

# O. R. & N.

UNION PACIFIC  
OREGON SHORT LINE  
AND UNION PACIFIC  
THREE TRA 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, reefering chairs (seats free to the east daily.)

**70 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, every five days at 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

ROUTE



"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 Kluckitlat 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 7 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 Mayvora, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Genhart Park, Seaside, Astoria and Seaside, Express Daily.	Daily 11:10 A. M.
7:00 P. M.	Astoria Express	9:40 P. M.

C. A. STEWART, Com'l. ART. 2nd Alder Street, Phone Main 306.  
T. T. MAYO, G. P. & P. A. Astoria, Or.

## THE DENVER & RIO GRANDE RAILROAD

### 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 inform them 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  
Sole Agent  
Chas. H. Fletcher

Xmas Goods at Living Profits

# HOLIDAY

What we say we do we do DO

## SPECIALTIES

Having bought our stock of Xmas Goods early, we obtained exceptionally good cash discounts and by shipping by steamer around the Horn we saved also considerable on freight rates. This saving we intend giving our patrons the advantage of.

We are now displaying one of the largest and neatest Holiday lines in the city.

Owing to our limited floor space, we are not able to show all we have but "if you don't see what you want ask for it." We are sure to have it.

We want to call your attention especially to our line showing of faamed and unframed pictures. Hundred of subjects to pick from, numerous, pretty and novelty framees, handsome water colors, and at pricer we will guarantee you can't equal.

We haven't room to mention all the attractive presents we have in store for you but want you to come in and see for yourself. Be free to come when you please, and we'll see you are not urged to buy unless you want to.

Honest Goods at Honest Prices

## Howell & Jones

Reliable Druggists

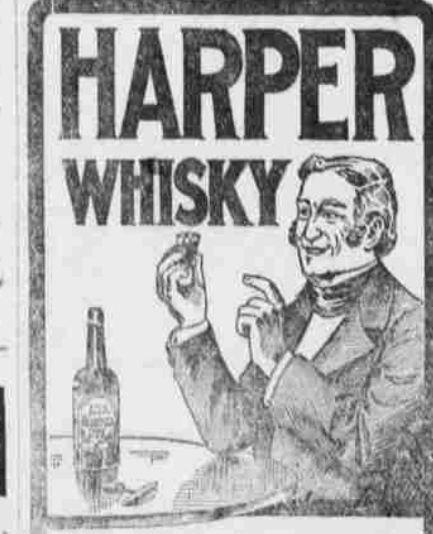
Xmas Buying Made Easy

## There is Money in it FOR YOU



to get our quotations on a good enduring Plumbing Job. Why not take the hint and get our estimate before handing out your contract?

**A. MIHLSTIN,**  
Main Street, near Right



Pronounced by World's best experts—The World's best Whiskey. Grand Prize Highest Award St. Louis World's Fair.

For Sale by E. MATTHIAS, Sole Agency for Oregon City.

WANTED: by Chicago wholesale and mail order house, assistant manager (man or woman) for this county and adjoining territory. Salary \$20 and expenses paid weekly; expense money advanced. Work pleasant; position permanent. No investment or experience required. Write at once for full particulars and enclose self-addressed envelope.  
COOPER & CO., 132 Lake St., Chicago, Ill.

## WOULD IMPOSE TAX

### GRANGE WOULD ASSESS MANY CORPORATIONS.

Initiative Petitions Are Being Circulated in This Behalf in Clackamas County.

Initiative petitions, originating with an executive committee of the State Grange, and proposing the enactment of laws licensing various corporations, are being circulated in this county under the direction of William Grisenthwaite, of this county, who is superintending this work in the state under the direction of the members of the executive committee.

One of the petitions seeks to create laws imposing a license of 3 per cent on the gross receipts of sleeping cars, refrigerator cars and oil companies. Another asks that a law be enacted exacting a license of 3 per cent of the gross earnings of express companies and a license of 2 per cent on the same basis from telegraph and telephone companies. Both of these petitions are being largely signed by Clackamas county voters.

In discussing the subject, the executive committee of the Grange, in a recent issue of the Oregon State Grange Bulletin, published the following:

"Before this issue of the Bulletin reaches its readers it is hoped that the initiative petitions for the two legislative measures which the State Grange determined upon at its last session will be in the hands of those who will canvas for the signatures of voters. The object of these two bills is to raise additional revenue for state purposes; one to levy a license tax upon the gross receipts of telephone, telegraph, and express companies; the other to levy a similar tax upon sleeping car, refrigerator car and oil companies.

"The interests which will be most affected by this legislation are a few very large foreign corporations which have for many years held a practical monopoly in their various lines in our state and have by that means, been enabled to fix their own profits upon a large volume of business. They hold comparatively little property in our state upon which an ordinary tax can be levied. They demand the full measure of protection which our laws afford, they carry on a large amount of business here, fix their own charges upon the same, take from our people who furnish them their business, much greater profits than we can make at our ordinary occupations, and yet in the past they have contributed but little to the support of the state.

"We of the farming class, especially, whose property is always 'in sight,' and is therefore never missed by the assessor, know what 'the burdens of the world,' as represented by taxation are. We realize the full measure

of their weight. With the increase of population the demands upon all institutions of a public character are increased and this means the need of increased revenues. Is this constantly increasing demand to be met only by piling up the taxes higher and higher upon the tangible property of the state? Such has been the history of the past. The proportion of the burdens of taxation which real estate bears has steadily increased for many years and must continue to do so with great and increasing detriment to the farming interests of the state unless some other plan of raising revenue shall be adopted.

"The provisions of these proposed measures are moderate. Should they become laws, while they would aid materially in providing revenue for the state, the burdens they would impose upon the interests affected would not be excessive. They would not be any greater than those which the holders of tangible property have been obliged to bear. Similar laws are in force in some other states. Yet the same and other similar corporations have managed to live and do business there. They have not left those states on account of the taxes as some of our timid legislators have professed to fear they would do if we undertook to tax them here.

"The Grange has, in the past, thro' its legislative committee and thro' resolutions, memorials and petitions from the state, county and subordinate granges, assisted by numerous other organizations and interests, endeavored to secure from the legislature laws of a similar import to these. The interests that were affected by the proposed legislation always have and always will be able to concentrate such a pressure upon the legislature as to frustrate all efforts in this direction. Hence the Grange decided to undertake to provide the people the means to us the power given them in the initiative amendment.

"Patrons, this matter having been undertaken by the grange, the success or failure of the first step depends largely upon you. These petitions must first be circulated and signed by eight per cent of the legal voters of the state before the secretary of state will be authorized to submit the Bills to a vote of the people. This means that the petitions must be signed by nearly 8000 legal voters. Moreover all these signatures must be secured and verified by the County Clerks in the several counties where they are circulated and the whole filed with the Secretary of State at least four months before the date of election, which means by the 1st of February, 1906. This means the necessity for prompt and active canvassing. The signatures will not, of course, be confined to members of the grange, but patrons should at least be foremost in signing the petitions and urging the importance of the matter upon others.

"Brother Wm. Grisenthwaite of Central Grange No. 276 Oregon City, R. F. D. No. 3, has been appointed to take general charge of the work for the state. The plan is to have a superin-

## WORK HAS BEGUN

### CONSTRUCTION OF SALEM-PORTLAND LINE COMMENCED.

Present Route of Road Will Miss Oregon City Fully Six Miles.

SALEM, Or., Dec. 11.—The enthusiasm of the people of Salem over the beginning of construction work on the Portland-Salem electric line was manifested in no uncertain manner this morning when a large crowd gathered to see ground broken at 7:30 o'clock. Work began where the present street-car track crosses Cottage street, in North Salem. At the appointed hour 150 men were present, ready to go to work as laborers, and as many more prominent business men were there to see the first shovelful of dirt thrown. H. N. Stoudenmeyer's band discoursed music while the crowd was assembling.

Mayor F. W. Waters presided and called upon Colonel E. Hofer, R. J. Hendricks, George F. Rodgers, W. H. Holmes and Manager A. Welch, of the Willamette Valley Traction Company, for addresses. The speeches were short, but full of enthusiasm and expressions of faith in the bright future in store for this part of the Willamette Valley.

Manager Welch said in his address that the trip from Salem to Portland will be made in one hour and a half and the fare will not exceed \$2 for the round trip. The first shovelful of dirt was thrown by Mayor Waters.

That the construction work will be rushed is evident from the way the work has been commenced. A score of teams have been engaged, and to the casual observer, it looked as though picks and shovels enough had been supplied to build the whole line. The gang of men put at work this morning is only the first of a number that will be employed. As the grading progresses gangs will be employed laying ties and rails, ballasting, building bridges, setting poles, string wires, etc.

The construction of the road will alone mean the expenditure of a considerable sum of money in this part of the Valley this Winter and next Summer.

The building of this electric railway line over the route that has been decided upon will not prove of any decided advantage or convenience to this city. The route of the road extends from Salem northward as far as Wheatland when it crosses the Willamette river and proceeds thence to Portland by the West Side. Unless the present plans are altered, the nearest point to Oregon City at which the road will pass is Tigardville, which is some six miles west of this city.

Every family should have its household remedy chest—and the first bottle in it should be Dr. Wood's Norway Pine Syrup. Nature's remedy for coughs and colds.

"Fraternally Yours,  
"B. G. LEEDY,  
"A. T. BUXTON,  
"C. E. SPENCE,  
"Executive Committee."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

## WORK HAS BEGUN

### CONSTRUCTION OF SALEM-PORTLAND LINE COMMENCED.

Present Route of Road Will Miss Oregon City Fully Six Miles.

SALEM, Or., Dec. 11.—The enthusiasm of the people of Salem over the beginning of construction work on the Portland-Salem electric line was manifested in no uncertain manner this morning when a large crowd gathered to see ground broken at 7:30 o'clock. Work began where the present street-car track crosses Cottage street, in North Salem. At the appointed hour 150 men were present, ready to go to work as laborers, and as many more prominent business men were there to see the first shovelful of dirt thrown. H. N. Stoudenmeyer's band discoursed music while the crowd was assembling.

Mayor F. W. Waters presided and called upon Colonel E. Hofer, R. J. Hendricks, George F. Rodgers, W. H. Holmes and Manager A. Welch, of the Willamette Valley Traction Company, for addresses. The speeches were short, but full of enthusiasm and expressions of faith in the bright future in store for this part of the Willamette Valley.

Manager Welch said in his address that the trip from Salem to Portland will be made in one hour and a half and the fare will not exceed \$2 for the round trip. The first shovelful of dirt was thrown by Mayor Waters.

That the construction work will be rushed is evident from the way the work has been commenced. A score of teams have been engaged, and to the casual observer, it looked as though picks and shovels enough had been supplied to build the whole line. The gang of men put at work this morning is only the first of a number that will be employed. As the grading progresses gangs will be employed laying ties and rails, ballasting, building bridges, setting poles, string wires, etc.

The construction of the road will alone mean the expenditure of a considerable sum of money in this part of the Valley this Winter and next Summer.

The building of this electric railway line over the route that has been decided upon will not prove of any decided advantage or convenience to this city. The route of the road extends from Salem northward as far as Wheatland when it crosses the Willamette river and proceeds thence to Portland by the West Side. Unless the present plans are altered, the nearest point to Oregon City at which the road will pass is Tigardville, which is some six miles west of this city.

Every family should have its household remedy chest—and the first bottle in it should be Dr. Wood's Norway Pine Syrup. Nature's remedy for coughs and colds.

"Fraternally Yours,  
"B. G. LEEDY,  
"A. T. BUXTON,  
"C. E. SPENCE,  
"Executive Committee."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

"The die is cast. The battle is now on. We must win; let us admit no other outcome."

## 25 per cent Cut In Price of Electric Light

BECOMES EFFECTIVE JANUARY 1st 1906

The Reduction is from 20 cents to 15 cents a Kilowatt-Hour, or TWENTY-FIVE PER CENT OF THE BASE RATE.

NEW RATE IS SUBJECT TO THE USUAL SCHEDULE OF DISCOUNTS

Rates Specified in existing signed contracts with Lighting Customers will be modified accordingly, after January 1, without further notice.

In view of the increasing demand for installation of service in stores and residences to begin with the

NEW YEAR AT THE NEW RATE patrons are requested to make application AT ONCE ESTIMATES

On cost of wiring, cost of current and information regarding the use of electricity for light or power in the HOME, the OFFICE, the STORE and the FACTORY promptly furnished upon application to C. G. Miller at the Company's branch office, next door to the Bank of Oregon City.

## PORTLAND GENERAL ELECTRIC COMPANY

C. G. Miller Contract Manager for Oregon City.