

O. R. & N.

UNION PACIFIC
OREGON SHORT LINE
AND UNION PACIFIC
THREE TRAYS TO THE EAST
DAILY

Through Pullman standard and Tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago, Kansas City, reclining chairs (seats free to the east daily).

HOURS
Portland to Chicago
No Change of Cars. 70

Depart.	Time Schedules.	ARRIVE
Chicago-Portland Special 9:15 a. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	5:25 p. m.
Atlantic Express 8:15 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:00 a. m.
St. Paul Fast Mail 6:15 p. m. via Spokane.	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:15 a. m.

Ocean and River Schedule
For San Francisco—Every five days at 8 p. m. For Astoria, way points and Portland, Oregon.
8 p. m.; Saturday at 10 p. m. Daily service (water permitting) on Willamette and Yamhill rivers.
For detailed information of rates, The Oregon Railroad & Navigation Co. your nearest ticket agent, or General Passenger Agent, A. L. CRAIG.

COLUMBIA RIVER SCENERY Portland and The Dalles



Regulator Line Steamers

"BAILEY GATZERT" "DALLES CITY" "REGULATOR" "METLAKO" "SADIE B."

Str. "Bailey Gatzert" leaves Portland 7 A. M. Mondays, Wednesdays and Fridays; leaves The Dalles 7 A. M. Tuesdays, Thursdays and Saturdays.

Str. "Regulator" leaves Portland 7 A. M. Tuesdays, Thursdays and Saturdays; leaves The Dalles 7 A. M. Mondays, Wednesdays and Fridays.

Steamers leaving Portland make daily connection at Lyle with C. R. & N. train for Goldendale and Klickitat Valley points.

C. R. & N. train leaves Goldendale on Mondays, Wednesdays and Fridays at 6:30 A. M., making connection with steamer "Regulator" for Portland and way points.

C. R. & N. train leaves Goldendale on Tuesdays, Thursdays and Saturdays at 8:30 A. M., connecting at Lyle with steamer "Sadie B." for The Dalles, connecting there with O. R. & N. trains East and West.

Str. "Sadie B." leaves Cascade Locks daily (except Sunday) at 7 A. M. for The Dalles and way points; arrives at 11 A. M.; leaves The Dalles 2 P. M., arrives Cascade Locks 6 P. M.

Meals served on all steamers. Fine accommodations for teams and wagons.

Landing at Portland at Alder Street Dock.

MARCUS TALBOT, V. P. & G. M. Gen. Office, Portland, Oregon.

Astoria & Columbia River Railroad Co.

Leaves.	UNION DEPOT	Arrives.
8:00 A.M. Daily.	For Mayers Rainier, Clatskanie, Westport Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seaside, Express Daily, Astoria Express.	Daily. 11:10 A.M.
7:00 P.M.		9:40 P.M.

C. A. STEWART, Comm'l. Agt., 246 Alder street, Phone Main 906.
J. C. MAYO, G. F. & P. A., Astoria, Or.



You Will Be Satisfied WITH YOUR JOURNEY

If your tickets read over the Denver and Rio Grande Railroad, the "Scenic Line of the World"

BECAUSE There are so many scenic attractions and points of interest along the line between Ogden and Denver that the trip never becomes tiresome.

If you are going East, write or information and get a pretty book that will tell you all about it.

W. C. McBRIDE, General Agent PORTLAND, OREGON

CASTORIA. The Kind You Have Always Bought Bears the Signature of *Wm. D. Galt*

ANY FOOL

Knows enough to carry an umbrella when it rains, but the wise one is he who carries one when it is only cloudy.



Any man will send for a doctor when he gets bed-fast, but the wiser one is he who adopts proper precautionary, preventive and curative measures when first appear the ills which, if unchecked and uncured, grow into serious illness.

Impaired digestion and nutrition are generally the forerunners of a nervous or functional breakdown. Nature has provided remedies most abundantly for all such conditions in our native medicinal plants. With the use of chemically pure glycerine, of proper strength and at a proper sustained temperature, Dr. Pierce's extracts from Golden Seal root, Queen's root, Stone root, Black Cherrybark, Bloodroot and Mandrake root, medicinal principles which, when combined in just the right proportions, constitute his widely famed "Golden Medical Discovery."

It restores the tone of the stomach, the activity of the liver and the steadiness of the nerves, pouring vitality into the blood till the once sick and debilitated one is so renewed in health, strength and power that he can resume his work, whatever it is, with vigor and elasticity.

All medical authorities, of whatever school, agree that Hydrastis, or Golden Seal—one of the essential roots in the make-up of Dr. Pierce's Golden Medical Discovery—is of very great value as a pure tonic, and as an alternative—valuable in chronic affections of the stomach, intestines and bladder.

Not only the Original but the best Little Liver Pills, first put up over 40 years ago, by Dr. H. V. Brown, have been much imitated but never equalled, as thousands attest. They're purely vegetable, being made up of concentrated and refined medicinal principles, extracted from the roots of American plants. Do not grudge One or two for stomach corrective, three or four for cathartic.

LEWIS & CLARK FAIR NOTES.

Less than four weeks remain in which to take advantage of the low railroad rates to go and see the Lewis and Clark Exposition and the wonderful Northwest country.

The lectures on irrigation by Edmund T. Perkins, an engineer in the land reclamation service, draws crowds daily at the Government building, Lewis and Clark Exposition. Mr. Perkins' talks are illustrated by stereopticon views of various localities where government irrigation work has been undertaken. The pictures and the lecture give one a great deal of information about this important subject. The entertainment is free.

A Mere Supposition. "Children are a poor man's blessing you know."

"Yes, I suppose it's because he doesn't send them to college."

ORDINANCE NO. 139

An Ordinance authorizing the Oregon Water Power and Railway Company, its successors and assigns, to construct, maintain and operate a railway on Main Street from the Northern limits of the City to the Southern point of the termination of said Main street; thence over and upon the road on the Easterly side of the basin to the Southern boundary of said city; and upon Third street from Main street to the Willamette river; and to operate the same by any means except steam and to erect the necessary poles and string the necessary wires for the operation thereof; by electricity, and to carry passengers, freight and express matter on and over said railway, and to collect charges and tolls therefor, and repealing Ordinances Nos. 129, 201, 241, 256 and 274.

Oregon City does ordain as follows: Section 1. That there be and hereby is granted unto the Oregon Water Power and Railway Company, its successors and assigns, the right and privilege to construct, lay down, maintain and operate a railway along, over and upon Main street from the Northern limits of the said City, as the same now are or may hereafter be extended to the Southern point of termination of said Main Street; thence over and upon the road on the Easterly side of the basin to the Southern limits of said city as the same now are or may be hereafter extended; and upon Third street from Main street to the Willamette river and to operate freight, express and passenger cars thereover, propelled by any power other than steam, and to carry freight, and express matter, and passengers thereon and thereover, and to charge and collect tolls therefor. And to erect and maintain poles and appliances along, over and upon said streets between the points aforesaid, and to stretch wires thereon for the purpose of transmitting electric power for the operation of said railway.

Freight cars or trains of freight or express cars shall not be operated through said City by said The Oregon Water Power and Railway Company, its successors or assigns, except as follows, to-wit:

The said The Oregon Water Power and Railway Company, its successors or assigns, between the hours of 7 o'clock a. m., and 12 o'clock Meridian of each day, may operate two freight or express trains through said City each way, said trains to consist of not more than four (4) cars and a motor car. Between the hours of 12 o'clock Meridian and 7 o'clock p. m., each day, the said The Oregon Water Power and Railway Company, its successors or assigns, may operate two freight or express trains through said City each way, said trains to consist of not more than four (4) cars and a motor car. Between the hours of 9 o'clock p. m., and 6:30 a. m., following there shall be no restriction upon the right of said The Oregon Water Power and Railway Company, its successors or assigns to operate freight or express trains of any number of cars through said City. No cars shall be allowed to stand on Main street South of Fourteenth street except during actual switching operations and to receive and discharge passengers.

Section II. The track of said railway shall be a single track of steel rails, with such turn-outs and switches as may be required for the proper operation of said railway, which said turn-outs and switches are hereby authorized to be constructed, maintained and operated. The said railway company shall lay and maintain grooved rails on Main street between Second and Eleventh streets;

the said grooved rails shall be not less than seven (7) inches in depth, and weigh not less than seventy-five (75) pounds per yard. No switches or turn-outs shall be constructed between Fourth and Fourteenth streets, and but one switch or turn-out between Second and Fourth streets. Construction of switches and turn-outs to be the same as main track.

Section III. The said The Oregon Water Power and Railway Company, its successors or assigns, shall construct its said tracks on Main Street between Second and Eleventh streets in concrete, or a similar road bed, and shall on said portion of said street lay Belgium Blocks between the rails and one foot on each side of the rails, all on established grade. The said track between Second and Eleventh streets shall be laid as near as practicable in the center of the street and shall be completed within one year from and after the passage of this franchise.

The said The Oregon Water Power and Railway Company, its successors and assigns, shall keep the said portion of said street so laid with Belgium Blocks in good order and repair and said Railway Company, its successors and assigns, shall plank, pave with Belgium Blocks, macadamize or otherwise improve all other portions of said streets or roads, including the road on the Easterly side of said basin to the Southern limits of said City wherever the said railway may be laid under this Ordinance, between the rails and one foot outside the rails, as the Municipal Authorities may direct, and shall maintain the same in proper repair satisfactory to the Municipal Authorities. The Oregon Water Power and Railway Company, its successors and assigns, shall at all times maintain all bridges on the line of said railroad between Third street and the Southern boundary of Oregon City and shall maintain substantial railings between the "basin" and the highway, for the protection of the public. All portions of the streets between switches and main track, outside of one foot limit, shall be maintained by said Railway Company, its successors and assigns in proper repair, satisfactory to the Municipal Authorities. The Oregon Water Power and Railway Company shall take up present tracks on Main street within one year from and after passage of this Ordinance and shall immediately repair street surface so as to make present location of tracks conform to remainder of street not included in tracks to be laid hereunder.

Main street South of Second street and North of Eleventh street being now partly an elevated roadway and partly a planked roadway, it is a condition of this franchise that upon the permanent improvement of such portions of Main street South of Second street and North of Eleventh street the said The Oregon Water Power and Railway Company, its successors or assigns, shall reconstruct its roadbed and lay tracks thereon in the same manner and subject to the same conditions as is provided herein upon that portion of Main street between Second and Eleventh streets.

Section IV. It shall be unlawful for any person or persons to obstruct the Railway herein provided for either during the construction or operation of the same; and any person or persons who shall carelessly or wilfully violate this provision shall be deemed guilty of a misdemeanor, and upon conviction thereof before the City Recorder or Mayor, of said City, shall be punished by a fine not exceeding Twenty-five Dollars (\$25), or by imprisonment in the city jail not exceeding twelve days, or both, at the discretion of the Court for each and every such offense. Any conductor or other employe on the railway herein provided for, or passenger thereof, or any person on or about the cars belonging to said company, who shall, by offensive, indecent, opprobrious or abusive language or conduct insult, abuse or maltreat any passenger on said cars, shall on conviction before said City Recorder or Mayor be punished by a fine not exceeding Twenty-five Dollars (\$25), or by imprisonment in the City Jail not exceeding twelve days, or both, at the discretion of the Court, for each and every such offense.

Section V. A proper warehouse for freight and express matter must be provided and maintained by the said Railway Company, its successors and assigns, at some point South of Fourth street. In order to operate and run cars from Main Street into said warehouse, the privilege to lay, maintain and operate railway tracks from said Main street into said warehouse is hereby granted, with the necessary switches and connections with the main tracks running on Main street.

The tracks from Main Street into said warehouse may be of Tee-Rails weighing not less than sixty (60) pounds per yard and so laid as to offer as little obstruction to travel on said street as practicable; the roadbed for said tracks from Main street into said warehouse between the rails and one foot on each side thereof shall be paved or otherwise improved by said The Oregon Water Power and Railway Company, its successors and assigns, at the time of changing the location of its present tracks in such practicable manner as may be satisfactory to the Municipal Authorities and thereafter shall be maintained in proper repair by said The Oregon Water Power and Railway Company, its successors and assigns.

No freight or express matter shall be received or discharged at any point on Main street between Fourth and Fourteenth streets without permission of the Mayor or Street Committee of the Common Council.

Section VI. The Oregon Water Power and Railway Company, its successors and assigns, shall pay annually in advance to the City of Oregon City, as a license for the running and operating of said passenger, express and freight cars as aforesaid, the following sums, to-wit:

For the first five (5) years from the date of approval of this Ordinance the sum of Eight Hundred Dollars (\$800.00) per annum; for the second five (5) years the sum of Eleven Hundred Dollars (\$1100.00) per annum; for the third five (5) years the sum of Fourteen Hundred Dollars (\$1400.00) per annum; for the fourth five years, the sum of Seventeen Hundred Dollars (\$1700.00) per annum; for the fifth five (5) years the sum of Twenty Thousand (\$2000.00) Dollars per annum; for the sixth five (5) years the sum of Twenty-three Hundred (\$2300.00) Dollars per annum; for the seventh five (5) years the sum of Twenty-six (\$2600) Hundred Dollars per annum.

Section VII. All rights and privileges hereby conferred shall expire absolutely at the end of Thirty-five (35) years from the date of the approval of this Ordinance.

FRANK BUSCH Furniture and Hardware

Special bargains made at our own Furniture Factory for HOP PICKERS

Mr., Miss and Mrs. Hop Picker: We guarantee every piece of furniture made in our furniture factory in Oregon City. Your money will be permanently invested if you buy our furniture. The following prices speak for themselves.



THIS CHIFFONIER

Size 37 x 58, 5 drawers 2 of them with locks, elegantly finished in golden oak

Price \$5.50

THIS BUREAU

in three different styles elegantly finished in golden oak

Price \$6.50



GLASS CUPBOARD

Oak front, extension drawers. A much better piece of furniture than cut show

Regular price \$12.50 Special Price \$9.50

ATTACKED BY A MOB

and beaten, in a labor riot, until with sores, a Chicago street car conductor applied Bucklen's Arnica Salve was soon sound and well. "I saved my family," writes G. J. Welch, of Koshka, Mich., "and find it perfectly great for cuts and lumps. Sold at Howell & Jones' drug store."

THREE JURORS CURED

Of Cholera Morbus with One Small Dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Mr. G. W. Fowler, of Hightstown, relates an experience he had while on a pet jury in a murder case at Edwardsville, county seat of Chicago county, Alabama. He says: "While on a jury I ate some fresh meat and soon became very severe. I was sent to the hospital and sent to the drug store for a certain cholera mixture. The druggist sent me a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy instead, saying that he had never sent for, but that this medicine was much better he would rather send me men in the fix I was in. I took one dose and it was better in five minutes. The second dose cured me entirely. Two low jurors were afflicted in the same manner and one small bottle cured three of us." For sale by Geo. A. B. King.

By order of the Council of Oregon City, W. A. DIMICK, Recorder.

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By order of the Council of Oregon City, W. A. DIMICK, Recorder.

Jayne's Tonic Vermifuge

gives rosy cheeks and active health to pale, sickly children. And it is good for their elders, too. Ask your druggist for it.

GET IT FROM YOUR DRUGGIST