P. M.; 12:25 A. M. Daily except Sunday,

day, 6:25, 7:25, 8:35, 11:45 A. M. Sunday

only, 10 A. M.

Leave from same depot for Dallas and in
termediate points daily, 7:30 A. M. and 4:15

P. M. Arrive Portland, 10:15 A. M. and

6:25 P. M.

The Independence-Meanmouth Motor Line

operated daily. Moremouth and table.

6:25 P. M.

The Independence-Menmouth 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 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.



TRAINS TO THE EAST DAILY Through Pullman standards and tourist sleeping cars daily to Omaha. Chicago, Spo-kane; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT. Leaves. Arrives CHICAGO-PORTL'D.
SPECIAL for the Bast via Huntington.

SPOKANE FLYER.

6:15 P. M. 8:00 A. M. Daily.
Daily.
Daily.
Daily.
Daily.
Walla. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northatlantic Express 8:15 P. M. 7:15 A. M. for the East via Daily. Daily. Huntington.

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. way points, connecting with steamer for IIwace and North Sunday
Beach steamer Saturday
Hassalo, Ash st dock 10:00 P.M. gon City and Yamhill Daily Daily River points. Ash-st. sxcept except dock (water per.) Sunday. Sunday.





OF TRAINS **PORTLAND** DAILT. Depart. Arriva

Yellowstone Park-Kannas City-St. Louis Special for Chehalls, Centralia, Olympis, Gray's Har-bor, South Bend, Tacoma, Seattle, Spol Lewiston, Butte, lings, Denver, Om Kanias City, St. I and Southwest. 5:30 am 4:30 pm North Coast Limited, elec-iric lighted, for Tacoma, Seatile, Spokane, Butte, Minneapolis, St. Paul and the east.

Fuget Sound Limited for Claremont Chehalia. Centralia. Tacoma and Seattle only Twin City Express for Tawin City Express for Tacoma, Seattle, Spekane,
Helena, Butte, St. Paul,
Minneapolls, Lincoln,
Omaha, St. Joseph, St.
Louis, Kanmas City,
without change of cars
Direct connections for all points East and
Southeast.

Southeast, and 11:45 pm 8:50 pm A D. Charlton, Assistant General Passenger Agent, 255 Morrison st., corner Third, Portland, Or.



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Paul Minneapolis.
S:15 pm Duluth and all S:00 am
Points East Via
Spokane.

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Great Northern Steamship Co.
Sailing from Seattle for Japan
and China ports and Manila. Carrying passengers and freight.
S. S. Dakota, November 28.
S. S. Minnesota, January 2.
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