THE AUTHOR OF DON QUIXOTE

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THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

XV.—CERVANTES AND THE GOLDEN AGE OF SPANISH LITERATURE.

BY MAURICE FRANCIS EGAN, LL. D.

Miguel de Cervantes Saavedra was born at Alcala de Henares in the year 1547; he died in the same year as Shakespeare—1616. He appeared at a fortunate time; the Spaniards—and Spanish literature was much more influenced by the tastes and prejudices of the people than by the rigid rules of an aristocratic group—were weary of the constant imitation of Italian models. There had even been one or two who had dared to disregard the classical axioms of Aristotle's "Poetics" and to insist that a literature should not only express personality and nationality, but that it should discard a foreign mold.

In one sense both Cervantes and Lope de Vega (1562-1635) found the ground prepared for them. It was fertilized by the debris of many works. And the three greatest names of the golden age of Spanish literature—Cervantes, Lope de Vega and Calderon (1600-1681)—blazed out, not from darkness, but from the lesser glow of many inferior lights. Dante, as Rossetti points out in his remarkable book, "Dante and His Bride," was one of a group, and his predecessors made the way for him; so Cervantes was not the first to cast aside that slavish imitation of Italian models which had so long hurt the vitality of Spanish literature. A study of the history of Spanish literature will show that it owes little to kings. It was as much a reflection of the national spirit as the literature of the Elizabethans was of national tendencies and aspirations. Kings repressed, and the inquisition itself—which the state controlled—fought against the secular spirit of the drama, which the Spaniards loved with all their hearts. Against the love of this proud, passionate, religious and patriotic people for literary and dramatic expression, the opposition of kings and of the inquisition was vain. There was never any antagonism between religion and the Spanish literary expression; there was an antagonism at times between state ecclesiasticism and the determination of the people not to submit literary expression to too rigid a censorship.

Lope de Rueda had written dramas in the Castilian speech, and these, in a theater quite as rough as the town hall at Stratford-on-Avon of Shakespeare's boyhood, Cervantes had seen at Madrid. It was to this city that he had been sent by his parents, who were poor and ambitious, to pick up such learning as he could. He studied Ovid and Virgil, of course, and his preceptor, Juan Lopez, who wrote verses and romances that were neither verse nor prose, encouraged his taste for the literature of the imagination. At 22 he had no profession and no income. He wrote the pastoral romance, "Filena." Life and the activities of life delighted him. He started off, after the manner of his time, for the "wander year," which was to prove a "wonder year" of great length for him. People were kind to poor traveling students in those days. "If you give to learning," as the Spanish proverb said, "you give to God." Earlier St. Francis d'Assisi bade his monks not tread on a piece of written paper, for, as it was the work of a learned man, it might contain the name of God; and, even if the learned man who wrote it were a pagan, it might hold the letters that make up the name of God! Until he reached Italy Cervantes was treated by high and low—particularly by the low—as one of those learned human letters that might one day add to the greater glory of God. Cardinal Acquarria became his patron at Rome. Shortly after this he dropped the pen and took up the sword. The Turks were threatening Europe, and the African corsairs forced Spain to be on guard. In 1572 occurred the battle of Lepanto, in which Don Juan, of Austria, saved Christendom and in which Cervantes lost part of an arm. An Algerine pirate seized him on his way home. For eight years he was a slave, and it is assumed that his picturesque romance, "The Captives," is founded on his exile in Africa. After 1581, when he was ransomed, he wrote "Galatea," an idyl, a pastoral romance, almost as sweet as "As You Like It," and quite as moral. It had a great success. Lope de Vega, the indefatigable dramatist, came into high favor, though Philip II kept the gloomy eye of intolerance on all things. And Cervantes, impressed with his own power as a playwright, entered the lists against him.

This Lope Felix de Vega Carpio was a native of Madrid. He had been left while young an orphan without means, but he was of good blood. His education was unfinished. Don Geronymo Manrique, the Bishop of Avila and grand inquisitor, sent him to Avila to complete his education. At this university he received his baccalaureate degree. He was for a time secretary to the Duke of Alva. He married, fought a duel, almost killed his opponent, and, when he was allowed to return to Madrid, his wife died. Full of national pride, inflamed by the treatment of Catherine Aragon by the father of Elizabeth, and anxious to avenge that insult to the daughter of Ferdinand and Isabella, he joined the Spanish armada. He reached Spain after the wreck of Spain's hopes and married again. After a period of great happiness his second wife died. He became a priest and devoted himself entirely to the composition of poetry. His dramas caught the taste of the Spanish people. They adored him; he could not walk in the streets of Madrid without being surrounded by crowds of admirers. Pope Urvan VIII made him a doctor of theology and a knight of Malta; honors of all sorts were showered upon him. Managers of theaters fought for his pieces while he was writing them. They could hardly wait until the sheets were dry. He was not of the classical school; he was as romantic and untrammeled as Shakespeare; and Racine Cornellie, or that most stringent of critics, Voltaire, could have no sympathy with him. The people paid, he said, it was his business to please the people. He was always poetic, no matter how hastily he wrote, and for this reason the poetic Spanish loved him. "According to his own testimony," Herr Bouterwek says, "he wrote on an average five sheets a day; it has, therefore, been computed that the number of sheets which he composed during his life must have amounted to 133,235, and that allowing for the deduction of a small portion of prose, Lope de Vega must have written upward of 21,300,000 verses!" His theatrical profits were so great that he became a rich man. He gave away money generously, but to the end of his life he could have lived luxuriously if he would. He did not create the Spanish drama, but he fixed its form and spirit.

The word "comedia" (comedy) in Spanish must not be taken to mean a light, satirical play of manners, with a marriage or several marriages at the end. It was a play of intricate plot, surprising adventure, puzzling intrigue. Its history might be sad, gay, with a touch of satire, historical, heroic; it might even be a burlesque. In fact, it might cover as many qualities as our own now does. It was divided into the sacred and temporal drama—divine and human comedies; the temporal comedies were called "heroic" or "of the cloak and sword" (Capa y Espada). The latter answered to our modern idea of the comedy of manners, though there was no limit to the intricacy of the plot or the number of adventures. Lope wrote over 200 original plays, including the dramatized lives of the saints and the sacramental acts (Autos Sacramentales), which were a species by themselves. Against this dramatic prodigy, Cervantes entered the lists. He failed. Of the 30 plays he wrote in competition with Lope only his tragical play of "Numantia" and "Life in Algiers" are remembered.

He began, after his marriage, his series of "Instructive Novels" (N velas Exemplares), of which good translations may be found in the Bohn library; and these were well received. Imprisoned at La Mancha, owing to some difficulty not reflecting in any way on his honor, he began his celebrated novel of "Don Quixote." It appeared in 1606. The Spanish writers preceding Cervantes had moments of sublime inspiration, and they knew how to sing it. "The Cid," Lope de Vega, gave a new world of delight to all Spain and furnished all Europe with material for plays. Calderon is almost universal and above the limits of nationality in his sublimity; but the finest flower of this one great age of Spanish literature is "Don Quixote." It was the work of a lifetime, the result of the thought and observation of a mature mind. Serious, yet humorous, replete with Spanish feeling, yet so sympathetic with universal life that it has been put among the four "king books" in all the Western civilized countries. There is no finer gentleman in all the world of great fiction than the knight of La Mancha, who was not mad, but filled with one idea.

MIGUEL DE CERVANTES.

It is a mistake to imagine that Cervantes wrote "Don Quixote" with the side intention of laughing the foolish and exaggerated books of chivalry out of the good graces of the Spanish people, or to belive that it is a comic burlesque of life in Spain in the seventeenth century. These false impressions are due to the hasty opinions of critics and to the manner in which this superb masterpiece—a flower of natural life—has been translated. The amusing romances of roguery, in imitation of the manner of Lazarillo de Sormes, are uterly unlike "Don Quixote." The comic episodes are related with an air of grandiloquence which gives a flavor to them so quaint and humorous that it is as impossible to translate them as it is to put Mark Twain's "Huckleberry Finn" or "David Harum" into French. Nevertheless "Don Quixote" is delightful, even when inadequately translated. It is as much a novel of character as "The Newcomes" is a novel of character. No cultivated Spaniard could give high place to the preceding light romantic sketches after he had read this chief work of the golden age of Spain. His satire against pretended poets, "The Voyage to Parnassus," ranks next to "Don Quixote"; it is a beautiful poem, but it is, like Tennyson's "Princess," at times both serious and ironical, and there are passages in which the author does not seem to know whether he means to be serious or ironical. Of his many plays, he mentions especially these: "The Captives of Algiers," "Numantia" and "The Naval Engagement," "I made an attempt to reduce the comedies of four acts to three; I was the first to represent the phantoms of the imagination and the hidden thoughts of the soul by introducing figures of them upon the stage; I composed during this period from 20 to 30 dramas, all of which were represented without a single cucumber or orange, or any other missile usually aimed at bad comedians, being thrown at the actors."

In the succeeding time of Calderon, the greatest of all Spanish poets, the theater became as luxurious in its apparatus as in our day. Calderon followed the example of Cervantes and introduced abstract qualities in human guise into his "autos." In "The True God Pan," "The Vineyard of the Lord," "Enchantments of Sin," "The Brazen Serpent" and dozens of others, sin, taste, touch, smell are personified, as Shakespeare personifies Hymen at the end of "As You Like It."

Of Calderon's many plays, "The Wonderful Magician" is the best known. Shelley translated fine passages, Edward FitzGerald and Denis Florence MacCarthy have likewise translated it. "The Devotion of the Cross" is so terrible and gloomy and yet so exalted a drama that it has excited the censure of Sismondi and other critics, who insist that it and "The Physician of His Own Honor" are unfit for presentation—as unfit, some of the English critics say, as the "Cenci" of Shelley. But these dramas are great works of literature, and no reader who aims for culture can afford to neglect them. With them the golden age of Spanish literature reached its height. The "autos"—the splendidly mounted religious "acts" played at the court of Philip IV. or in the plazas before great palaces on feast days—will repay study. The best translation of the most important of them is by the late Denis Florence MacCarthy. Cervantes, Calderon and Lope de Vega were friends. Calderon dramatized "Don Quixote"; having been a soldier, he became at last a priest, while remaining a poet. He died in 1681—on May 25—revered, beloved and honored. Great names crowd the epoch of Spain's splendor, but none is so great as that of any one of these three.

ADVENTISTS' ANNUAL REUNION

North Pacific Conference Convenes May 17, on the East Side.

Provisions are making for holding the annual campmeeting and district conference of the Seventh-Day Adventists on the East Side, beginning May 17 and ending on the 27th. The grounds selected for holding the gathering are on the Irvington branch of the City & Suburban Railway, between East Twelfth and East Fifteenth streets, near the Holladay Park. Abundant room will be afforded for tents for those who will camp during the meeting, and also for the assembly tents required for worship. Elder H. W. Decker, president of the North Pacific Conference, will have general charge of the meeting.

The conference includes Western Oregon, Washington and British Columbia. Prominent elders are expected from California and the East. These annual affairs are looked forward to with great interest by the Seventh-Day Adventists of the Northwest. They gather from all the North Pacific at the annual campmeetings and conferences, and spend the week in worship, receiving instruction in the doctrines and enjoying a reunion of families as well. Portland being central, they have, with hardly an exception, gathered here for over 15 years past.

Insurance Scheme Withdrawn.

Notices were posted yesterday morning at the Southern Pacific carshops and the lower depot, signed by Manager Koehler, to the effect that the life and accident insurance scheme which had been adopted by the company some time ago, had been withdrawn. At the shops, where there are a great many railway employes affected by the insurance proposed, there was great rejoicing that it had been withdrawn. The scheme was generally opposed by the Southern Pacific employes in Oregon. In common with other divisions, delegates were sent to San Francisco from the Oregon division to protest against the plan. It was urged that a great many railroad men already carry insurance, and to require them to take out more would work a hardship. It was required that all new employes should take out insurance according to the plan, and ultimately all employes. They were to pay according to the amount of their wages. The plan extended to all branches of the service of the company.

East Side Notes.

The Roosevelt Republican Club will hold a meeting this evening at Gruner's Hall, East Seventh and Stephens streets. This will be the first meeting since the city and county conventions, and some important matters will come up.

The funeral of the late Charles Logus, who died very suddenly Tuesday afternoon, will take place from his home, Ninth and Flanders streets, tomorrow afternoon at 2 o'clock. Lone Fir cemetery will be the place of interment.

At the annual meeting of the members of the Third Presbyterian Church, held Tuesday, the reports from the various departments showed that the work is in better condition than ever. Finances are in good shape. Considerable indebtedness has been paid. Rev. Robert McLean is pastor.

A number of the members of Gilbert Camp, No. 4, went to Oregon City Tuesday night to attend a meeting of the Camp at that place. They report having had a good time. Lieutenant Martin, of that Camp, recently had a contract in Washington, and employed many of the members of the Camp at Oregon City.

STAMP TAX ABOLITION.

Urgent Demand for Relief and Reduction of the Surplus.

Druggists' Circular.

March 10, 1900, the United States Treasury had on hand, as shown by the official statement, a net cash balance of $301,927,159 28.

Surplus revenue (in excess of all Government expenses) for seven months was as follows:

August,	1899	$ 4,455,861 53
September,	1899	7,754,772 09
October,	1899	3,359,561 82
November,	1899	6,175,721 68
December,	1899	7,613,544 91
January,	1900	8,423,068 00
February,	1900	7,892,792 89
Total		$46,075,335 97

This is an average of $6,582,190 85 per month; or at the rate of $78,986,290 10 per year.

In his letter to Congress January 10, 1900, the Secretary of the Treasury said: "The revenues are now largely exceeding disbursements from month to month, and seem likely to do so for an indefinite time."

In addition to collecting these enormous revenues, the Treasury Department has recently discharged more than $20,000,000 of the public debt by the purchase of bonds not yet due.

The existence of over $300,000,000 cash in the Treasury means that the Government not only has the required gold reserve ($150,000,000 under the law just passed), but that it also has on hand more than $150,000,000 additional, available for any possible emergency.

With this enormous sum on hand and unused, the Government is still collecting not only taxes enough to pay all necessary expenses, but is exacting from the taxpayers $7,000,000 or $8,000,000 every month in excess of all needs. This is true, even if we assume that the present military expenses will continue; whereas there is every prospect that they will decrease and no prospect of their increase.

Under these circumstances, why should not the harrassing and oppressive stamp tax upon medicinal preparations, perfumery, etc., which is an enormous and oppressive burden upon a few manufacturers and upon all the druggists, be repealed?

The Government does not need this money. Why, then, continue to single out a few men to bear burdens imposed upon no other class of people?

To say that a tax of 2½ per cent is imposed upon the nominal retail price of medicinal preparations, perfumery, etc., conveys no adequate idea of the real burden. In the first place, the manufacturer sells his goods at two-thirds or less than two-thirds of the nominal retail price, so that the tax amounts on an average to at least 4 per cent of his gross receipts, which is equal in nearly all cases to 30 per cent, and in many instances to 35 per cent or 40 per cent, of his net receipts. Where the manufacturer can add the tax to the wholesale price, the burden can be shifted; but trade conditions are such that many manufacturers are wholly unable to do this. In such cases, the stamp tax is equivalent to an income tax upon them of more than 30 per cent. It is impossible to believe that Congress ever intended to impose such a ruinous burden upon any class of American citizens. If levied in the form of an income tax, it would arouse the indignation of all thinking men.

When Congress, by the act of 1894, sought to impose a tax of only 2 per cent upon incomes in excess of $4000, the financial centers arose in arms against the law, and the act was finally overthrown by the Supreme Court. Yet the war revenue act imposes a tax upon many manufacturers of medicinal preparations, perfumery, etc., more than 15 times greater than the general income tax which was overthrown by the Supreme Court. For any civilized government to claim one-third of the earnings of any citizen is an unparalleled injustice, and it is wholly improbable that Congress ever intended to do this; yet such is the effect of this law.

In addition to this stamp tax, many manufacturers are forced to pay the heavy tax upon alcohol, which is an essential ingredient in some medicinal preparations and in nearly all perfumery. Many of them are thus subjected to double taxation of the most burdensome character.

It was apparently assumed that the burden of the tax upon the articles mentioned would fall upon the consumers, and thus be widely distributed; but, as above stated, trade conditions are and have been such that this entire tax is borne either by the manufacturer or the retail druggists. It is not shifted to the consumers, and this fact is the best possible evidence that it cannot be so shifted.

Where this tax is shifted to the retail druggists it is said to be equivalent to an annual tax upon their gross profits from all sales of this class of goods of 25 per cent—an enormous burden inflicted upon a most loyal, industrious and reputable class of business men.

The tax itself is grossly discriminative and unjust. Three or four articles are singled out for excessive taxation, while hundreds of others (which, upon the same line of reasoning, should be equally subject to taxation) are left entirely free. Why should hundreds of proprietary and patented compounds, and articles sold under trademarks, go absolutely free of tax, while household remedies used in thousands of homes are the subject of oppressive taxation? Why should the manufacturer of perfumery be singled out for burdensome taxation, when the manufacturers of a hundred other and far more costly luxuries pay nothing? Why should the manufacturer of such articles as camphorice, cold cream, tooth powder, talcum powder, etc., pay an enormous tax upon his product, while his neighbor who makes fancy and high-priced soaps goes free? Why should flavoring extracts, meat, extracts, etc., go untaxed, while extracts of malt, witch hazel, celery, etc., are heavily taxed, merely because they are sold as medicinal proprietary articles? It is impossible to believe that Congress will continue a system so essentially unjust.

Nothing but the supremest exigency of government could ever justify taxation; and no reason now exists to justify its continuance.

The total revenue derived during the last fiscal year from articles named in "schedule B" of the war revenue act was $5,219,737 46, which includes the amount levied upon medicines, perfumery and cosmetics. While it is impracticable to state the exact amount levied annually upon those articles, it may be estimated at $4,000,000 a year. This is a small sum to the Government, but it is an enormous sum to exact from a few manufacturers and retail druggists in order to swell an already overflowing public treasury.

Health Report, for March.

The report of Health Commissioner J. P. Menefee for the month of March, 1900, has just been issued. It shows that the number of births registered during the month was 94; males, 53; females, 41; white, 93; yellow, 1.

Marriage licenses issued during the month, 41.

Number of deaths registered during the month, 82; males, 45; females, 37; white, 76; yellow, 6.

Number of deaths of persons between 50 and 60 years, 6; between 60 and 70 years, 7; between 70 and 80 years, 8; and between 80 and 100 years, 5.

Causes of death reported were as follows: Pneumonia, 7; tuberculosis, 7; old age, 5; valvular disease of the heart, 5; cerebral hemorrhage, 5; bronchitis, 4; appendicitis, 3; typhoid fever, 3; phthisis, 3.

Cases of contagious disease were reported as follows: Scarlet fever, 24; diphtheria, 13; typhoid fever, 8; measles, 4; chicken pox, 3; smallpox, 1. There were three deaths of persons brought here for treatment, 17 bodies were taken away for interment, and 21 were brought here for burial.

Number of Japanese and Chinese lodging-houses inspected, 46; notices to Plumbing Inspector, 19; notices to fill up cesspools, 18; notices to clean filthy yards, 28; notices not to dump garbage, 10; notices to remove swill barrels, 10; notices to clean chicken yards, 10.

The appended report of the Inspector of Plumbing shows that 39 new buildings were inspected, 62 old buildings with new fixtures were inspected, 49 sewers and 17 cesspools were connected. Cases of defective plumbing reported, 17; plumbing remodeled on notice, 19. Number of visits for the month, 489.

BUSINESS ITEMS.

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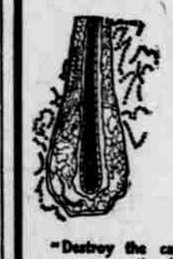

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Take care of what you eat, when you eat, and how you eat, and your stomach will take care of itself. But who takes care of such trivial things? That is why, someday, the majority of people have to take care of the stomach. When that day comes, there is no aid so effective in undoing the results of past carelessness as Dr. Pierce's Golden Medical Discovery. It strengthens the stomach, and restores the organs of digestion and nutrition to a condition of healthy activity. It cures biliousness, heartburn, flatulence, indigestion, palpitation, dizziness, cold extremities, and a score of other ailments which are but the symptoms of disorder in the stomach and its allied organs.

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OCEAN DIVISION — Steamships sail from Ainsworth dock at 8:00 P. M. Leave Portland—Columbia, Monday, April 2; Thursday, April 12; Sunday, April 22; Wednesday, May 2; Saturday, May 12. State of California, Saturday, April 7; Tuesday, April 17; Friday, April 27; Monday, May 7.

From San Francisco — State of California, Tuesday, April 3; Friday, April 13; Monday, April 23; Thursday, May 3; Sunday, May 13. Columbia, Sunday, April 8; Wednesday, April 18; Saturday, April 28; Tuesday, May 8.

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PORTLAND AND ASTORIA.

Steamer Hassalo leaves Portland daily, except Sunday, at 8:00 P. M.; on Saturday at 10:00 P. M. Returning, leaves Astoria daily, except Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION.

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Steamer Ruth, for Salem, Albany, Corvallis and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 6:00 A. M. Returning, leaves Corvallis Mondays, Wednesdays and Fridays at 6:00 A. M.

Steamer Modoc, for Salem, Independence and way points, leaves Portland Mondays, Wednesdays and Fridays at 6:00 A. M. Returning, leaves Independence Tuesdays, Thursdays and Saturdays at 5:30 A. M.

YAMHILL RIVER ROUTE.

PORTLAND AND DAYTON, OR.

Steamer Elmore, for Dayton and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 7 A. M. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

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Steamer Spokane or steamer Lewiston leaves Riparia daily at 1:30 A. M., arriving at Lewiston at 12 o'clock noon. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:30 A. M., arriving at Riparia same evening.

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V. A. SCHILLING, City Ticket Agent.
Telephone Main 712

New Steamship Line to the Orient

CHINA AND JAPAN, FROM PORTLAND.

In connection with THE OREGON RAILROAD & NAVIGATION CO. Schedule, 1900 (subject to change):

Steamer.	Due to Leave Portland.
"ABERGELDIE"	March 23
"MONMOUTHSHIRE"	April 11
"BRAEMAR"	May 2

For rates, accommodations, etc., apply to DODWELL & COMPANY, Limited, General Agents, Portland, Or.

To principal points in Japan and China.

THE FASTEST AND MOST DIRECT LINE TO THE EAST AND SOUTHEAST IS THE UNION PACIFIC THE OVERLAND ROUTE WORLD'S PICTORIAL LINE.

The Direct Line to Denver, Omaha, Kansas City and St. Louis.

Only 3½ Days to Chicago, Only 4½ Days to New York and other Principal Eastern cities

Through Pullman Palace Sleepers
Tourist Sleepers
Dining Cars (meals a la carte), and Free Reclining Chair Cars
Operated Daily on Fast Mail Trains

Through tickets, baggage checks and sleeping-car accommodations can be arranged at

CITY TICKET OFFICE

135 Third Street Portland, Oregon
J. H. LOTHROP, Gen'l Agent. GEORGE LANG, City Pass. & Tkt. Agt.

FOR CAPE NOME

The Magnificent Trans-Pacific Passenger Steamship TACOMA

Registered tonnage, 2811 tons; capacity, 4000 tons; passenger accommodations, 100 first class, 900 second class. This steamship has just been released from the government service as a troopship, and has every modern comfort and convenience and is the largest steamship in the Cape Nome trade.

Will sail from Tacoma and Seattle on or about the 25th of May.

For rates and full information apply to DODWELL & CO., LTD. Telephone, Main, 96. 252 Oak Street.

Astoria & Columbia River Railroad Co.

LEAVES UNION DEPOT.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore Express, Daily.	ARRIVES UNION DEPOT.
8:00 A. M.		11:15 A. M.
7:00 P. M.	Astoria Express, Daily.	9:40 P. M.

Ticket office, 255 Morrison st. and Union depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

WHITE COLLAR LINE

COLUMBIA RIVER & PUGET SOUND NAVIGATION CO.

PORTLAND AND ASTORIA.

BAILEY GATZERT (Alder-street dock)

Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon 'phone Main 351. Columbia 'phone 351. U. B. SCOTT, President.

CAPE NOME VIA DAWSON

Alaska Steamship Company

NEXT SAILING, ROSALIE, APRIL 15.

The only company having through traffic arrangements to Atlin and the Klondike. Weekly sailings from Tacoma. For full information apply to J. L. HARTMAN, Agent, Portland, Or., 3 Chamber of Commerce.

TRAVELERS' GUIDE.

EAST VIA SOUTH — SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets	Arrive
*7:00 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East	*9:15 A. M.
*8:30 A. M.		*7:00 P. M.
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield and Natron, and evening train for Mt. Angel and Silverton.	
‡7:30 A. M.	Corvallis passenger	‡5:50 P. M.
‡4:50 P. M.	Sheridan passenger	‡8:25 A. M.

*Daily. ‡Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third st.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson Street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:35, 8:30, *10:50 A. M.; 1:35, 3:15, 4:30, 6:20, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:20 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. & Pass. Agt.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

THE DINING CAR ROUTE FROM PORTLAND TO THE EAST.

THE ONLY DIRECT LINE TO THE YELLOWSTONE PARK.

Leave	Union Depot, Fifth and I St.	Arrive
No. 2.	Fast mail for Tacoma, Seattle, Olympia, Gray's Harbor and South Bend points, Spokane, Rossland, B. C., Pullman, Moscow, Lewiston, Butte, Buffalo Hump mining country, Helena, Minneapolis, St. Paul, Omaha, Kansas City, St. Louis, Chicago and all points east and southeast.	No. 1.
11:15 A. M.		5:50 P. M.
No. 4.	Puget Sound Express for Tacoma and Seattle and intermediate points	No. 3.
11:30 P. M.		7:00 A. M.

Pullman first-class and tourist sleepers to Minneapolis, St. Paul and Missouri river points without change.

Vestibuled trains. Union depot connections to all principal cities.

Baggage checked to destination of tickets.

For handsomely illustrated descriptive matter, tickets, sleeping-car reservations, etc., call on or write

A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison St., Cor. Third, Portland, Oregon.

GO EAST VIA OREGON SHORT LINE RAILROAD

ON THE FAMOUS Chicago - Portland Special

And Travel in Luxurious Comfort

Dining Cars, Service a la Carte. Library-Buffet Smoking Cars. Palace and Ordinary Sleeping Cars. Free Reclining Chair Cars.

The only train running through solid from Portland to Chicago. No change of cars. Every car illuminated with Pintsch gas.

Leaves 8 P. M., Portland. Arrives 6:45 P. M.

CITY TICKET OFFICE

124 Third St. Phone Main 563
W. E. COMAN, General Agent. J. R. NAGEL, City Ticket Agt.

CANADIAN PACIFIC RY.

SOO PACIFIC LINE

Offers the LOWEST RATES and BEST SERVICE to and from all Eastern points and Europe. Through tourist cars from coast to St. Paul, Toronto, Montreal and Boston WITHOUT CHANGE.

Direct Route to Kootenay Mining District British Columbia

Canadian Pacific royal mail steamship lines to Japan and Australia.

For rates and information, apply to H. H. ABBOTT, Agent, 146 Third street, city.

E. J. COYLE, A. G. P. A., Vancouver, B. C.

THE GREAT NORTHERN

Ticket Office: 122 Third St. 'Phone 680

LEAVE.		ARRIVE.
No. 4 3:45 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3. 8:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP RIOJUN MARU

For Japan, China and all Asiatic points will leave Seattle

About April 25th.

WASHINGTON & ALASKA STEAMSHIP CO.

Steamship "CITY OF SEATTLE" will leave Seattle at 8 P. M. on Tuesday, April 3, and every 10 days thereafter, for Vancouver, Ketchikan, Juneau and Skagway, making trip from Seattle to Skagway in 72 hours.

For freight and passage inquire