# THE FURNITURE OF THE HOME: CHAIRS

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

HISTORIC STUDIES IN HOME FURNISHING

> BT MARGARET AINSLEE IV.

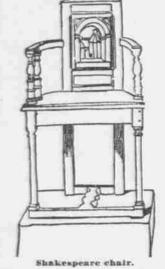
(Concluded.)

Although after the Norman conquest the unsettled state of the country forbade much development along the line of industrial arts, there was some improvement in the manner of living. King Henment in the manner of living. King Henry II. encouraged domestic improvements
in the homes of his barons and courtlers,
and the old comfortless mode of living
gradually disappeared among the upper
classes. The principal furniture, strongly
bound iron chests, which could be speedily
hidden in case of attack, were then replaced by armories and bedsteads. Stairs
were made in houses, and the domestic
life of the family was withdrawn from the
common hall to the privacy of the "parcommon hall to the privacy of the "par-loir," or talking-room. When the taste for Gothic architecture set in, the style



Sedan chair of Charles V.

in woodwork naturally followed the pre-valling standards in stanework. The vailing standards in stonework. The Gothic style, with its rich carvings and anelings, was particularly adapted for hairs of state, but was wholly unsuited for domestic use. A fine example of this species of woodwork is the historic oak coronation chair in Westminster Abbey Through the quatrefoll openings under the seat may be seen the famous cor-onation stone, which, according to ancient tradition, is the very one upon which Ja-



cob pillowed his head at Bethel. The original chair made for King Edward I. (1236-1300) was not supported by the four carved lions, which are of modern work-manship, and were regided for Queen Victoria's jubilee. The remarkable pres-ervation of this gabled oak chair is undoubtedly due to the fact that until quite recently it has been coated over with

ornately curved and glided chairs were guardians of the stately doorways into the spacious saloons of Florentine no-trailon, is nowadays considered a prize



Chair made for the King of Sardinin.

viting as the comfortable-looking chair found in the house of Michael Angelo. The apparent hardness of these carved wood or chony chairs was greatly mod-fied before the introduction of upholstery by portable cushions. During the reign of Queen Elizabeth these "quyssens" were fashioned of richest materials, tapestries and velvet embroidered in gold and silver, with coats of arms. and silver, with the second of a second of the second of t

studies of the great masters of the Re-



Chippendale parlor chair.

e availed themselves of the great national wealth; precious woods from India, and metals from South America. ebony, ivery and tortoise shell enabled cablinet-makers to indulge their tastes for incurious furnishings and to produce unique examples of the workmanship. Artisans from Italy Flanders and France were summaned to Spain by the great Charles V. who boasted that the sun never set in his dominions. Despite his

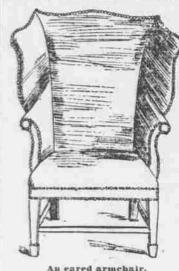
ly adapted to its use, in striking contrast to the ridiculously ornate vehicle of the time of Louis XV.

A specimen of chair of the Elizabethan period, although not as heavily carved as was most of the woodwork of that time, is shown in the illustration of Shake-speare's chair. The carving in low relief represents roughly the Campanile and dome of St. Mark. A manuscript on its back states that when borrowed by David Garrick, in 1795, it was known as the Shakespeare chair. That the comfort of children entered at that time into the children entered at that time into the consideration of furniture-makers is shown by the carved high chairs belong-ing to Shakespeare's and Cromwell's granddaughters.

The upholstered chair introduced from

Venice in the time of James I. came into general use in the latter part of the lith century. By seeking thus to enrich furniture with costly brocade velvets and embroidered, upholsteres lost sight embroidered, upholsteres lost sight of the constructive beauty, rendered invis-ible by the sumptuous coverings. As a consequence, in spite of the beautiful in-lay of Boulle and the rich lacquer work of Vernis Martin, there was a distinct deterioration in taste. The discovery of the buried cities of Herculaneum and Pompeli (IRS), and the books printed some 50 years later, led to the demand for clas-sic design. This return to classicism was outckened by the imperalism of Napoleon. quickened by the Imperalism of Napoleon, y the empire style reflect-

ed in a measure the acquisitions of the onquerer.
Although detesting everything Napoleonic in England, the classic revival spread es the channel, and the distinguished ish cabinet-makers. Chippendale.



An eared armchair. (By Repplewhite.)

Sheraton and Hopplewnite showed un-doubted traces of French influence. Al-most all the furniture designed by Chip-pendule was made by his sons, and could we regard as genuine all the so-called Chippendale chairs of the curio-hunter and antiquity shows we must perform and antiquity shops, we must perforce regard the great designer as a patriarch whose sons were legion. His elegant ma-hogany chairs are distinguished by "the well-mounted sweep of his lines," the substitution of ornate ribbon designs of wood instead of upholstery in the backs of chairs, and by the excellent wood-work, conspicuous for its careful choice work, conspictious for its careful choice of beautiful veinings. The republication of his book of designs has recently brought about a fad for collecting specimens of his furniture. His foreman, Sheraton, had recourse to inlaying, which is generally a distinguishing mark of his work. His designs also showed more of the simple severity of the academic style, and the illustrations of his later drawing-room chairs, ornamented later drawing-room chairs, ornamented with heads and claws of animals, are plainly dominated by the "empire" influence. Unfortunately this English furniture was not redeemed by the excellent metal-work mountings which in France went so far as to counteract the heavi-ness of Napoleonic furniture. Hepple-white, like Sheraton and Chippendale, published a cabinet-makers' guide, and like Sheraton made some of his designs. During the Renaissance in Italy, very notably the chair with Prince of Wales the happy possessor of an antique bedroom, auxious for a commodious bedroom. Includes to a common with the general quaintness of the room. Another furniture-maker of the early part of this century was George Smith, "upholsterer extraordinary to H. R. H. the Prince of Wales," whose fauteuil taken from his book of designs published in 1804 is large-by a counterpart of the Roman armchair.



Carved oak chair. (Said to have been used by some of Cromwell's

After Napoleon was banished to St. Helena the pseudo-classic style fell into dis-favor, but that it is subject to revival is shown in the illustration of the chair made for the King of Sardinia in the middle of this century.

Meet Competition.

SOLD TO THE TRUST. Pennsylvania Mineowners Could Not

A party of Pennsylvania coal-mine owners are registered at the St. Charles. It consists of S. H. Pearsall, J. L. Thornton, Chris Bakewell and A. T. Thornton, Chris Bakewell and A. T. Smith, who hall from Brownsville, Pa. They were owners of ledges on their own account until recently, when they were bought out by the Pittsburg Coal & Coke Syndicate, which paid them for their mines in stock of the big trust, whose capital is fixed at \$40,000,000. To a reporter last evening they said the absorption of all the small mines in that perion by a big corporation was the only region by a big corporation was the only

way to escape from ruinous competition which had ruled for years. "The best bituminous coal in the world was selling at \$1.25 a ton, which was less than the cost of getting it out of the mine. Mr. Thornton said, "and since the combine was effected the price has gone up over 100 per cent, and a dividend has been declared on the entire

bon resources of Oregon before they re They report times good among the miners of Pennsylvania, as any miner can now make £ \$\mathbb{Z}\$ to £ \$\mathbb{D}\$ to 2 day, while living is even cheaper than on the Pa-

PROSPEROUS RAILROADS.

Heavy Earnings of 0. R. & N., Northern Pacific and Union Pacific.

Wall Street Journal Assistant Secretary Corbett, of the Northern Pacific, has prepared a diagram showing some of the results of operations of 32 leading roads for the year 1889. We have reduced some of the conclusions to the following table. The figures, being taken from the diagram are approximate. taken from the diagram, are approximate

taken from the diagram, are approximate rather than exact, but they come close to the facts as compiled.

The interest in the table lies chiefly in the comparison, and particularly in the earnings and expenses per ton mile. The results show a great difference in the railway conditions existing in different parts of the country and with reference to the tonnage of different roads. The difference for instance is very great bemills per ton per accesspeake & Ohio, and 15½ on this question. But will simply call your attention to the fact that the latest coinage law enacted in this country was by a Republican Congress and signed by William McKinley June 13, 1838. The amendment to the war revenue bill was offered by Senator Wolcott, of Colorado, a McKinley June 13, 1838. The amendment to the war revenue bill was offered by Senator Wolcott, of Colorado, a Republican all wool and a yard wide, authorizing the coinage of not less than the tonnage of the Oregon Navigation is varied. The roads which have the largest volume of soft coal tonnage show the lowest rates. It is not so clear why Reading should earn nearly 8 mills per ton per mile and Lehigh Valley only 5, when the business is similar and the operating cost per ton per mile is nearly the same.

The comparatively billing the coinage of not less than the latest coinage law enacted in this country was by a Republican Congress and signed by Silliam McKinley June 13, 1838. The amendment to the war revenue bill was offered by Senator Wolcott, of Colorado, a Republican all wool and a yard wide, authorizing the coinage of not less than 15.50,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a part of the bill. These dollars are coined under this law, a Republican law, at the 150,000 each month, which became a pa

New York Central reflects the large proportion of local freight paying good rates. It is normal that the earnings of Burlington, Northwest and St. Paul should be close together. The high earnings of the Pacific roads are normal, but there is a marked difference in the cost of operation, Southern Pacific operating at 6 mills, Union Pacific at 4%, Atchison at 6% and Northern Pacific at 4%. This ex-plains the large profits of the Northern Pacific. The Great Northern makes & very striking exhibit, earning 9 mills and very striking exhibit, earning 5 mins and operating at 3%, or about the same as Pennsylvania, Lake Shore, Lehigh Valley and Reading. This is also the secret of the prosperity of the Great Northern. The road showing the smallest revenue per ton per mile has, of course, the largest train load, although the Great Northern and the Union Pacific are well to the ern and the Union Pacific are well to the front in this respect. The maintenance of way per mile varies materially, Penn-sylvania standing at the head, but the outlay on practically all the lines is liberal. The comparison follows:

 RAILROAD.	per mile, milis srnings per ton per mile, milis	rain load, tons	aintenance per mile
Chesapeake & Ohlo. Baltimore & Ohlo. Norfoik & Western. Pennsylvania Lake Shore Lehigh Valley Erie Baltimore Southwestern. C, C, C, & St. Louis Wabash New York Central Hilinois Central Louisville & Nashville. Canadian Pacific Reading Chicago & Alton Missouri Pacific Burlington Northwest Southern Railway Great Northern Oregon Short Line Mo. Kan & Tex St. Paul Southern Pacific Omaha Rock Island Union Pacific Omaha Rock Island Union Pacific Northern Northern Pacific Northern Northern Pacific Northern Northern Pacific Northern Pacific NY N H & H Oregon Navigation	37. 23. 38. 4 4 5 3 3 4 4 4 5 5 5 4 5 5 5 6 5 6 5 6 5 6 6 6 6	345 387 470 425 320 240 240 220 220 200 200 200 200 200 2	2450 1400 1000 500 2000 1325 1060 500 2500 850 850 875 700 830 1100 830 830 1250 1100 1250 11250 11250 11250 11250 11250 11250
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### MY, WHAT A DISPOSITION!

The World Must Be a Dreary Place to Those Who See Naught but Evil.

PORTLAND, Or., July 31 .- (To the Editor.)-You say C. E. S. Wood & City En-gineer Chase has been asked to receive the fountain from the Contractor on behalf of the generous donor—the generous donors are the postland Saving bank depositors not D. P. Thompson. Shame on the fing ridden—tax ridden—bankrupt water coaked—moss covered village to accept this fountain with D. P. Thompson's numeron it a disgrace to the village. accept this fountain with D. F. Thomp-son's name on it a disgrace to the village of rotten bridges rotten streets rotten ferry boits rotten side walks rotten banks rotten city hall rotten Court House rotten reservoirs every thing a graft from publication of the delinquent tax list down to the dog Catcher. No money to be Made only out of the tax payers be Made only out of the tax payers your paper never had one word of sympathy in it for the poor Portland Saving bank depositors but you nicknamed them hungry depositors Shame en you if you did not have a good word for them poor creatures you should say nothing leave them alone in the share the pioneer bankers of the village left them if not ploneer bankers they are ploneers of the Village of Bertland Shame on them No wonlace of Portland Shame on them No wonder portland is scoffed at by almost evry one outside of the village and by 49-out of Evry 50 of the property owners in town The whole village is for sale and no buythe whole vininge is to sale and no ody-ers the least you say about the fountain the better for all concerned I am a Port-land Savings bank depositor Not one penny of my deposit did I ever make in Oregon I Have been reading your paper and paying for it the past twelve years you can say to me as you did the Rev. Blackburn to move on or get out The Rev. Blackburn told the truth—but the truth the ploneer moss back knows nothing about the truth it hurts I will move on if I can ever realize any thing for my property but Se'l or no Sell I will spend the balance of my days telling the truth about the rottenness of portland the eastern people has been fooled once but never again they are not coming regardless of what the village paper says that is printed down on Sixth st. JOHN BROWN.

Clackamas County Farmer's Experience With Worms. PAYN, Or., July 30.—(To the Editor.)— The cutworms hit me, or, rather my carret patch and other truck of about two acres, 10 days ago. It joins a piece of heavy clover, which had been cut about 10 days ago. When I first saw the worms, they had eaten down on the carrots about 15 feet, and the ground was alive with them. I could take up 100 on my shovel. I took 123 from under one potato hill. It took me about one hour to make up my mind what to do. They will climb a board or a tin bucket, but they can't climb a perpendicular wall of dirt six inches high. I took my horses and plow and went through my strip about six feet from the worms, and then cleaned out the ditch; every 10 or 15 feet in the ditch I dug a hole 10 or 12 inches deep. Soon as the holes got full of worms I would take them out and put them in a larger hole. Then I took my team and clodmasher and went over the ground whereon they had destroyed the crop, sev-eral times. The ground would be wet from the crushed worms. In the after-Charles V. who boasted that the sun never set in his dominious. Despite his great wealth his eminently practical turn of mind is evident by his sedan chair the simple construction of which was perfect—will examine into the undeveloped car—but I would as soon take my chances

with the fire as the worms, and I guess my neighbor would. My crop is safe. As the saying is it makes me tired to hear a man say, when anything happens, "Oh, there is no use trying; let it go," and then growl about it for the next in years when a little aluck or common years, when a little pluck or common sense would prevent or save it all.

B. T. TYLER.

FROM THE SAGE OF LEBANON

Characteristic Disingenuousness of a Favorite Correspondent.

LEBANON, July El.—(To the Editor.)—A great deal of space in the columns of The Oregonian is devoted to finding fault, to ridiculing, and even to accusing of insan-ity to the coining of gold and silver at

the ratio of 18 to 1.

You speak of it as though it was something utterly impossible and absolutely a thing never heard of, not even dreamed about, and one would judge from reading your editorials that not a Republican in all this broad land ever adhered to such a doctrine. Now I will not ask you to print a history of the Republican party, either in the United States or in Oregon, on this question. But will simply call

of the bill. These dollars are coined under this law, a Republican law, at the ratio of 15 to 1.

Under this Administration there has been coined 00,000,000 of these dollars, dollars which you cail dishonest, flat, etc., when advocated by a Democrat or a Popullat. During the month of June there was coined at the mints of the United States 3,000,000 of these dollars, and at the ratio of 15 to 1. Then why this how! ratio of 15 to 1. Then why this howl about 16 to 1? If it is wrong, why did William McKinley sign the law authorizing the coinage of not less than 1,500,000 of these dollars per month until all the bullion purchased under the Sherman law is coined into silver dollars at this ratio of 16 to 1? If 16 to 1 is wrong, why has not the President recommended a change of ratio? If i6 to 1 is wrong, why has not some Republican member of the House or of the Senate introduced a bill to change the ratio, which none of them have done, but instead have passed a bill

to coin dollars, sliver dollars, at 16 to 1? Sixteen to one is this Administration's ratio: they have never proposed any other ratio—the proof is conclusive: this is the fixed and established ratio of the country, and no one wants any other. Then why this clamor? It has been the law of the lard for years. Mr. Bryan and his fellowers Democrats, Populists, Free-Sliver Re u licans, including the Milers, the Bennetts, the Hares and the Coopers, come out bold'y and openly declare for 16 to 1, witle McKinley, Hanna, Scott and others widening to the large with the control of the coopers. E E E E

clare for 16 to 1, while McKinley, Hanna, Scott and others r'dicule 16 to 1 and yet order 100,000 (0) sliver bullion coined into sliver dollars at th's very ratio.

In the campaign of 1895 the Republican orators and the Republican press declared that we could not coin any more sliver dollars, that we had more than a sound financial policy could stand, that we must get rid of some of them, that the very agitation of the question of the coinage of silver dollars at 16 to 1 was wrecking our financial foundation. Now they are coining sliver dollars to meet the demands of business, paid out 750 000 of them to the ing silver dollars to meet the demands of business, paid out 750 000 of them to the soldiers in Cuba in a single day, and yet say they are a d's'onest dollar. "O consistency, thou art a jewel." These dollars are good enough for our boys who face Spanish bullets and cat Alger meat, yet they are not good enough for the bondholder.

My God, a party with such a financial record finding full with other people!

record finding fault with other people!
You will search all the pages of history
in vain for anything like it.
M. A. MILLER.

DAILY CITY STATISTICS. -

Real Estate Transfers.

Savings Bunk, to George Bamford, lot II, block 18, Lincoln Park, April 2

Arthur P. Glift and Mandell Gint to George Bamford, lot II, block 18, Lincoln Park, November 13, 1889. 1

Thomas Scott Brooke to George Bamford, lot II, block 19, Lincoln Park Annex, quitelaim to remove cloud to title. January 12

Sue B. Hart, Frank E. Hart and Emma G. White to George Bamford, lots 1 and 2, block 7, Carter's Addition, July 20.

J. S. Glitner, M. M. Glitner and F. A. Glitner to George Bamford, lots 1 and 2, block 4, Ravenwood Addition, October 31, 1889. 1

Emil Nordstrom and Emma Nordstrom to Danlei Gorman, lots 14, 15, 16, block 23, original townsite of Abbina, July 31.

D. C. Beaton to Charles B. Nelson, lot 36, block 23, original townsite of Abbina, July 31.

Minerva A. Williamson to John M. Williamson, lot 21 and part of lot 29, block 68, University Park, July 31

The Multnomah Real Estate Company, a coporation, to Eva C. Dummett, lot 14, block 11, Williamset, 25, 1873

John Bredin, of Latourell Falls, to H. L. Power, of Palmer, lots 6, 7, 8 and 9, block 1, Metzger's Addition, Gresham, August 1.

John F. Lucy and Anna Lacy to M. M. Bingham, 10t, block 1, Hawthorne Place, July 31.

Lucy O. Menzies to D. W. Jarvis, W. ½ of lot 5 in S. ½ of double block A, City of Portland, August 1.

George W. Bates and Lizzie M. Bates to Alonzo J. Bradner, lot 15, block 14, Cloverdale Extension, No. 2, May 3.

D'Connor & Harnett, two-story dwell-

Building Permits. O'Connor & Harnett, two-story dwelling, West Park, near Clifton, \$1200. Deaths.

July 30, Minnie Deklotz, age 60 years, St. Vincent's Hospital, carcinoma, July 3), John Donling, age 52 years, St. Vincent's Hospital, phthisis. Births.

July 25, boy to the wife of A. L. Frazer, Waverly.
July 31, girl to the wife of Oliver Giltner, Sixth and East Pine streets.
July 25, boy to the wife of John Novell. 806 Thurman street. July 25, girl to the wife of T. B. Jones, Second and Jefferson streets.

Contagious Disease. Cal Giles, 208 East Seventh street, ty-Marriage Licenses.

H. C. Dodson and Miss A. Brown; William Spohr and Anna Tenefeldt.

Information Wanted. PORTLAND, Aug. 1-(To the Editor.)—
Will you kindly inform us through your
paper, why the Board of Public Works
did not open blds for feed as advertised
July 31 at 1 o'clock P. M. There must
have been something wrong, or at least
it looks very suspicious the way the new
officers of the public run affairs. We
should also like to be informed how many should also like to be informed how many bids there were received at the time they ought to have been opened.

The Oregonian is unable to furnish any information to H. A. C. The meetings of the Board of Public Works are held behind closed doors.

Derangement of the liver, with consti-pation, injures the complexion induces pimples, sallow skin Carter's Little Liver Pills remove the cause.

Who is crippled by accident or deformity hardly understands the meaning of the word "crippled" as compared with the victim of rheumatism. He is not only bent and twisted, but also racked with

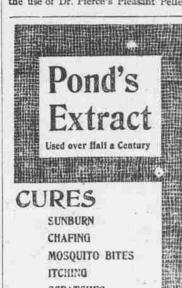
pain so cruel that he envies the cripple who stumps along on a wooden leg, whistling as he goes. Rheu-matism is known to-day as a blood disease. It can only be cured through the blood. That powerful blood-purifying med-icine, Dr. Pierce's Golden Medical Discovery, cleanses the blood of the acid poisons which cause rheumatism. When the blood is cleansed

the rheumatism is cured. There is no alcohol in "Golden Medical Discovery" and it is absolutely free from opium, cocaine, and all other narcotics.

all other narcotics.

Mr. R. J. McKnight, of Cades, Williamsburg County, S. C., writes "1 had been troubled with rheumatism for twelve years, so bad at times I could not leave my bed. I was badly crippled. Tried many doctors, and two of them gave me up to die. None of them did me any good. The pains in my back, hips and legs (and at times in my head), would nearly kill me. My appetite was very bad. Everybody who saw me said I must die. I took five bottles of 'Golden Medical Discovery' and four virls of 'Pellets,' and to-day my heath is good, after suffering twelve years with rheumatism."

The sluggish liver can be cured by the use of Dr. Pierce's Pleasant Pellets.



SCRATCHES SPRAINS STIFFNESS FATIGUE

and \_ ALL PAIN



Note this Fac-Simile and Refuse the Dangerous Preparations represented to be "the same Pond's Extract.

Is your Hair worth One Dollar ? If so, buy a bottle of Newbro's Herpi-cile and stop that dundralf that is slowly but surely rendering you bald.

NEWBRO'S HERPICIDE MEWBRO'S HERPICIDE

is the only preparation on the market
that really will stop it, for it is the
only one that itills the microbeat work
on the hair root, thus destroying the
cauca and consequently removing the
effect.

One trial will convince you, the same
as it has this "doubting Thomas":
Sur Paragnec, Cal., Dec. 1, 72,
When I bought that bettle of Herpice's a
few merith ago, like the majority of such
prycrations, I thought it would proven the,
but I can happy to sinte that it does all and
own more, than you claus for it. My hair is
growing righty. Respecting,
growing righty, Tespecting.

For Sale at all First-Class Drug Stores,



TRAVELERS' GUIDE.

CHARLES E. HIRES CO., Malvern, Pa.

Pacific Coast Steamship Co. FOR ALASKA.



TRAVELERS' GUIDE.

Union Deput, Sixth and J Streets

### THREE TRAINS DAILY FOR ALL POINTS EAST "CHICAGO-PORTLAND SPECIAL."

Louves for the East, via Huntington, at A. M.; arrives, 4 P. M. SPOKANE FLYER,

For Spokans, Eastern Washington, and Great Northern points, leaves at 6 P. M.; arrives at I A. M. ATLANTIC EXPRESS, Leaves for the East, via ituntings P. M.; arrives at 8:40 A. M.

THROUGH PULLMAN AND TOURIST
SLEEPERS.
Water lines schedule, subject to change with-

OCEAN AND RIVER SCHEDULE. OCEAN AND RIVER SCHEDULE.

OCEAN DIVISION - Steamships sail from Ainsworth Dock at 8 P. M. Leave Portland-State of California, Sanday, Aug. 5; Wednesday, Aug. 15; Saturday, Aug. 25; Tuestay, Sept. 4; Friday, Sept. 14; Cotumbia, Friday, Aug. 16; Saturday, Aug. 20; Tursday, Aug. 30; Sanday, Sept. 9; From San Francisco. Leaving Spear-Street Pier No. 24; San Francisco, at 11; A. M., as follows: State of California, Wednesday, Aug. 16; Saturday, Aug. 11; Tuesday, Aug. 21; Friday, Aug. 31; Monday, Sept. 10; Cotumbia, Monday, Aug. 6; Tunisday, Aug. 16; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 8; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 11; Tuesday, Aug. 16; Sunday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 20; Weinelday, Sept. 10; Cotumbia, Monday, Aug. 20; Price Research Price Research

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA. FORTLAND AND ASTORIA.

Strainer hassaic seaves Puritaind daily, exceptionday, at 5:00 P. M., on Saturday at 10:00 F.

M. Feturning leaves Asteria daily, except Suciary, at 7:00 A. M.

Steamer T. & Potter leaves Portland Toeslays and Thursdays at 9 A. M.; Saturdays, I.

P. Mr. for Astoria and Long Beach, Leaves lugged Tuesdays, Thursdays and Sundays from 1 to 8 P. M. according to take

b to S.P. M. according to this.

WILLAMETTE RIVER DIVISION.

PORTLAND AND SALEM. OR.

Steamer huth, for Salem and way points, leaves Portland Mondays, Wodneddys and Fridays at 6.00 A. M. Returning, leaves Salem, Tuesdays, Thursdays and Saturdays at 6.00 A. M.

YAMBILL RIVER ROUTE. FORTLAND AND DAYTON, OBSteamer Elimore, for Dayton and way points,
leaves Portland Tuesdays, Thursdays and Salurdays at 7 A. M. Returning, leaves Dayton for
Portland and way points Mondays, Wednesdays
and Pridays at 8 A. M.

SNAKE RIVER HOUTE.

SNAKE RIVER ROUTE.

RIPARIA WASH. AND LEWISTON ID 33

Steamer Spoanne or descener Lewiston beaver

Riparia daily at 3:35 A. M., arriving at Lewiston at 3 P. M. Returning, the Spokane or

Lewiston leaves Lewiston daily at 7 A. M.,

arriving at Hiparia same evening.
W. H. HURLBURT.
General Passenter Agen.
Y. A. SCHILLING. City Ticket Agen.
Telephone Main 712. 50 Third street, oor. Oak.

New Steamship Line to the Orient CHINA AND JAPAN, FROM PORTLAND. In connection with THE OREGON RAILROAD & NAVIGATION CO. Schedule, 1900 usubject to change):

change):
Steamer.
Market June 24
Market June 24
Market July 15
Alcoyl.i.
For rates accommodations etc. apply 15
DODWELL & COMPANY Limited.
General Agents, Portland, Or.
To principal points in Japan and China.



Leave	Depot Fifth and   Streets	Arriv
*8:30 P. M. *8:30 A. M.	OVERLAND EX- PRESS TRAINS for Salem, Ross- burg, Ashland Sas- ramento, O g d e n, San Francisco, Mo- jave, Les Angeles, El Puso, New Or- resna and the Ess:	*T:45 A *6:30 P.
	At Woodburn daily except Sun- day) morning train canects with train for Mt. Angel, all- verton, Browns- ville, Springfield	

17:30 A. M. Corvaille passenger 13:30 P. M. 14:30 P. M. Sheridan passenger 18:25 A. M.

\*4:00 P. M.

Dany. Dully except Sunday. Rebate tickets on sale between Portland, Nac-ramento and San Francisco. Net rates \$1; first class and \$1 second class, including steeper. Hates, and tickets to Eastern points and Eu-rope. Also JAPAN, CHINA, HONOLULU and Can be obtained from J. B. AUSTRALIA. Can be obtained from J KIRKLAND, Ticket Agent, 140 Third at

Albany passenger

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