

L. White, H. W. Corbett, Edw. Hall,  
Pres. V. Pres. Secy.  
**THE OREGON**  
**FIRE & MARINE INS. CO.**  
OF PORTLAND, OREGON.

Capital paid up, \$225,000 Assets, \$361,666.75  
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:

Oregon.....	Tuesday	Sep. 2
Columbia.....	Saturday	" 6
State.....	Wednesday	" 10
Oregon.....	Sunday	" 14
Columbia.....	Thursday	" 18
State.....	Monday	" 22
Oregon.....	Friday	" 26
Columbia.....	Tuesday	" 30

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

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

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

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

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

#### RATES OF PASSAGE.

Including meals and berths.  
Cabin, - \$15.00. Steerage, - \$8.00  
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 Unsur-  
passed.

**PULLMAN Drawing Room SLEEP-  
ERS** 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 se-  
cured 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,  
times of trains, routes and other details fur-  
nished on application to any agent, or

A. D. CHARLTON,

Assistant General Passenger Agent,  
No. 121 First Street,  
Cor. Washington, 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!

## 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 commu-  
nications 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 Ter-  
minals and Shipping Facilities, the Great Northern Railway has lo-  
cated 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 founda-  
tion 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 sys-  
tem, comprising some nine miles of mains, delivers the  
pure waters of a beautiful mountain lake, capable of sup-  
plying a city of 100,000 people. Four banks, two na-  
tional, 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 dis-  
covered 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 Pa-  
cific 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.