FOUR URGENT BILLS

Senator Simon's Ideas for the Coming Session.

MINOR MATTERS MUST WAIT

Nicaragua Canal, River and Harbor Appropriations, Our New Possessions and Bigger Army.

Senator Simon had intended to leave next Sunday for Washington to prepare for the work of the coming session of Congress, but the illness of his brother is likely to interfere with that plan, and the Senator does not now know when he will leave Portland. He is ready to go and take up his work in Washington without any waste of time, however.

"The coming session will be a short one," said he, yesterday, "and a good deal of legislation that would be desirable will fail for lack of time. Among the measures that will be urged but which, in my opinion, there will not be time to consider, is a new interstate commerce bill or material amendments to the present law. The Grout pure-food bill is another measure of general interest that is likely to suffer in the short session. I don't think there will be any attempt to pass a reapportionment bill. But all the failures will surely be too numerous to mention.

"Four subjects of great importance I hope to see adequately provided for at the coming session. These are the Nicaragua Canal, the river and harbor improvements, the new possessions and the new Army. I hope there will be nothing to prevent giving these measures the attention they merit.

"The canal is no new project. A bill to authorize its construction by the United States Government has already been passed by the House of Representatives, and it is already on the Senate calendar for the second week of the session. We of the Pacific Coast have a special interest in getting that measure through the Senate and signed by the President.

"Portland's interest in the river and harbor appropriations is to have Congress adopt the plan recommended by the Engineers for improvement that shall give 40 feet of water on the bar and 25 feet clear all the way to Portland. I think this will be done. There is no disposition to neglect the other rivers and harbors of the state, and I think Oregon will be well taken care of in the new appropriation bill. As there was no general appropriation bill passed at the last session the new bill will foot up a large amount. A drydock for the Columbia River, the preliminary steps for which have already been taken, will also probably be provided for this Winter.

"Our new possessions will demand a good deal of attention, and they must have it. I have no particular plan formulated, but I have given considerable attention to the subject, and I shall be ready to compare views and adopt whatever seems to be best. This opens a large question, and should be well considered. I presume we will be able to enact some definite legislation for the Philippines before the end of the session, and in all matters affecting their trade Oregon is certainly entitled to consideration, and will doubtless get it.

"I believe our Army should be enlarged to 100,000 men, and I expect to see a bill authorizing such increase put through Congress at the coming session. The size of the country and its growing responsibilities and duties in the family of nations argue for such an army. We are exposed to danger from having too small an army. We have work for 100,000 men; at least may have work for them any day, and such a force for such a Government I believe to be highly desirable."

NORTHERN PACIFIC LOSS.

Mellen's Statement Concerning Reform of Hill's Control.

ST. PAUL, Minn., Nov. 21.—President C. S. Mellen, of the Northern Pacific, today gave his explanation of the rise in Northern Pacific securities, and incidentally again denied the rumor that Mr. Hill has secured control of the property. He said:

"The report sent out from New York has caused a loss to the Northern Pacific of $500,000. This is not the only way in which the company has suffered from the canards. Many of our best men have become frightened by the persistent report that President Hill, of the Great Northern, has secured control of the stock of the Northern Pacific, and threaten to stampede. I thoroughly believe that, should these men, most of whom have been with us for years, receive good offers from other companies today, they would at once leave the Northern Pacific."

When questioned as to how the loss to the company had been incurred, Mr. Mellen said that the largest customers of the Northern Pacific were holding back business, and had done so for some time, as they wished to get more definite information in regard to the reported consolidation.

"It was an asinine yarn," said Mr. Mellen, "and it will take 60 days of constant denials on the part of the company to make the general public believe that there is absolutely nothing in it.

"Our stock is not selling a shade higher than it is worth. The causes are legitimate. We have declared one extra dividend, abolished the voting trust, increased our business, and the Presidential election went in a way that would naturally stimulate stocks."

WILL CLOSE THE GAP.

Southern Pacific Will Save 90 Miles on Mohawk Lumber.

The two miles of new road which the Southern Pacific is preparing to build to connect the Woodburn-Natron branch with the main line at Henderson Station, a short distance south of Eugene, will really be a part of the Mohawk branch, which now leaves the Woodburn-Natron road at a point about half way between Springfield and Natron. The new Mohawk branch was built chiefly to carry lumber out, that being a heavily timbered country. The market for the lumber is in California. As it now stands, the lumber is brought down the Mohawk from Wendling and then, instead of going direct to the main-line track for California, it must be dragged 40 miles down the Willamette Valley to Tallman Junction, thence eight miles across to Albany, thence 46 miles back up the Valley to Henderson. Thus must 94 miles be traversed to get to a point but two miles distant from the junction of the Mohawk branch.

A quite expensive bridge must be built, however, to span the main channel of the Willamette and close the gap between the Mohawk branch and the main line. This is likely to throw the completion of the road over till next Spring.

Rates to Epworth League Meeting.

ST. LOUIS, Nov. 21.—At today's session of the Transcontinental Association, a committee of the Epworth League made formal application for reduced rates for the next annual meeting of the organization to be held in San Francisco. Chairman Charlton appointed a committee to report tomorrow on rates for the meeting and the conditions upon which tickets will be sold. As the committees appointed yesterday were not ready to report, an adjournment was taken until tomorrow morning.

An Illegal Transportation Board.

LINCOLN, Neb., Nov. 21.—The Supreme Court of Nebraska, in an opinion rendered today, declared the act establishing the State Board of Transportation unconstitutional, and the board inoperative. The case in point was that wherein Attorney-General Smith, on behalf of the State Board of Transportation, brought suit against the Burlington and the Northwestern Railroad Company to enforce a reduction in livestock rates. The defendant roads, for the first time in the 13 years' existence of the board, questioned its authority on the ground that it was illegally created, and the court sustained the demurrer and dismissed the case.

Railroad Notes.

President Paul F. Mohr, of the Central Construction & Navigation Company, has moved his headquarters from The Dalles to Portland, and he now occupies an office in the Chamber of Commerce building. He says he will soon have money and will go ahead with his transportation enterprise in a few weeks.

Four freight cars laden with merchandise were derailed on a bridge between Bonneville and Cascade Locks Tuesday evening, and the accident blocked the track for about 12 hours. The damage was small, however.

The Southern Pacific reports 18 inches of snow in the Siskiyous, but it causes no trouble in handling trains there. On the McCloud River branch, in California, snow is two feet deep. There is yet no trouble for trains north of Dunsmuir, but snow plows, push and rotary, are in readiness for work any hour.

PRIESTHOOD REACHES PORT.

Disabled Red Star Liner Towed in by Southampton Tugs.

SOUTHAMPTON, Nov. 21.—The Red Star steamer Friesland, Captain Nickels, which sailed from New York, November 7, for this port and Antwerp, passed Hurst Castle at 9:25 this morning in tow of two tugs. The Friesland's rudder was disabled, and she was taken in tow by the tugs in the vicinity of the Scilly Islands on Monday last.

The Friesland's rudder stock broke the afternoon of November 15. The weather was stormy, and she lay in the trough of the sea helpless for nearly 24 hours until the steamer Cluden took her in tow and brought her to within a few miles of the Needles, where she was taken in hand by two Southampton tugs.

As the Cluden steamed off, her great services were recognized by loud cheers from the passengers. The continuous storms in the Channel considerably endangered the Friesland.

Representative Irving P. Wanger, of Norristown, Pa.; ex-Speaker Thomas B. Reed, of New York, and other passengers on the Friesland, who were interviewed, highly praise the conduct of the ship, and say the only thing that troubled them was in regard to the anxiety their friends would feel as to the safety of the steamer.

The Friesland passengers will be forwarded to Antwerp by a steamer of the Great Eastern Company, from Harwich.

Vancouver Well Suited.

VANCOUVER, Wash., Nov. 21.—The nonpartisan city ticket nominated at last night's mass convention is quite satisfactory to the citizens generally, and it is not likely that an opposition ticket will be put in the field. All but three of the nominees were renominated for the positions at present held by them. The three new ones are: C. D. Bowles, for Mayor, to succeed Mayor Eastham; W. P. Crawfor, for Councilman for North Vancouver, to succeed M. R. Sparks, and S. F. Bodyfelt for Councilman-at-Large, to succeed Councilman Frank Morris. There were no contests except for Mayor, for which A. L. Johnson was defeated by C. D. Bowles by a small majority.

Revenue Cutter Bear From Nome.

SEATTLE, Nov. 21.—The revenue cutter Bear, Captain Tuttle, arrived in this port today from Nome, having left there November 8. She was compelled to heave to for three days 300 miles from Cape Flattery because of the recent storm. Colonel Wright, head of the revenue service at Nome, came down on the cutter.

Deputy Marshal Becker brought down six convicts on the Bear, as follows:

Bruce Kenwright, manslaughter; Joseph Young, grand larceny; W. Conway, assault with deadly weapon; Joseph Weck, grand larceny; Gladys Shores, grand larceny, and Albert De Kolf, grand larceny. They will be taken to McNeill's Island to serve their sentences.

Washington Notes.

The interior of the Everett postoffice has been remodeled.

Grace Reed has begun suit against New Whatcom for $15,000 damages caused by a defective sidewalk.

Snow has made the alfalfa market active in Yakima Valley. There is strong demand for hay at $4 per ton in the stack.

It is reported that Walla Walla will try to influence the Legislature to move the state fair from North Yakima to that city.

The fire equipment of Walla Walla is reported inadequate. The city is in need of an alarm system and two more chemical engines.

The Arlington Shingle Company will erect a single-block shingle mill at Haller, and expects to have it in operation by February 1.

The Pacific States Telephone Company has an inspector looking over the route between North Yakima and Prosser, with a view towards establishing a long-distance service at the latter place.

All Japanese laborers have been taken from the construction work of the Great Northern yard at Everett, and now 65 white laborers are earning $2 per day. The only Japs now employed in that vicinity are the regular section crew.

According to a statement submitted to the public by the Ladies' Relief Society of Walla Walla, there was a balance in the treasury up to November 1 of $565 71. Recently the sum of $400 was appropriated to the society from the Louga estate.

Twenty carloads of apples have been shipped from Garfield. Some of the apples are marketed as far East as Kansas, with the bulk going to Montana points. A good portion of the crop will be held for a later market, with a view of getting a better price.

A counterfeiters' den was discovered by Detectives McDonald and Caffrey Monday night at Spokane. Part of the outfit was captured. M. J. Williams and Joe Harrison have been arrested, charged with passing counterfeit silver dollars. It is believed the leader of the gang has escaped.

The last of about 30 carloads of sugar beets are being loaded at Garfield for the beet-sugar factory at Waverly. The crop this year has averaged as high as 20 per cent in sugar, and yielded between four and five tons to the acre. Had rain fallen in June, the crop, it is thought, would have been much larger. The beets are from the Burrell ranch, which is managed by C. H. Lacey, of Colfax, and includes 160 acres. This is the second year that beets have been raised, and while this season's crop has not come up to expectations, the third crop will be tried.

Leases were filed for record at Colfax Monday to O. B. Hollis, R. T. Dabney and W. H. Hunter, of Spokane, from the following farmers in the Pine City neighborhood: Thomas Edwards, J. A. Archer, Samuel O. Allen, L. D. Addington, Jacob Kimm, Louis Kimm, George Gustip, A. J. Smith, H. E. Funston, George O. Jones and Henry N. Jones. The land leased aggregates between 2000 and 3000 acres. The leases, which are for 25 years, with the option given the lessee to renew for the same additional period, gives the right to prospect for and to mine all deposits of coal, salt, petroleum, oil, asphaltum, naphtha, gas or other hydrocarbons and minerals of other kinds, with the condition in each case that a well shall be bored, shaft sunk or tunnel upon the property within a year from November 1, 1900, and that such prospect work shall be commenced by June 1, 1901. The owner of the property is entitled to 10 per cent of the net product from his land.

COMES WITH COMOX COAL

NORWEGIAN STEAMSHIP KVARVEN DUE AT PORTLAND MONDAY.

Will Load a Full Outward Cargo of Flour—Leicester Castle Sails—Many Marine Disasters.

The Norwegian steamship Kvarven sailed from Seattle for Comox yesterday morning to load a cargo of coal for this port. Loading facilities are very good at Comox, and it is expected that the steamer will secure her cargo and get away from the Canadian port some time today, and, with favorable weather down the coast, she should reach Portland Sunday or Monday. As it will take two or three days to discharge her coal and get her ready for her outward cargo of flour, she will hardly finish in time to clear this month. Her delay in reaching the Sound from Alaska, and the fact that some repairs had to be made on the vessel, have resulted in throwing the steamer nearly a month behind, as she was scheduled to arrive at Portland, October 28, and should have sailed again early in the present month.

The coal cargo of the Kvarven will be the second to arrive here this month, the Norman Isles now in port bringing about 2000 tons from the same port at which the Kvarven is now loading. The Universe arrived up yesterday morning, and will commence taking cargo today. She was pretty well filled with miscellaneous freight before reaching Portland, and her flour shipment will not exceed 20,000 barrels. The Carmarthenshire, previously reported as coming to Portland, will go to Tacoma to load lumber. The Adato and the Monmouthshire will be the next steamers to arrive after the Kvarven.

HAD QUICK DISPATCH.

Leicester Castle Sails After 17 Days in the River—Gertrud Cleared.

The British ship Leicester Castle sailed from Astoria yesterday morning, after being in the river but 17 days. San Francisco papers complain at the slow dispatch that vessels are having in the Bay City, but in comparing the situation with that which prevails in the North, state that the reason for vessels doing so much better up here, is on account of their coming here in ballast, while most of the ships at San Francisco bring inward cargo, which must be discharged before the vessel can be loaded outward. At the same time, none of the ballast ships which have reached San Francisco this year have made so good a record as the Leicester Castle. The Portland Grain Company, which cleared the Leicester Castle, yesterday cleared the German bark Gertrud for Queenstown or Falmouth for orders, with 83,384 bushels of wheat, valued at $52,900.

PACIFIC MAIL PRESIDENT.

Charles H. Tweed Now at the Head of the Company.

NEW YORK, Nov. 21.—The board of directors of the Pacific Mail Steamship Company held a meeting today, at which Charles H. Tweed, James Speyer and Ogden Mills were elected directors in place of George J. Gould, Samuel Thomas and Henry Hart, resigned. Mr. Tweed was elected president of the company on motion of Mr. Harris. The Southern Pacific interest considered the name of Mr. Schwerin, vice-president and general manager of the company, in connection with the president, but it was deemed preferable to all concerned, including Mr. Schwerin, that the president should reside in New York, where the board of directors is located.

Mr. Schwerin remains vice-president and general manager of the company, with headquarters in San Francisco.

DAISY ROWE WRECKED.

Coos Bay Lumber Schooner on the Rocks Near Point Bonita.

SAN FRANCISCO, Nov. 21.—Along the water front, the storm caused considerable damage to the shipping in the harbor, but not of any serious consequence.

The schooner Daisy Rowe, which sailed for Coos Bay yesterday, was driven on the rocks near Point Bonita and wrecked. The steamer San Juan, from Panama, which came into port at noon today, reports that she was obliged to lay to outside off Pigeon Point for four hours owing to heavy weather. A strong northwesterly gale was encountered, and before the San Juan emerged from the storm several of her doors and windows had been broken in by the heavy seas that broke over the steamer.

The steamer Doric, from the Orient, also encountered the gale.

TWO NEW STEAMERS.

Pacific Coast Company Will Increase Its Fleet.

SAN FRANCISCO, Nov. 21.—The Pacific Steamship Company has shown its belief in the future of Alaska trade by ordering two new fast passenger steamers for this service. There are now seven different lines of boats running to Alaska ports, and it is getting to be a question of importance to the Pacific Coast Company that it shall lead in doing the bulk of this business. A special rival is the Canadian Navigation Company, under the protection of the Canadian Pacific Company. The new fast passenger service proposed by the Pacific Coast Company is admitted to be greatly needed, and marks the beginning of immense strides in development of commerce with Alaska.

Tonnage Bonus Wanted.

VANCOUVER, B. C., Nov. 21.—The lumbermen and mill owners of British Columbia will probably petition both the Federal and Provincial Governments for a ship tonnage bonus for Canadian vessels. They allege that shipping firms in San Francisco have accomplished a competitive movement in connection with recent ship charters which has had the effect of making it impossible for British Columbia shippers to obtain freight ships except at such advance rates as to absorb the mill men's profit. Lumber shipments are now costing 60 cents per thousand more than was formerly paid for British bottoms, and those interested in the lumber trade assert that it is only by securing lower ocean freight rates that the industry can be profitably carried on.

Atlantic Liners Delayed.

NEW YORK, Nov. 21.—The White Star liner Oceanic, which arrived this afternoon from Liverpool and Queenstown, was somewhat delayed by adverse wind and rough seas. Nearly all the passage northwest gales, rough and squally weather, with very high seas, were encountered. Nothing was seen of the delayed steamer Kaiser Wilhelm der Grosse.

The Holland-American steamer Amsterdam, from Rotterdam, and Boulogne, which was due to arrive in this port last Sunday, was sighted off the Sandy Hook lightship at 6:30 o'clock today.

Dollar Will Sail in a Few Days.

ASTORIA, Nov. 21.—The steam schooner Robert Dollar, which has been discharging coal at the Cannery Company's wharf, carried away her hawsers during the ebb tide last evening and floated down stream quite a distance before her anchors would hold. No damage was done the vessel. She had no steam up at the time, as her main steam pipe was in Portland being repaired, but it arrived down this morning and will be placed in position within a day or two, when the vessel will be ready to proceed to San Francisco.

Bravery Rewarded.

WASHINGTON, Nov. 21.—The State Department has forwarded to the Ambassador at London a gold watch and chain, to be presented to Captain A. W. Richardson, of the British steamship Orange Prince, in recognition of his services in rescuing two American fishermen, who, while fishing in a small boat, had become separated from their vessel on account of heavy fog, and had drifted to sea.

Coast Steamer Wrecked.

ST. JOHNS, N. F., Nov. 21.—The new steamer Fife, one of Mr. Reid's fleet of sight mailboats running in the coast service, was lost in the Straits of Belle Isle Sunday during a dense snow storm. The vessel was worth $100,000, and it is believed that she was not insured. No lives were lost. The crew of 30 men took to the boats, and had a terrible experience before reaching land.

Lake Schooner Ashore.

LORAIN, O., Nov. 21.—The schooner St. Lawrence, bound from Kelly's Island to Cleveland with a cargo of limestone, went ashore near here today during a heavy gale. The vessel lies about 400 feet from the beach on a sandy bottom. The crew is still aboard the boat. A tremendous sea is running. The Cleveland life-saving crew is en route to the scene.

Made Port in Safety.

MILWAUKEE, Nov. 21.—Both the steamer William Edwards and consort Golden Age, which have been missing since Sunday, arrived in Milwaukee today. No damage is reported. The captain says he lost his bearings during the storm.

Overdue Liner Sighted.

NEW YORK, Nov. 21.—The overdue Atlantic Transport liner Marquette, from London, November 8, was sighted east of Fire Island at 1 o'clock this morning.

Domestic and Foreign Ports.

ASTORIA, Or., Nov. 21.—Arrived at 9:30 and left up at 10:40—Steamer Del Norte, from San Francisco. Arrived at 11:30 A. M. and left up at 1:30 P. M.—Steamer Geo. W. Elder, from San Francisco. Sailed at 8 A. M.—Steamer Elmore, for Tillamook; at 11:30 A. M.—British ship Leicester Castle, for Queenstown or Falmouth for orders. Left up at 3:30 A. M.—British bark Marion Lightbody. Condition of the bar at 5 P. M., smooth; wind east; weather clear.

San Pedro—Arrived Nov. 20.—Schooner Fannie Dutard, from Gray's Harbor; schooner John A., from Gray's Harbor.

San Francisco, Nov. 21.—Arrived—Steamer Columbia, from Portland; steamer Washtenaw, from Tacoma; schooner Ida Schnauer, from Port Gamble; steamer Fulton, from Astoria; steamer Mineola, from Nanaimo; bark Kate Davenport, from Port Blakeley; schooner Gem, from Gray's Harbor. Sailed—Steamer Coronado, for Gray's Harbor; steamer Titania, for Nanaimo; steamer Arcata, for Coos Bay.

Neah Bay—Passed in Nov. 20.—U. S. S. Bear, from Alaska.

Victoria, B. C.—Arrived Nov. 20.—Steamer Danube, from Alaska; arrived Nov. 15—Bark Rose, from Shanghai.

New York, Nov. 21.—Arrived—Kensington, from Antwerp; Aller, from Naples; Oceanic, from Liverpool. Sailed—New York, for Southampton; Westernland, for Antwerp; Majestic, for Liverpool.

Queenstown, Nov. 21.—Sailed—Saxonia, from Liverpool, for Boston. Arrived—Germanic, from New York, for Liverpool, and proceeded.

Port Townsend—Sailed Nov. 20.—Ship J. B. Browne, for Melbourne.

Genoa—Arrived Nov. 14.—Columbia, from New York, via Naples.

Glasgow, Nov. 21.—Arrived—Ethiopia, from New York.

Antwerp, Nov. 21.—Arrived—Switzerland, from Philadelphia.

Southampton, Nov. 21.—Arrived—Friesland, from New York, for Antwerp; St. Louis, from New York.

Liverpool, Nov. 21.—Arrived—Ems, from New York; Sachem, from Boston; Tunnisian, from Montreal.

Mobile, Nov. 21.—Arrived—Ethiopia, from New York, for Glasgow.

London, Nov. 21.—Arrived—Manitou, from New York.

Kinsale, Nov. 21.—Passed—Germanic, from New York for Queenstown and Liverpool.

Queenstown, Nov. 21.—Arrived—Commonwealth, from Boston for Liverpool, and proceeded; Rhynland, from Philadelphia.

New York, Nov. 21.—Arrived—Amsterdam, from Rotterdam and Boulogne.

Hong Kong, Nov. 21.—Sailed—Empress of India, for Vancouver via Shanghai, Nagasaki and Yokohama.

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TRAVELERS' GUIDE.

O.R.&N.

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OCEAN AND RIVER SCHEDULE.

Water lines schedule subject to change without notice.

OCEAN DIVISION — From Portland, leave Ainsworth Dock at 8 P. M.; sail every 5 days: Geo. W. Elder, Saturday, Nov. 3; Tuesday, Nov. 13; Fri., Nov. 23; Mon., Dec. 3. Columbia, Mon., Oct. 29; Thurs., Nov. 8; Sun., Nov. 18; Wed., Nov. 28; Sat., Dec. 8.

From San Francisco — Sail every 5 days. Leave Spear-street Pier 24 at 11 A. M.: Geo. W. Elder, Tues., Oct. 30; Fri., Nov. 9; Mon., Nov. 19; Thurs., Nov. 29; Sun., Dec. 9. Columbia, Sun., Nov. 4; Wed., Nov. 14; Sat., Nov. 24; Tues., Dec. 4; Fri., Dec. 14.

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.

Steamer Modoc, for Salem, Independence and way points, leaves from Ash-street Dock at 6 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 8 A. M., and Salem at 6 P. M., on Tuesdays, Thursdays and Saturdays.

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 7:00 A. M. Leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6:00 A. M.

SNAKE RIVER ROUTE.

RIPARIA, WASH., AND LEWISTON, IDAHO.

Steamer Spokane or steamer Lewiston leaves Riparia daily at 3:00 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:30 A. M., arriving at Riparia same evening.

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V. A. SCHILLING, City Ticket Agent. Telephone Main 712. 80 Third st., cor. Oak.

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*4:00 P. M.	Albany passenger	10:10 A. M.
‖7:30 A. M.	Corvallis passenger.	‖5:50 P. M.
‖4:50 P. M.	Sheridan pas'gr	‖8:35 A. M.

*Daily. ‖Daily except Sunday.

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Palace Sleepers, Tourist Sleepers, Dining Cars, Library Cars, Free Reclining-Chair Cars. Steam Heat. Pintsch Light. Fast Time. Union Depots. Baggage checked to destination.

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TRAVELERS' GUIDE.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

The Yellowstone Park and Pioneer Dining-Car Route

Leave.	Union Depot, 6th and J Sts	Arrive.
No. 13—1:05 P. M.	Overland Express for South Bend, Aberdeen, Hoquiam, Cosmopolis, Olympia, Tacoma, Seattle, North Yakima, Ritzville, Spokane, Pullman, Moscow, Lewiston, Grangeville, Rossland, B. C., Butte, Billings, Fargo, St. Paul, Minneapolis, Chicago, Boston, Washington, D. C., New York, and all points east and southeast.	No. 14—7:00 A. M.
No. 4—11:00 P. M.	Kansas City-St. Louis Special for Tacoma, Seattle, North Yakima, Ritzville, Spokane, Rossland, Lewiston, Helena, Butte, Billings, Deadwood, Denver, Omaha, St. Joseph, Kansas City, St. Louis, Chicago, Washington, Baltimore, New York, Boston, and all points east and southeast.	No. 3—7:30 P. M.

Baggage checked to destination of tickets. Union Depot connections in all principal cities.

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LEAVE.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	ARRIVE.
No. 4 6:00 P. M.		No. 3 7:00 A. M.

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

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STEAMSHIP IDZUMI MARU

For Japan, China and all Asiatic points will leave Seattle

About December 10th

Astoria & Columbia River Railroad Co.

LEAVES UNION DEPOT.	For Naygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside. Astoria and seashore Express, Daily. Astoria Express, Daily.	ARRIVES UNION DEPOT.
8:00 A. M.		11:10 A. M.
7:00 P. M.		6:05 P. M.

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Pacific Coast Steamship Co.

FOR ALASKA.

THE COMPANY'S elegant steamships Cottage City, City of Topeka and Al-Ki leave TACOMA 11 A. M.; SEATTLE 9 P. M., Nov. 1, 6, 11, 16, 21, 26; Dec. 1, 6, 11, 16, 21, 26, 31; Jan. 5. A steamer every fifth day thereafter. Further information obtain company's folder. The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

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