

L. White, H. W. Corbett, Edw. Hall,  
Pres. V. Pres. Secy.  
**THE OREGON**  
**FIRE & MARINE INS. CO.**  
OF PORTLAND, OREGON.  
Capital paid up, \$200,000. Assets, \$361,669.75  
Principal Office,  
N. E. Corner Second and Stark Streets.

**Union Pacific System!**  
**STEAMSHIPS.**

Portland to San Francisco,  
Leaving Steamship Wharf, Portland, at 10  
p. m., as follows:

Columbia.....	Friday	Aug. 1
State.....	Tuesday	" 5
Oregon.....	Saturday	" 9
Columbia.....	Wednesday	" 13
State.....	Sunday	" 17
Oregon.....	Thursday	" 21
Columbia.....	Monday	" 25
State.....	Friday	" 29

Baggage must be checked either at Ash street during the day, or by the U. C. & B. T. Co. No unchecked baggage will be received on the steamers.

**PORTLAND TICKET OFFICE,**  
FIRST AND OAK STS.  
GEO. S. TAYLOR, City Ticket Agent.  
C. S. MELLEN, T. W. LEE,  
Gen'l Traffic Mgr. Gen'l Pass. Agt.

San Francisco to Portland,  
Leaving Spear Street Wharf, San Francisco, at 10 a. m., as follows:

Oregon.....	Monday	Aug. 4
Columbia.....	Friday	" 8
State.....	Tuesday	" 12
Oregon.....	Saturday	" 16
Columbia.....	Wednesday	" 20
State.....	Sunday	" 24
Oregon.....	Thursday	" 28
Columbia.....	Monday	Sept. 1

The Company reserves the right to change Steamers or sailing days.

**RATES OF PASSAGE,**  
Including meals and berths.  
Cabin, \$10.00. Steerage, \$5.00  
Round Trip, unlimited, \$30.00

No freight will be received on morning of sailing, except fruit and vegetables, and these will not be taken after 9 a. m.

**OFFICES, SAN FRANCISCO:**  
GENERAL OFFICE, No. 10 MARKET STREET.  
TICKET OFFICES, 1 & 214 MONTGOMERY ST.,  
AND 5 MONTGOMERY AV.  
W. H. HURLBURT, Asst. Gen'l Pass. Agt.  
Goodall, Perkins & Co., Supt.

From Terminal or Interior Points the

**Northern Pacific Ry.**

is the line to take to  
**ALL POINTS EAST AND SOUTH.**

It is the **DINING CAR ROUTE.** It runs THROUGH VESTIBULE TRAINS EVERY DAY IN THE YEAR to

**St. Paul and Chicago!**  
(NO CHANGE OF CARS)

Composed of **DINING CARS** Unsurpassed.

**PULLMAN Drawing Room SLEEPERS** of Latest Equipment.

**TOURIST SLEEPING CARS.** Best that can be constructed and in which accommodations are FREE to holders of First or Second Class Tickets, and

**ELEGANT DAY COACHES.**

A **CONTINUOUS LINE** connecting with ALL LINES, affording **DIRECT and UNINTERRUPTED SERVICE.**

Pullman Sleeper Reservations can be secured in advance through any agent of the road.

**THROUGH TICKETS** To and from all points in America, England and Europe can be purchased at any Ticket Office of this Company.

Full information concerning rates, time of trains, routes and other details furnished on application to any agent, or

**A. D. CHARLTON,**  
Assistant General Passenger Agent,  
No. 121 First Street, Portland, Oregon.

**J. K. GILL & CO.**

Wholesale and Retail

**Booksellers & Stationers**

No. 73 First St.,  
PORTLAND, OREGON.

**Maps of Oregon & Washington**

Revised to August, 1889.

Price, 75 cents each. Together, \$1.25.  
Mailed to any address.

**FRANK BROS' IMPLEMENT CO.**

DEALERS IN

**FARM AND DAIRY IMPLEMENTS!**

FINE

**Buggies, Carriages and Horse Goods.**

Any one thinking of purchasing anything in our line, it will pay them to send and get our prices. **CATALOGUES MAILED FREE.**

68 and 70 Front Street, PORTLAND, OREGON.

**CHEHALIS! CHEHALIS!**

—THE—

**Manufacturing Center of Western Washington,**

Has the following three great Transcontinental Railway systems constructing lines through the city:

**THE YAKIMA & PACIFIC COAST, UNION PACIFIC, AND GREAT NORTHERN.**

**IS A GROWING CITY.**

Has a \$10,000.00 School House, a \$20,000.00 Bank Building, a Large \$25,000.00 Hotel in course of erection, a large number of Business Houses and Fine Residences, and is the

**COUNTY SEAT OF LEWIS COUNTY!**

CHEHALIS has some 25 Manufacturing Establishments and has the third largest monthly pay roll in Western Washington. There are now from 1,000 to 1,500 men at work there on the new railroads.

**THE BOARD OF TRADE** will furnish detailed information on request. Address communications to the secretary.

**FAIRHAVEN!**

**The Actual Pacific Coast Terminus of the GREAT NORTHERN Railway.**

By Purchase, in June, 1890, of the Fairhaven & Southern Railroad, and Vast Terminals and Shipping Facilities, the Great Northern Railway has located its Actual Deep-Water Terminus at Fairhaven.

**FAIRHAVEN'S WONDERFUL GROWTH.**

In less than one year an almost impenetrable forest has been turned into a hive of industry. The solid foundation has been laid for a mighty city. Miles of streets have been graded, planked and lined with imposing structures, some of which have cost over \$100,000 each. The best electric light system of the Northwest, both arc and incandescent, is in operation. A \$100,000 water system, comprising some nine miles of mains, delivers the pure waters of a beautiful mountain lake, capable of supplying a city of 100,000 people. Four banks, two national, are established. Four saw and two shingle mills in operation fail to supply the demand. A \$100,000 hotel being built of brick and stone is nearing completion. Several brick buildings occupied and more being erected. Population (U. S. census) 4,031. Assessed valuation over \$8,000,000. An Iron & Steel Company, with a capital of \$2,000,000, organized to work ores of Skagit mines. Its furnaces, rolling mills, etc., will be at Fairhaven. The Chuckanut stone quarries are one mile from Fairhaven. The Portland post office is built of this beautiful stone, and large quantities of it are being shipped to Tacoma, Seattle and elsewhere. Valuable minerals have been discovered in the Cascades on the line of the Fairhaven & Southern and prospecting is being actively prosecuted.

**A Matchless Harbor with Room for the Shipping of the World.**

Thirty-five ocean and coastwise steamers already touch regularly at Fairhaven's wharves. Over \$200,000 are being expended in extending these wharves and other shipping and terminal facilities. The three branches of the Fairhaven & Southern R. R. (now the Great Northern) are being pushed to speedy connections north, south and east. The direct outlets, northward via the Canadian Pacific, and southward via the Northern Pacific, Union Pacific and Southern Pacific, will be completed during 1890.

**FAIRHAVEN** is Actually Developing, on a Mammoth Scale, its Coal, Timber, Iron and Shipping Interests, and offers Unequaled Inducements to the Laborer, Capitalist or Manufacturer.