

DECORATIVE WOODWORK.

(Copyright, 1900, by Seymour Eaton.)

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

HISTORIC STUDIES IN HOME FURNISHING

By Margaret Alshen.

The successful manipulation of the various woods may truly be classed among the antediluvian arts, for the instructions given to Noah for making a water-proof ark are such as would have been given only to a workman of experience. The same, to an even greater degree, may be said of the directions for building the tabernacle and the temple. The exception of a few specimens preserved in the dry Egyptian climate, no remains of the primeval woodwork mentioned by Homer and the early Hebrew writers are now in existence. We judge, however, from ancient vase paintings, tomb and wall pictures, sculpture and embroidery, that the general system of using animals, slaves and splines for support was followed in woodwork as in the ancient metal tables, chairs and couches now preserved in museums. Homer mentions a most interesting historic wooden chest, seen and identified 80 years afterward by Pausanias. This chest, carved and gilded and decorated with bas-reliefs in gold and ivory, was once the hiding place of Cypselus of Corinth. His relatives, having been warned by the oracle of Delphi that the child would one day assume the reins of government, sought his life; but, owing to his concealment in the famous chest, he lived to fulfill the Delphic prophecy and to reign over Corinth 39 years—63 to 62 B. C.

Among barbarous nations wood carving as a subordinate form of sculpture showed itself in rude cuttings upon clubs and primitive weapons of warfare. Many of the most famous statues of antiquity were made of wood, sometimes carved with a rude, bold skill, sometimes overlaid with gold or silver and inlaid and decked out with highly colored robes. A curious article of furniture, indispensable to the Roman library, was the solum or scroll bookcase, as the volume of those days were rolls of parchment, the bookcases were circular and box-shaped. These beech-wood boxes could be locked or unlocked and were easily portable when the owner wished to carry his library on his journeys.

Among the northern nations may be found excellent specimens of carved ivories dating from the early viking times. This wooden sculpture, although rough, is nevertheless characterized by a singular freedom of outline, together with a fondness for the distorted as a decorative motive and an elaboration and adaptation of the grotesque to the structural and ornamental part of furnishings, as shown in the Norwegian wooden chair of the Scandinavian style of the early Middle Ages.

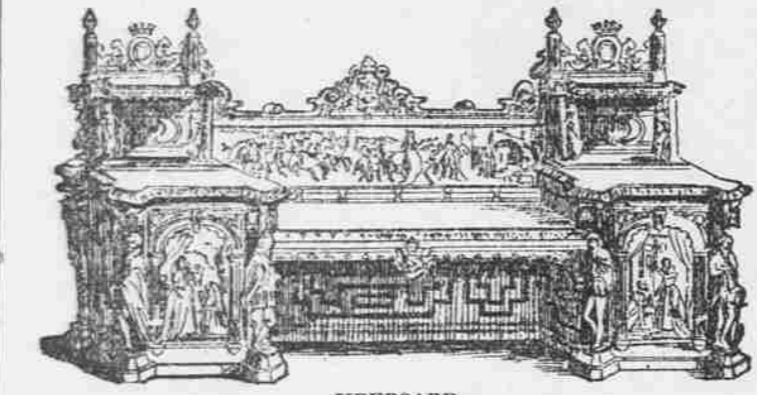
During medieval times the style of architecture known as Gothic—a term first used in reports in connection with the growth into favor and beautified the finest buildings of France, England and Germany. The pointed arch, vertical, crocketed spires and foliated decoration characteristic of this noblest style of architecture were also largely influential in the decorative furnishings, as shown in the magnificent choir stalls, pulpits and other equipments of cathedral and castle. It is quite probable that the architect who planned the monasteries and castles also designed their furniture upon the same general plan, carrying in wood the popular ornament in stone and concentering the finest results of his handiwork to the church.

While a few impressive examples of true Gothic art may be found scattered throughout Italy, it was never entirely naturalized there. For this reason the return to classic models brought about by the Renaissance was especially acceptable to the Italian taste. Thenceforth wood carvings of historic and allegorical characters, grotesque and classical figures, replaced the more austere medieval representations of sacred subjects or the heroes of medieval romance.

Fireplaces, which until the end of the 13th century had been made of stone, were thenceforth carved in wood. In England and neighboring countries the oak has been the standard of strength, toughness and durability, notwithstanding the fact that its cross grain makes its management difficult where fineness of detail is especially desirable. In Italy walnut, despite its brittleness, has always been the favorite, and has been used most extensively in the highly carved "cassone" fronts, panels, chair stalls and furniture. Oftentimes it was picked out with gilt or color, and occasionally inlaid with a mosaic of variously placed pieces of wood, often inlayed. The appearance of Italian wood carving, which showed to such advantage upon the ornate and imposing fronts, was nevertheless distinctly out of place upon chairs and tables, giving them that overwrought effect which is such a defect in our modern woodwork.

Italian grace was eventually grafted upon the vigor, dexterity and fantasy of the Flemings, and so closely allied with contemporary English carving that Flemish and English woodwork were frequently indistinguishable. The Germans, too, showed themselves thoroughly to have mastered the Renaissance woodcarving, both on a gigantic and a minute scale. This intermediate style, blending Flemish and Italian styles with the Anglican Gothic, distinguishes the woodwork of the English Renaissance from that of France and Italy, including strap work, so prevalent in Elizabethan and Jacobean ornament, was of Flemish origin. Styles of design so frequently overlapped each other during the Renaissance that it is sometimes difficult to approximate the date of important pieces of carving. Gothic designs were used as late as the 16th century, and their architectural characteristics were especially noticeable in the window panelling. At first panelling was employed in the cradle carpentry of the early Gothic chests, but came into almost general use for the English rooms in the latter part of the 15th century. This was soon supplanted by the more substantial oak, which was decorated with elaborate tracery, a most popular design being a carved, foliated scroll, the latter known as the "Henn scroll pattern." The roof and chair stalls of the chapel of Henry VII, in Westminster Abbey, are said to have been the earliest examples, showing the admixture of Gothic

perpendicularity with the new Italian style. Many fine examples of the carved screens, fireplaces and wall panellings of this period are still preserved in England. An excellent example of Elizabethan woodwork is the oak screen or partition of Gray's Inn, the carved screen supporting the minstrel's gallery being especially noteworthy. Those who make a study of the old wainscoting, richly carved without overworking, cannot but regret that so dignified and soothing a background should have been banished from modern furnishing. Without the illusory suggestiveness of tapestry, it had nevertheless a repose and harmonizing quality which none of our modern wall treatments even approximate. As a rule the space large wall panellings, especially designed for the house in which it was placed. In cases where the panels were elaborately carved it is supposed that they were bought separately and placed in the frame by the local carpenter or by the "joyner" attached to every noble household. Oftentimes the panelling did not cover the entire wall space, large wall panellings being a succession of pictures separated by battens breaking up the wooden monolith. In time separate pictures, like mirrors,



SIDEBOARD (Carved oak, with subjects taken from Sir Walter Scott's "Kenilworth.")

were placed in separate frames. Holbein's paintings for Henry VIII being the first pictures framed in England. The austere genius of Inigo Jones was especially influential in patterns for woodwork during the Renaissance, over his classic designs in Rome stimulated his enthusiasm and chastened his taste. In England there is still preserved this original footnote to some of his famous working plans: "In the name of God, Amen, the 2 of January, 1614, I being in Rome, compared these designs following, with the Ruines themselves. Inigo Jones." With Gennino Gibbons, who was trained through the great architectural age of Wren and Gibbs, woodcarving reached its culmination for delicacy, crispness and skilled craftsmanship. Chippendale, Heppelwhite, Sheraton and Gheben brought finely selected mahogany into prominence and did much good work in design, polish and inlay before the cataclysm of the 19th century.

Since then good woodwork has been the exception. To be sure a few finely carved specimens have been produced in the middle of this century, but they have been conspicuous as the roses in an arid desert. French influence undoubtedly had something to do with the decline of artistic woodwork. The high state of perfection in the French tapestries and upholstering materials led to the Renaissance in the construction and design of the framework. Then, too, the vogue attained by Boullée's marquetry—a shell veneer on a clouded vermilion or gilt ground—and Vernis Martin's successful imitation of Japanese gold lacquer monopolized for a time the furniture market. To the invention of machinery, which reproduces a popular pattern for the million more than to any other cause may be attributed the decline of high-art carving. The resultant elimination of individual taste led to a monotonous fussiness in modern furnishing, a restless alertness for cheap novelty, and an absence of pride in the possession of intrinsically beautiful pieces of furniture to descend from generation to generation.

The boxwood cradle shown in the illustration is generally conceded to be the most important example of English woodcarving, by connoisseurs considered to be quite equal to the work of the Renaissance. It was made of Turkey boxwood for Queen Victoria in 1850, the carved design symbolizing the union of the royal houses of England and Saxo-Coburg and Gotha. At one end were the arms and national motto of England, and at the other those of H. R. H. Prince Albert.

IN CASES OF DROWNING.

An Expert Describes Two Ways to Resuscitate Victims.

Chicago News. It is the religion of nearly all Astas to abstain from eating flesh, fish or fowl, because it is a sin to kill for food anything that has instinct, "lest it be hindered on its upward way," beelides, according to the doctrine of the transmigration of souls, one might kill and eat one's grandmother. But aside from that, vegetable food, it is claimed, makes better muscle and bone than meat. Anyway, it will know that the stavedores of Constantinople and other Eastern ports never eat meat, and that, as a class, they have long lived and healthy, and are in the world in physical strength.

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toward the heart, to help the blood in its labored circulation. A stimulant should be given as soon as it can be swallowed—a half-teaspoonful of whisky or brandy in two teaspoonfuls of hot water may be given every 10 minutes until an ounce has been taken. As natural breathing begins to be attempted, it should be aided as much as possible by timing the artificial respirations to it. It may be stimulated by carefully applying smelling salts or ammonia to the nose, by slapping the skin lightly, but smartly, or by dashing hot water upon the chest. Where it is available, so as to cause a reflex sobbing or deep breathing by the pain it causes. Little by little natural breathing will take the place of the artificial, but it must not be left unwatched for some time. Nothing but danger from cold or pressing necessity should prompt the removal of the patient from the place where he has been treated. Not until respiration is perfectly established should he be dis-



Cradle, in Boxwood, for Her Majesty the Queen.

(Designed and carved by H. Rogers, London.) If removal cannot be avoided, it must be effected with great care. After resuscitation, the patient should be placed in a warm bed, being carefully carried to it with the head low, strict watch being kept meanwhile on the breathing lest the heart suddenly stop. Even though the natural breathing has not ceased, all the steps just described should be carried out with the exception of artificial respiration. But this should be resorted to upon the first intimation that natural respiration is falling.

The cessation of the pulse at the wrists must never be taken as an indication of death, as life may be present where even an acute ear cannot detect the sound of the heart. Deep pressure with the finger ends just below the lower end of the breastbone may sometimes reveal pulsation of the aorta, or main artery of the heart and body, when it cannot be found anywhere else.

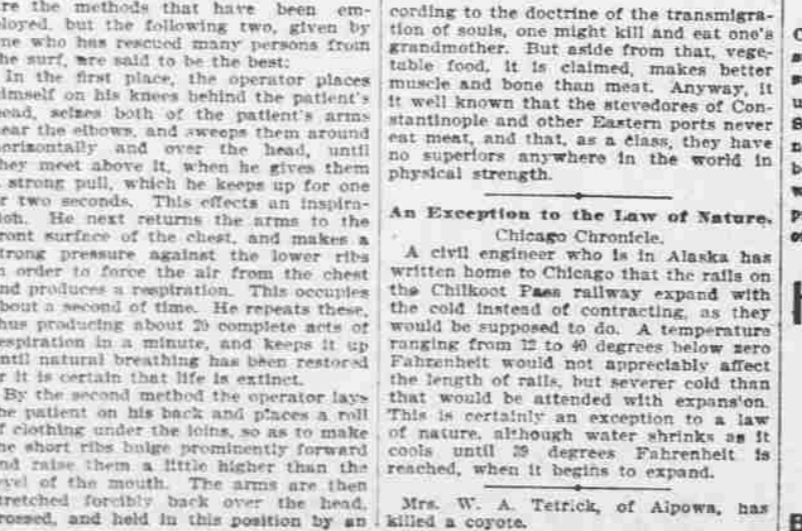
Atlantic Abstains From Meat.

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An Exception to the Law of Nature.

Chicago Chronicle. A civil engineer who is in Alaska has written home to Chicago that the ralls on the Chilkoot Pass railways expand with the cold instead of contracting, as they would be supposed to do. A temperature ranging from 12 to 40 degrees below zero causes the rails to expand, and the length of rails is not appreciably affected by a temperature of 40 degrees below that which would be attended with expansion. This is certainly an exception to a law of nature, although water shrinks as it cools until 39 degrees Fahrenheit is reached, when it begins to expand.

Mrs. W. A. Tetric, of Alipova, has killed a corotte.



NEED OF AMERICAN SHIPS

IMMENSE AMOUNT THAT WOULD BE SAVED TO FARMERS.

Foreigners Paid, in Normal Times, \$400,000,000 a Year for Carrying the Bulk of Our Commerce.

COLORADO SPRINGS, Colo., Aug. 22.—Alexander R. Smith, special agent on shipbuilding for the 12th census, addressed the Farmers' National Congress last night on "Will American Ships Help Our Farmers?" He said in part: "The agricultural products raised at between \$700,000,000 and \$800,000,000, are annually exported from the United States. American farmers have, therefore, a direct personal interest in the vessels that carry these exports to their foreign destinations. Today the cost of carrying wheat from the Pacific Coast to Europe is over \$10 a ton. A fair profit possible is not to exceed 25. Rates on grain from Gulf ports to Europe are \$5 a ton, which is about double the normal rate. The same is true of ocean rates of transportation from nearly every port in the United States. Foreign ships practically monopolize our foreign carrying. A year ago, when \$60,000 tons of British shipping were withdrawn from the channels of trade to carry troops and munitions of war to South Africa, a British newspaper stated that this withdrawal had raised rates in ocean freight rates of 30 per cent over 1,000,000 tons of British shipping are now engaged in the transportation of troops, horses, mules, provisions and other military necessities. On 30 thousand advance in ocean rates, the American people have paid \$80,000,000 above the usual freight charges during the past year, of which our farmers have paid 50 per cent more. At the normal freight charge, if the rates prevailing today obtain throughout the ensuing year, the cost of our ocean transportation will increase fully 50 per cent, or will closely approach \$200,000,000 all but 6 or 7 per cent of which will go to foreign shipowners. It must be very clear that any prolonged continuance of prevailing ocean rates will close many foreign markets to American producers, the high cost of transportation leaving them no profit. The further withdrawal of foreign tonnage for other than commercial purposes threatens still further to restrict the profitable exportation of our surplus products. An immense market for American coal could be found if prevailing ocean rates were reduced to the rate which will carry it, We can readily see what it would mean to the people of the United States in hurrying to the relief of the farmers, the curtailed production, diminished employment and widespread misery. If at any time the needs of foreign nations should compel them to withdraw from our trade the foreign ships which now depend upon the exportation of 88 per cent of our surplus products.

"In normal times \$200,000,000 are annually paid for foreign cargo for other than 10 per cent of our foreign commerce, or as much as the value of one-half our wheat crop, or as much as the value of two-thirds of our cotton crop, or as much as the value of one-third of our corn crop, and as much as is collected at all of our Custom-Houses, each year. American ships that can keep this \$200,000,000 at home each year would be the best of the country, since it would benefit our farmers. That sum would give steady employment to more than 250,000 men at \$9 a day; it would save 1,000,000 people no farmer in the United States will contend that there will not be great indirect benefit to him through the employment in this country, in practically a new form, of the 250,000 men, who are now employed in other foreign countries. If American instead of foreign shipowners did our foreign carrying, no man could trace the end of the employment and re-employment of that 250,000 men at the home of one-fifth of a billion dollars now paid out to foreigners by the American people each year."

The British ship Riversdale arrived from Astoria yesterday afternoon and took berth at Columbia dock. She is loaded with cement for McCracken & Co.

Domestic and Foreign Ports. ASTORIA, Aug. 22.—Condition of the bar at 4 P. M.; smooth; wind, north; weather, clear. Arrived—Steamer W. H. Harney, from Tillamook. Hoquiam, Wash. Aug. 22.—Sailed—Schooner Ida McKay, from Aberdeen, for San Francisco. Arrived—Aug. 20, schooner Roy Somers, from San Francisco, for Aberdeen. New York, Aug. 22.—Sailed—St. Louis, for Southampton; Noordland, for Antwerp; Germanic, for Liverpool. Antwerp, Aug. 22.—Arrived—Switzerland, from Philadelphia. London, Aug. 22.—Arrived—Marquette, from New York. Liverpool, Aug. 22.—Arrived—Uitonia, from Boston. Boulogne, Aug. 22.—Arrived—Amsterdam, from New York, for Rotterdam. Liverpool, Aug. 22.—Sailed—Cuniff, for New York. Yokohama, Aug. 22.—Sailed—Victoria, from Hong Kong, for Tacoma. Queenstown, Aug. 22.—Sailed—Ivernia, from Liverpool, for Boston. Montreal, Aug. 22.—Sailed—Montfort, from Liverpool, for Montreal. New York, Aug. 22.—Arrived—Majestic, from Liverpool. Southampton, Aug. 22.—Arrived—Lahn, from New York, for Bremen. Queenstown, Aug. 22.—Arrived—Teutonic, from New York, for Liverpool. St. Paul, from New York. Seattle—Sailed August 21.—British steamer Athenian, for Kobe; steamer Ruth, for Skagway. Queenstown, Aug. 22.—Arrived—New

England, from Boston for Liverpool, and proceeded. Charleston, Aug. 22.—Sailed—Kaiser Wilhelm der Grosse, from Bremen, for New York. San Francisco, Aug. 22.—Arrived—Steamer Washburn, from Tacoma, steamer Newberry, from Gray's Harbor, Sailed—Ship Lucile, for Seattle; steamer Progress, for Seattle.

Collery Owners in Clover. In London coal means misery; in Wigan it spells prosperity. Here in the very heart of the Lancashire mining world things are flourishing as they have not done for 27 years before, says a correspondent of a London newspaper. The grimy miners, whose clothes loudly clatter down the granite-paved streets as they go to and from their pits, are busy congratulating on the expected rise in wages. The shopkeepers are talking of extending their premises and taking on new assistants. Even the mine managers, who consider it part of their business to look overburdened with care, are about to smile as they send out notices of their 20 per cent dividends. Every one of the hundreds of giant chimneys that unceasingly belch forth great clouds of black smoke to darken the heavens, and to tell of the gold that is pouring into their laps. Two years ago the collery owner was counted the most to be pitied of all capitalists. Now he is the most fortunate. By a single stroke of good luck he has recouped himself for 30 bad years. Men who bought mines at the prices of two years ago have already in more than one case entirely recovered the capital outlay. Today the mine owner is king. He has the workmen at his mercy owing to a treaty with the Miners' Federation signed before the present boom was anticipated. He has the whiphand over the consumer, and even the coal merchant has to yield to him or do without coal.

Tacoma Wheat. TACOMA, Aug. 22.—Wheat, dull, unchanged. Bluestem, 18c; club, 15c, both for export.



When you have that obstinate lingering cough which will not be shaken off. I have used three bottles of Dr. Pierce's Golden Medical Discovery since my correspondence with you. It writes Mr. A. F. Novotny, of New York, N. Y., (Box 147): "I feel that I am in need of no more medical assistance. When I started to take your medicine I had a regular consumptive cough, of which I was afraid, and everybody cautioned and warned me concerning it. I was losing weight rapidly, was very pale and had no appetite whatever. Now my condition is changed entirely. I do not cough at all, have gained eight pounds in weight, have recovered my healthy color, and my appetite is enormous."

Advertisement for Dr. Pierce's Golden Medical Discovery, including a portrait of a man and the text 'It's a good sign when you use Dr. Pierce's Golden Medical Discovery. 38 PERSONS IN EVERY HUNDRED WHO USE IT GET WELL.'

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MUNYON'S RHEUMATISM. I will guarantee that my Rheumatism Cure will relieve lumbago, sciatica and all rheumatic pains in two or three hours and cure in a few days. At all druggists, 25c a vial. Guide to health and medical advice free. 1505 Arch st., Phila.

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Advertisement for 'Pleasing Results' hair oil, featuring an illustration of a woman's face and the text 'Pleasing Results. Always follow the use of Newbro's Herpicide, the new scientific cure for dandruff and falling hair. It possesses certain properties that kill the germ of dandruff, which causes all the trouble by sapping the oil out of the hair bulb. With this parasite destroyed, dandruff and falling hair cannot exist. A thick, soft growth of hair springs forth where formerly thin, brittle hair, or perhaps total baldness held sway. One bottle will convince you of its merits. For Sale at All First-Class Drug Stores.'

TRAVELERS' GUIDE.

THE GREAT NORTHERN. Ticket Office, 265 Morrison Street, Phone 653. LEAVE: The Flyer, daily on and from St. Paul, Minn. No. 2, 6:58 A. M.; and all points East. Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars. ARRIVE: No. 3, 7:00 A. M. JAPAN - AMERICAN LINE STEAMSHIP ISUZUMI MARU For Japan, China and all Asiatic ports will leave Seattle About 5 p.m. 12th

TRAVELERS' GUIDE.

Advertisement for O.R.&N. (Oregon Railway & Navigation Company) featuring the text 'Possibly you are not aware of the fast time and superb service now offered by the Union Pacific Overland Route. World's Dictional Line. WE HAVE 2 DAILY FAST TRAINS TO THE EAST. If you cannot take the morning train, travel via the evening train. Both are finely equipped. "Our Specialties" Fast Time Through Service. PULLMAN PALACE SLEEPERS, PULLMAN TOURIST SLEEPERS, PULLMAN DINING LIBRARY (SAFE) CARS and FREE RECLINING CHAIR CARS. Hours in Time Saved to Omaha, Chicago, Kansas City, St. Louis, New York, Boston, and Other Eastern Points. Tickets good via Salt Lake City and Denver. It is to your interest to use THE OVERLAND ROUTE. Tickets and sleeping-car berths can be secured from GEO. LANG, City Pass. and Ticket Agent, J. H. LOTHROP, General Agent, 125 Third St., Portland, Or.'

THREE TRAINS DAILY FOR ALL POINTS EAST

"CHICAGO-PORTLAND SPECIAL." Leaves for the East, via Huntington, at 9:15 A. M.; arrives at 8 P. M.

OCEAN AND RIVER SCHEDULE. AINSWORTH DOCK at 5 P. M. Leave Portland: State of California, Sunday, Aug. 25; Wednesday, Aug. 29; Saturday, Aug. 31; Sunday, Sept. 1. Friday, Sept. 10; Columbia, Friday, Aug. 10; Monday, Aug. 20; Thursday, Aug. 30; Sunday, Sept. 3. From San Francisco—Leaving Spatar Street Pier No. 24. STEEL OREGON SAILING. State of California, Tuesday, Aug. 14; Friday, Saturday, Aug. 17; Monday, Aug. 20; Thursday, Aug. 23; Sunday, Aug. 26. From Astoria, Oregon—Leave Astoria, Oregon, on Saturday, Aug. 25, at 10:00 P. M. Return, leaves Astoria, Oregon, on Monday, Aug. 28, at 9:00 A. M. Returning, leaves Salem, Thursday, and Saturday at 9:00 A. M.

PORTLAND AND DAYTON, OH. Steamer Kimo, for Dayton and way points, leaves Portland Tuesday, Thursday and Saturday at 9:00 A. M. Returning, leaves Dayton, Thursday and Saturday at 6 A. M.

SHAKA RIVER ROUTE. RIPARIA, WASH. AND LEWISTON, IDAHO. Steamer Lewiston leaves Riparia Aug. 19, 22, 25, 28, 31, at 3:40 A. M. Returning, leaves Lewiston, Monday, Wednesday, Friday, Saturday, Sunday, at 7 A. M.

YAMHILL RIVER ROUTE. PORTLAND AND DAYTON, OH. Steamer Kimo, for Dayton and way points, leaves Portland Tuesday, Thursday and Saturday at 9:00 A. M. Returning, leaves Dayton, Thursday and Saturday at 6 A. M.

CHINA AND JAPAN, FROM PORTLAND. In connection with THE GREAT NORTHERN & NAVIGATION CO. schedule, 1900 (subject to change): "NONMOUTHSHIRE," Due to Leave Portland, "BRAEMAR," Due to Leave Portland, Sept. 30. For rates of passage, etc., apply to DODWELL & COMPANY, Limited, General Agents, Portland, Or. To principal points in Japan and China.

Advertisement for 'New Steamship Line to the Orient' featuring the text 'EAST VIA SOUTHERN PACIFIC COMPANY. Leave Depart From and Streets Arrive. OVERLAND EXPRESS TRAINS For Salem, Roseburg, Astoria, Medford, Eugene, Corvallis, Seaside, and all points on the coast. At Woodburn (daily, except Sunday) morning train connects with train for Mt. Angel, 10:30 A. M. at 1:00 P. M. Brownsville, 1:30 P. M. Brownsville and Natron, and evening train for Astoria and Seaside. *Daily. Daily except Sunday.

Advertisement for Canadian Pacific featuring the text 'CANADIAN PACIFIC. If you are going to Chicago or points East, remember the G. A. R. Rate \$71.50 Chicago and Return. Tickets on sale August 21 and 22, and good on this company's magnificent train, the IMPERIAL LIMITED. For particulars, apply to H. H. ABBOTT, Agent, 144 Third Street, Portland, Or. E. J. COTLER, Asst. Gen. Pass. Agent, Vancouver, B. C.

Advertisement for Empire Line for Cape Nome featuring the text 'Empire Line for Cape Nome. And Yukon River Ports S. S. "OHIO," 3500 Tons. Sails from Seattle on or about Aug. 23. Reservations can now be made upon application to any railroad or sub-agent of the International Navigation Company, or to EMPIRE TRANSPORTATION CO., SEATTLE, WASH.

Advertisement for Pacific Coast Steamship Co. for Alaska featuring the text 'Pacific Coast Steamship Co. FOR ALASKA. THE COMPANY'S elegant steamer Queen, Cottage City, City of Tokoha and Al-11 leave TACOMA 11 A. M., 25-28 SEPTEMBER. The Al-11 will leave Seattle 11 A. M. every 5th day thereafter. For further information obtain company's folder.

Advertisement for North Coast Limited featuring the text 'NORTH COAST LIMITED DOUBLE DAILY TRAIN SERVICE. The Pioneer Dining and Observation Car Route. Leave North Coast Limited Arrive. No. 2, 2 P. M. For Tacoma, Seattle, North Yakima, Spokane, Lewiston, Kelso, Astoria, Portland, Vancouver, Seattle, Tacoma, Olympia and all points East via Gray's Harbor coast. No. 4, 11:20 P. M. Seattle, Spokane, Portland, Tacoma, Astoria, Olympia and all points East and coast. No. 3, 8 P. M. Tacoma, Seattle, Portland, Vancouver, Seattle, Olympia and all points East and coast. Through train service via Northern Pacific and Burlington line from Portland to Omaha, Kansas City, St. Paul, Chicago. Quick time and unequalled accommodations. Take North Coast Limited Train No. 2 for Bend, Olympia and Gray's Harbor points. See the North Coast Limited. Elegant up-to-date dining, sleeping, dining and observation cars, all electrically lighted. Tickets sold to all points in the United States and Canada, and baggage checked to destination of tickets.

WHITE COLLAR LINE. BAILEY GATBERT (Alder-street Dock) Leaves Portland daily every morning at 10 o'clock, except Sunday. Returning, leaves Astoria every night at 9 o'clock except Saturday. Oregon route Main 351. Columbia phone 33.

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Advertisement for Empire Line for Cape Nome featuring the text 'Empire Line for Cape Nome. And Yukon River Ports S. S. "OHIO," 3500 Tons. Sails from Seattle on or about Aug. 23. Reservations can now be made upon application to any railroad or sub-agent of the International Navigation Company, or to EMPIRE TRANSPORTATION CO., SEATTLE, WASH.

Advertisement for Pacific Coast Steamship Co. for Alaska featuring the text 'Pacific Coast Steamship Co. FOR ALASKA. THE COMPANY'S elegant steamer Queen, Cottage City, City of Tokoha and Al-11 leave TACOMA 11 A. M., 25-28 SEPTEMBER. The Al-11 will leave Seattle 11 A. M. every 5th day thereafter. For further information obtain company's folder.

Advertisement for North Coast Limited featuring the text 'NORTH COAST LIMITED DOUBLE DAILY TRAIN SERVICE. The Pioneer Dining and Observation Car Route. Leave North Coast Limited Arrive. No. 2, 2 P. M. For Tacoma, Seattle, North Yakima, Spokane, Lewiston, Kelso, Astoria, Portland, Vancouver, Seattle, Tacoma, Olympia and all points East via Gray's Harbor coast. No. 4, 11:20 P. M. Seattle, Spokane, Portland, Tacoma, Astoria, Olympia and all points East and coast. No. 3, 8 P. M. Tacoma, Seattle, Portland, Vancouver, Seattle, Olympia and all points East and coast. Through train service via Northern Pacific and Burlington line from Portland to Omaha, Kansas City, St. Paul, Chicago. Quick time and unequalled accommodations. Take North Coast Limited Train No. 2 for Bend, Olympia and Gray's Harbor points. See the North Coast Limited. Elegant up-to-date dining, sleeping, dining and observation cars, all electrically lighted. Tickets sold to all points in the United States and Canada, and baggage checked to destination of tickets.

WHITE COLLAR LINE. BAILEY GATBERT (Alder-street Dock) Leaves Portland daily every morning at 10 o'clock, except Sunday. Returning, leaves Astoria every night at 9 o'clock except Saturday. Oregon route Main 351. Columbia phone 33.

WASHINGTON & ALASKA STEAMSHIP CO. The fast mail steamship "CITY OF SEATTLE," sailing from Seattle every 10 days for Sitka, Alaska, calling at Port Townsend, Ketchikan and Juneau. The "ALBERDEN" and "RUTLE" sail to Skagway, and Intermediate points, every second day. Through tickets to Dawson, Sitka, first-class, and \$26 second-class. DODWELL & CO., Ltd., 222 Oak St., Telephone Main 96.