LAMPS, LANTERNS AND CANDELABRA

(Copyright, 1900, by Seymour Eaton.)

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

HISTORIC STUDIES IN HOME FURNISHING

BY MARGARET AINSLEE.

VIII.

It is a far cry from the most primitive form of lamp—skulls of animals in which fat was burned—to the modern electric light, yet while the recent contrivance undoubtedly holds the palm as an illuminant, its dazzling glare lacks utterly the subduing, poetic effect vested in the older-fashioned lightgivers. More romantic than the skull lamp was the primeval sea shell; and to this day the variety of shell known as the "roaring buckie" is suspended as a lamp in many a Northern peasant's cottage. The artistic possibilities of a hanging shell appealed to the early Greeks and Romans, who copied it in bronze and precious metals for the lamps, called "lucernae." At first these lucernae were made of the commonest pottery, with but one wick hole. So feeble was the light emitted by the flax tow or other vegetable fiber used as wicks that their number was increased so that as many as 12 wicks frequently contributed to the lamp's lightgiving power.

The Romans observed the custom of exchanging New Year's gifts—small coins for good luck, or honeycomb as an emblem of sweetness; but the favorite gift was a golden or bronze lamp, which by its richness of novelty should commend itself to the recipient. Consequently neither expense nor ingenuity was spared in the search for unique lucernae. The museums are filled with rare Etruscan lamps of bronze, richly adorned with relief sculpture. From the excavations at Herculaneum and Pompeii we find lamps even more delicate and tasteful than the Etruscan specimens. Some were tall and stately, reminding us in general proportion of the piano lamp, which we fondly imagine a recent institution. Among the wealthy Romans the lamp generally hung from or rested upon the candelabrum, and hardly any articles of furniture were more

The Golden Candlestick.
(From the Arch of Titus, Rome, 70 A. D.)

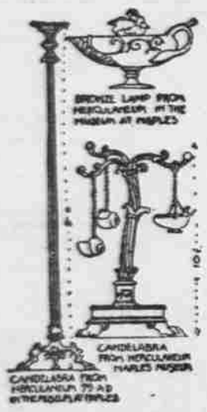
beautifully wrought than these Roman lamp-stands. They were generally of architectural design, columnar in form, quaintly and elegantly carved in marble. They usually stood on the ground, and were from 6 to 10 feet high, the base often consisting of three feet of lion, goat or griffin.

As the monastic establishments were the workshops for all forms of medieval art, and as their best work was invariably dedicated to the church, it naturally followed that the goldsmith and other workers in metal made some of their finest designs for lamps and candelabra to be used in the service of the sanctuary. Besides the necessary use of lamps in subterranean churches and in the catacombs, where rude vessels of unglazed pottery guided the early Christians to their secret

Lamp or Candlestick.
(Italian, 1570, South Kensington Museum.)

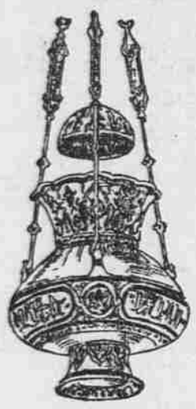
religious services, there was always an oil lamp hung in the Roman Catholic churches of Europe, indicative of the presence of the host in the tabernacle upon the altar. For this purpose every church was furnished with large standing candlesticks or coronas for holding lights, one of the most important being the seven-branched candlestick of the Milan Cathedral. Fashioned of gilt bronze, it stands 14 feet high. From the base—four-winged dragons with voluted tails, interspaced with elaborate scrollwork of symbolic subjects—rises a central stem from which spring three pairs of graceful branches to hold the lights.

Contemporary with this 12th-century masterpiece, and like it bearing the unmistakable stamp of Gothic ornamenta-



tion, is the celebrated Gloucester candlestick, now in the Kensington Museum. Intricacy of design seems to have been such a desideratum that the result is a study in overelaboration; indeed, not the smallest space of this famous candlestick is free from the fanciful ingenuity of the designer. Far into the Renaissance bronze candelabra were notable objects of art. In the time of Louis XVI they were copied in silver gilt, and classic imitations in this same material were prominent in Italy during the 18th century.

Different climatic conditions and different oils have necessited great variety in the construction and decoration of lamps. The limpid oils of the present day would have solidified in the northern climates, where whale and seal oils were the staple. When these were superseded by vegetable



Moorish Lamp.

oils extracted from nuts and seeds, a change was made in the general design of lamps, and when mineral oils, such as paraffin, petroleum and colza, were successfully used, quite a revolution was effected. Many of the early brass and silver lamps in the larger Roman Catholic churches of Europe had the wicks on the edge of the vessel in a groove or corrugation or spout made for the purpose. The same general principle was employed in the construction of the lamps in the mosques of Damascus and Cairo, oftentimes made of splendid enameled glass or Persian decorated pottery. Exquisitely beautiful, too, were the Moorish hanging lamps, made of pierced open work in bronze, and bearing the date of the hegira.

To make the candle portable and to protect it from draught and rain, the lantern was invented. Tradition ascribes to Alfred the Great the invention of a crude lantern clock. By protecting the candles with thin pieces of horn, he was enabled to gauge the hours by the time which the candles took to burn. The word lantern, however, is of old Greek origin; the lanthorn mentioned by Shakespeare had one side shaded or smoked in order to conceal the carrier. Architecturally, a lantern was an invention of the Renaissance, a construction surmounting a dome as a finial and admitting light from the sides, the most celebrated being the great lantern of St. Peter's, designed by Michael Angelo.

The more ornate forms of lanterns, in

Roman Bronze Lamp and Stand.
(Found in Pompeii.)

the modern acceptation of the word, are easily akin to swinging metal lamps, and, like their Oriental relatives, admit of rich and unique ornamentation. As a rule, however, as the inward mechanism of our lighting apparatus has been perfected, the decorative effect of the exterior has deteriorated.

WEEKLY CROP BULLETIN.

Last Week's Rains Were Generally Beneficial in Oregon.

Following is the United States Department of Agriculture Climate and Crop Bulletin of the Weather Bureau, Oregon section, for the week ending Monday, September 10:

General Summary.

Moderately heavy rains have occurred in nearly all portions of the state. They were heaviest in the Willamette Valley and Southern Oregon, and least in the three Northern Coast counties. The days have been cooler than usual, owing to excessive cloudiness, but the nights have been seasonably warm.

In Western Oregon the maximum, or day, temperatures ranged between 56 and 84 deg., and the minimum, or night, temperatures, between 46 and 56 deg. In Eastern Oregon these variations were for day temperatures between 62 and 90 deg., and for night temperatures between 44 and 60 deg.

The rains have been very beneficial to pastures and gardens, and although they delayed threshing from the shock and interfered with hoppicking and prune-drying, neither hops nor prunes have as yet suffered any material damage from them, and if the present favorable weather continues these crops will soon be harvested in excellent condition.

The Italian or Fellenberg prunes, although a short crop, are extra large and finely flavored, while the French or Petite prunes are slightly undersized but well flavored, and the yield will be above the average.

Hoppicking is now well advanced, and as the crop is free from lice and mold, it is very good in quality and nearly up to the average in quantity.

Grain cutting is nearly completed in all sections of the state, and threshing is progressing as fast as possible.

The following threshing yields are reported this week: Wallowa County, wheat 15 to 30 bushels; Josephine, wheat 12 to 16, oats 10 to 12, rye 16, barley 16 to 20; Baker, wheat 25 to 30, oats 40 to 50, and Benton County, wheat 7 to 15, oats 8 to 28.

Corn is ripening nicely and its harvest is well advanced.

Early potatoes are being dug and the late varieties have been benefited by the rains and are now making a good growth.

Apples continue promising.

Willamette Valley.

Rainier, Columbia County, Joseph Hackenberg—Weather very changeable from hot to cool, and cloudy during the day, but very cool at night. A trace of rain fell Friday. Everything extremely dry and timber fires are raging; air smoky. Grain is all harvested. Late potatoes are being dug; crop poor in quality and quantity, compared with crops of other years. Gardens not damaged by worms promise enormous yields, but, like the pasture and Fall work, need rain. French and Italian prunes ripe; crop splendid. Gravenstein apples excellent.

Suver, Polk County, O. A. Wolverton—Harvesting done. Hops being picked in all yards; quality first class, but the yield is not turning out as well as in former years. Rain is needed; pastures are dry.

Forest Grove, Washington County, B. T. Walker—The week ends with the greater part of the harvest gathered. A very small amount of grain is still unthreshed. Potatoes are not yielding as well as the early part of the season promised. Prunes are being dried; yields vary from good to very poor; quality good. Rains at the close of the week will stop threshing from the shock for a few days, but there are stacks enough to keep the machines going. Pastures need rain very much, and many would like to see enough to start plowing.

Oakville, Linn County, A. Y. Smith—A heavy shower of rain, accompanied by thunder, occurred on the night of the 5th; steady rain all day on the 7th cooled off the atmosphere some. Prunedriers are running on full time, and the largest prunes that have ever been grown are being dried; some crops will go 28, while the majority of the orchards will average between 30 and 40.

Woodburn, Marion County, T. F. Hayes—The last week was warm and dry until the 5th. Light thunderstorm, doing no damage, occurred on the 7th; rain fell most all day. Hoppicking in progress; yield fair; quality good; but few complaints of mold. The rain was of great benefit to gardens and late potatoes; pasture grass will also be greatly benefited.

Coast District.

Gravel Ford, Coos County, G. G. Swan—Threshing nearly over; yields very poor—wheat 8 to 10 bushels, oats about 30, barley 40. Early potatoes harvested; late potatoes look fine. Corn has made a rapid growth and will be a good crop. Winter apples are coloring. The weather has been quite dry and warm. Pastures are not so green as they have been in past seasons at this time of year.

Columbia River Valley.

Pendleton, Umatilla County, A. Ruppe—There have been a few light showers this week, which prevented heading more or less. Harvesting is still in progress. There has been nearly rain enough to cause surface and submoisture to meet on Summer fallow.

Mount Hood, Wasco County, A. B. Billings—Rain and heavy thunder on the 5th and 6th. Weather very warm. Fruit of all kinds very good. Gardens looking well. Hay all in the barns. Light frost on the 4th.

Southern Oregon.

Oakland, Douglas County, J. L. Hunt—A good, heavy rain closed a week of fine weather. The rain will delay hoppicking and crack some prunes, but will be welcomed, as it will still the clouds of dust. Late corn and potatoes will be benefited, and grass in favored places will be started.

Kerby, Josephine County, A. Morrison—Fine rain on the 5th, and still cloudy and cool; no frost as yet. Threshing is done. Wheat is poor, as a rule. An owner of a steam thresher reports not more than 2000 bushels of good wheat in the Valley; some is so shriveled by rust as to resemble bran more than wheat. Oats and rye a fine crop.

Table Rock, Jackson County, S. M. Nealon—Cool, cloudy weather, with occasional light rains, prevailed during the week. Threshing not yet finished. Some corn has been cut. Apples are ripening nicely, and some early varieties are being gathered and shipped. Farmers busy hauling grain to market.

Plateau Region.

Lostine, Wallowa County, G. J. Bowman—Weather changeable, with alternating sunshine and thunder showers, thermometer ranging 40 deg. morning and evening and 80 deg. at noon. Threshing delayed. Cutting the second crop of alfalfa has been very slow work. The wheat crop is turning out from 15 to 30 bushels per acre.

Summerville, Union County, J. H. Colt—Weather very changeable, with showers nearly every day; Wednesday sharp lightning, with heavy thunder, prevailed, followed by a short hailstorm, but not enough to damage fruit. There is a large quantity of oats and considerable wheat unthreshed and some uncut; considerable damage has already been done.

EDWARD A. BEALS,
Section Director, Portland, Or.

WALLOWA COUNTY SWINE.

Farmers Doing Very Well in the Hograising Industry.

F. D. McCully, of Joseph, Wallowa County, is in Portland delivering two carloads of fat hogs to the purchasers, who pay 6 cents a pound on foot for them. Wallowa County farmers, he says, make more of a specialty of hograising than those of any other portion of the state, because they are so far from railroads that they cannot reach the markets of the world with their grain. With pork at present prices, however, they make grainraising pay by feeding their wheat to hogs, even though compelled to haul their pokers by wagon to Elgin, 50 miles away.

It costs 25 cents per hundred, he says, to haul the animals over the 50 miles of wagon road, and the hogs lose very little, if any, weight on the trip. The teams are hurried through so as to reach Elgin without unloading, and at the railroad terminus the porkers are rested and fed up for a day or two before being loaded on cars.

There are now over 1000 head of fat hogs in the vicinity of Joseph, awaiting shipment to Portland, Mr. McCully estimates, and the impetus given the pork-raising industry by these McKinley times will encourage Wallowa farmers to go more extensively into the business. Wallowa has lots of living streams, he says, from which water can be obtained for irrigating the alfalfa fields, and wheat comes to perfection with no other moisture than that from the clouds.

DAILY CITY STATISTICS.

Real Estate Transfers.

George W. Kenney and wife to William Metzger, 2 acres section 10, T. 1 S., R. 3 E., August 28.....$ 300
City of Portland to J. S. Johnstone, lots 3 and 4, block 8, East Irvington, September 8 74
Mollie A. Leigh to Mina D. Leigh, lot 5, block 28, Central Addition, September 10 1
M. Otterhoff et ux. to Eliza Crow, lot 4, block 4, Lincoln Park, September 5 150
Charles Crocker to Clara A. Crocker, part of Oliver P. and M. A. Lent D. L. C.; also, 100 acres section 19, T. 1 S., R. 3 E., August 8..... 1
Green J. Ross to Carrie E. Ross and Louise C. Ross, lots 11 and 12, block 6, Cloverdale Extension, October 31, 1898 1000

Building Permit.

John Sievers, cottage, on East Seventh street, between Tillamook and Thompson, $1050.

Marriage Licenses.

Laude Allen, aged 25, Jennie Nickerson, aged 18; Charles C. Miller (Baker County), Grace D. St. Helen, 23; Granville Moody Cary, 23, Etta Fisher, 21; William C. Lawrence, Edna Mae Crossley.

Deaths.

September 11—Lawrence E. Withman, 17 days, 617 Union avenue; pneumonia.

September 7—Joseph B. G. Mackenzie, 38 years, Omaha; brought here for burial.

September 11—John W. Long, of Grangeville, Idaho, 24 years; fracture of the spine.

Contagious Disease.

Mabel McBreen, 848½ Corbett street; typhoid fever.

No Apologies Needed.

Spokane Chronicle.

"You may state that I most emphatically decline to support Rogers," says State Land Commissioner Bridges. "In a few days I will give to the press an open letter to the members of the Peoples party of the State of Washington, and my course will then be made plain." You needn't mind about it, Mr. Bridges—you needn't mind. No apologies are in order for refusing to support Governor John R. Rogers.

TWO GRAIN SHIPS FINISH

OREALLA AND GENISTA ARE NOW READY FOR SEA.

Scarcity of Sailors Necessitates Drafts Being Made on San Francisco—Marine Notes.

The British ship Genista and the British bark Orealla finished loading late last evening, and will clear and leave down the river this morning. The September fleet has been rather slow in getting under way, but from present appearances will be off in a bunch. Both of the vessels were in need of quite a number of men, and, as the owners objected to paying the rates demanded by the Portland boarding-house men, crews are coming from San Francisco. It has been nearly two years since sailors were brought from the Bay city for Portland grain ships, but so long as men are scarce and high as they are in Portland at present, it will become necessary to look elsewhere for them. The port charges of this city must be kept down to the lowest possible notch in order to hold the shipping here and maintain the good name of the port, and if it becomes necessary to go into other ports to secure sailors on the same basis as they are shipped from those ports, the cost of bringing those sailors here and placing them aboard the ships should be made as light as possible for the ships.

There is no escaping the fact that a few grafting ship captains, aided by a few well-meaning but misguided theorists, recently upset the most satisfactory and less expensive method we have yet had for handling this vexed question. If this arrangement had been continued, Portland would today be the cheapest port on the Coast for securing sailors. Recriminations are of no avail, however, and the end now to be sought is the restoration of a lower scale of remuneration for the men who pick up crews. Desertions cannot be stopped until the sailor is reincarnated, and meanwhile the cost of rounding up men to take the place of the sailor must be made as low at Portland as it is at any other port on the Coast.

MAY FLINT MARKED.

Wreck of the Big Collier Guarded by a Small Lightship.

The Lighthouse Board at San Francisco, under date of September 10, issues the following notice to mariners:

"Notice is hereby given that a temporary light vessel has been placed about 150 feet NW. by W. ½ W. from the wreck of the ship May Flint, capsized and sunk in 10 fathoms of water about 800 yards NE. ½ E. from end of Pacific Mail dock, San Francisco bay, California. The vessel is a small plunger, painted white, with the word 'Wreck' on each side, showing from sunset to sunrise every night a fixed red light from the gaff, about 15 feet above the water. The light-vessel is in 11 fathoms of water.

"The least depth found over the wreck was 21 feet, but the end of one of her yards at times shows above water. Bearings of prominent objects from the wreck are: Yerba Buena Lighthouse, N. by E. ¼ E.; Oakland Harbor Lighthouse, NE. ½ E.; middle of Mission Rock, south about 1300 yards; end of Pacific Mail dock, SW. ½ W., about 800 yards; Alcatraz Lighthouse and end of Lombard-street wharf in range, NW. by W.

"A buoy will replace the light vessel in a few days, when due notice will be given."

Notice to Mariners.

Notice is hereby given of the following changes in aids to navigation in this district:

Columbia River, ship channel across the bar as far as Astoria, Or.—Fort Stevens wharf postlight.—On the 1st of October, 1900, the color of this light will be changed from fixed white to fixed red. This change affects the List of Light and Fog Signals, Pacific Coast, 1900, No. 74, page 24; also the List of Beacons and Buoys, Pacific Coast, 1900, page 50.

Entrance to Gray's Harbor, Wash., page 68.—On September 8, 1900, Trustee Spit buoy, No. 0, a red, first-class nun, was established in 32 feet of water, and marks the northerly edge of the spit off the end of the jetty, which is making to the northward and westward. Lone tree on Point Chehalis north by east one-half east, jetty wharf east northeast, three-fourths east, Gray's Harbor lighthouse, east three-fourths south. By order of the Lighthouse Board.

W. P. DAY,
Commander, United States Navy, Inspector 13th Lighthouse District.

Office of United States Lighthouse Inspector, Portland, Or., September 12, 1900.

Homer's Rich Cargo.

SAN FRANCISCO, Sept. 12.—The North American Commercial Company's steamer Homer has arrived from the Pribyloff Islands, via Dutch Harbor. The Homer brings home 22,470 sealskins, valued at $300,000; 18 barrels of blue and white fox skins, valued at $18,000, and from Dutch Harbor, 36 barrels of fur.

New Steamer Tug for Rogue River.

GOLD BEACH, Sept. 11.—Captain Henry Moore, who has been running a gasoline steamer from Gold Beach to the Illinois River, carrying the mail this Summer, will soon commence the construction of a more suitable steamer to navigate Rogue River during the Summer months.

Marine Notes.

The steamer State of California arrived up about 7 o'clock last evening, after a very good run from the Bay city. She brought a full cargo and a fairly heavy list of passengers.

The steamer Fulton, of the coasting line, arrived in at Astoria shortly before midnight Tuesday, and came on up the river by moonlight, reaching Portland about 11 o'clock yesterday morning.

The British bark Samantha, which anchored at Walker's Island, left up again last evening, and will reach Portland early this morning.

Domestic and Foreign Ports.

ASTORIA, Sept. 12.—Arrived at 9:30 and left up at 12:15—Steamer State of California, from San Francisco. Arrived at 11 P. M. last night and left up at 1 A. M.—Steamer Fulton, from San Francisco. Condition of the bar at 5 P. M., moderate; wind, northwest; weather, hazy.

Seattle—Arrived September 11—British steamer Oopack, from Yokohama. Arrived September 10—Steamer Golden Gate, from Alaska. Sailed September 11—Steamer Bertha, for Kodiak; steamer Ruth, for Skagway; steamer Dirigo, for Skagway. Arrived—Steamer City of Seattle, from Skagway.

Port Hadlock—Sailed September 11—Barkentine J. M. Griffith, for Mollendo.

Honolulu—Sailed September 2—Ship Republic, for Puget Sound.

Victoria—Arrived September 11—British steamer Tartar, from Yokohama.

Comox — Sailed September 9 — British steamer Manauense, for Skagway.

Scattery Roads—Arrived September 11—British ship Cumberland, from Tacoma.

San Francisco—Sailed September 11—Steamer Arcata, for Coos Bay. Arrived—Steamer W. H. Kruger, from Tillamook; steamer Columbia, from Portland; steamer Newburg, from Gray's Harbor; steamer Warfield, from Oyster Harbor.

New York, Sept. 12.—Arrived—Servia, from Liverpool. Sailed—St. Louis, for Southampton; Teutonic, for Liverpol; Westernland, for Antwerp.

Plymouth, Sept. 12.—Arrived—Pretoria, from New York, for Hamburg.

Southampton, Sept. 12.—Arrived — St. Paul, from New York.

Liverpool, Sept. 12.—Arrived—Oceanic, from New York.

London, Sept. 12.—Arrived — Manitou, from New York.

Cherbourg, Sept. 12.—Arrived—Pretoria, from New York, for Hamburg.

Queenstown, Sept. 12.—Arrived—Rhynland, from Philadelphia, for Liverpool. Sailed—Lake Superior, for Montreal.

"The Smith

A mighty man is he," but he is not mighty enough to defy disease. It is a pitiful thing to see the strong man brought low, his muscles melting away until he can no more swing the heavy sledge to shape the glowing iron.

"I was troubled with malarial fever of about three years' standing and was under doctors' care for quite a time," writes Mr. J. E. Kidd, of Parmleysville, Wayne Co., Ky. "They had almost given me up, and my suffering was very great. My pulse was very weak, breath short and I had severe pains in the back, head and legs. Had palpitation of heart, and from June 1st, 1895, to May 1st, 1898, I was not able to do a day's work. I purchased five bottles of Dr. Pierce's Golden Medical Discovery and before I had finished taking the first two bottles I was very much better. I continued taking the medicine, and by the time the fifth bottle was gone I was a well man."

Dr. Pierce's Golden Medical Discovery cleanses the blood of the poisons which feed disease, cures diseases of the stomach and organs of digestion and nutrition, and enables the proper assimilation of food. It is a flesh forming, muscle making medicine, making sound flesh and not flabby fat. It contains no whisky nor alcohol in any form.

GOLDEN MEDICAL DISCOVERY FOR STOMACH BLOOD AND LUNGS.

MUNYON'S INHALER

CURES CATARRH

Colds, Coughs, Hay Fever, Bronchitis, Asthma and all Diseases of the Throat and Lungs.

Clouds of Medicated Vapor are inhaled through the mouth and emitted from the nostrils, cleansing and vaporizing all the inflamed and diseased parts which cannot be reached by medicine taken into the stomach.

It reaches the sore spots—It heals the raw places—It goes to the seat of disease—It acts as a balm and tonic to the whole system—$1.00 at druggists or sent by mail. 1505 Arch St., Phila.

within a few months. NEWBRO'S HERPICIDE kills the dandruff germs that cause falling hair and finally baldness. No other preparation but Herpicide kills the dandruff germ. Destroy the cause, you remove the effect. Herpicide is a delightful hair dressing for regular toilet use.

LIVINGSTON, MONT., Sept. 10, '99.
I have used one-half bottle of Herpicide, and my head is free from dandruff and my hair does not fall out as formerly. I am very much enthused over the results, and have recommended it to a number of my friends.
MISS MARIGOLD BALDWIN.

For Sale at all First-Class Drug Stores.

TRAVELERS' GUIDE.

Astoria & Columbia River Railroad Co.

LEAVES UNION DEPOT.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside.	ARRIVES UNION DEPOT.
8:00 A. M.	Astoria and Seashore Express. Daily.	11:10 A. M.
6:55 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

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.

This Bottle

is known all over the world. It will be found in almost every family medicine chest. For half a century

HOSTETTER'S STOMACH BITTERS HAS CURED

Dyspepsia, Indigestion, Constipation, Liver and Kidney Trouble, Malaria, Fever and Ague.

Sold by all druggists and dealers generally. See that a Private Revenue Stamp is over the top of the bottle.

TRAVELERS' GUIDE.

O.R.&N.

Union Depot, Sixth and J Streets.

THREE TRAINS DAILY FOR ALL POINTS EAST

"CHICAGO-PORTLAND SPECIAL."
Leaves for the East, via Huntington, at 9:00 A. M.; arrives at 4:30 P. M.

SPOKANE FLYER,
For Spokane, Eastern Washington, and Great Northern points, leaves at 6 P. M.; arrives at 1 A. M.

ATLANTIC EXPRESS,
Leaves for the East, via Hurtington, at 9 P. M.; arrives at 8:40 A. M.

THROUGH PULLMAN AND TOURIST SLEEPERS.

Water lines schedule, subject to change without notice:

OCEAN AND RIVER SCHEDULE.

OCEAN DIVISION — Steamships sail from Ainsworth Dock at 8 P. M. Leave Portland—State of California, Tuesday, Sept. 4; Friday, Sept. 14; Monday, Sept. 24; Thursday, Oct. 4; Sunday, Oct. 14. Columbia, Sunday, Sept. 9; Wednesday, Sept. 19; Saturday, Sept. 29; Tuesday, Oct. 9.

From San Francisco—Leaving Spear-Street Pier No. 24, San Francisco, at 11 A. M., as follows: Columbia, Wednesday, Sept. 5; Saturday, Sept. 15; Tuesday, Sept. 25; Friday, Oct. 5; Monday, Oct. 15. State of California, Monday, Sept. 10; Thursday, Sept. 20; Sunday, Sept. 30; Wednesday, Oct. 10.

COLUMBIA RIVER DIVISION.
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.
PORTLAND AND SALEM, OR.

Owing to the low water in the Willamette the boats are unable to ascend further than the mouth of the Yamhill. For schedule see below:

YAMHILL RIVER ROUTE.
PORTLAND AND DAYTON, OR.

Steamer Ruth, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

SNAKE RIVER ROUTE.
RIPARIA, WASH., AND LEWISTON, IDAHO

Steamer Lewiston leaves Riparia Sept. 1 and every other day at 3:40 A. M. for Lewiston. Returning, leaves Lewiston Sept. 2 and every other day at 7 A. M., arriving at Riparia same evening.

W. H. HURLBURT,
General Passenger Agent.
V. A. SCHILLING, City Ticket Agent.
Telephone Main 712. 80 Third street, cor. Oak.

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.
"MONMOUTHSHIRE"	Sept. 9
"BRAEMAR"	Sept. 30

For rates, accommodations, etc., apply to
DODWELL & COMPANY, Limited,
General Agents, Portland, Or.
To principal points in Japan and China.

EAST via SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET, OGDEN & SHASTA ROUTES

Leave	Depot Fifth and Streets	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East	*7:45 A. M.
*5:30 A. M.		*6:30 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.	
*4:00 P. M.	Albany passenger	*10:10 A. M.
17:30 A. M.	Corvallis passenger	15:50 P. M.
14:50 P. M.	Sheridan passenger	10:25 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. H. KIRKLAND, Ticket Agent, 140 Third st.

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