Room 4, Ground Floor

WHAT IT WOULD DO

Effects of Construction of Nicaragua Canal.

BENEFITS WOULD BE NATIONAL

Industries and Resources of the Pacific Coast Would Be Greatly Stimulated and Developed-Naval Advantages.

One of the best expositions of the ber which would accrue to the Pacific Coast from the construction of the Nicaragua Canal appeared in a recent issue of the North Pacific Farmer and Stock-man. The National advantages to follow inauguration of the waterway are also clearly shown. It is made evident that the trade of the world would be revo-lutionized and the great marks of the world brought into closer commercial re-lations. Following is the article:

ations. Following is the article:
"That there should, in view of the many
convincing arguments in favor of the
great importance to the world of commerce generally, and especially to the
commerce of the Pacific Coast, to say nothing of its naval advantages, be any difference of opinion among intelligent people as to the advisability of the com-pletion of this great work under Gov-ernment control, seems passing strange. "It would be impossible in this brief article to more than indicate the incom parable benefits that must necessarily result to the people and commerce of the world, and especially to the people and commerce of the United States, and ove all to the people and commerce the Pacific States from the construc-n of this ship waterway. The reduction of time and rates to

the shortest and lowest minimum in the the shortest and lowest minimum in the transportation of products from the point of production to the point of consumption, is a problem the solution of which is urgently demanded by the people, producer and consumer alike, and that legislation, Congressional or otherwise, which will most rapidly and surely tend to the solution of this problem should receive the favorable consideration and carnest support of the legislator. and carnest support of the legislator, both National and state.

How Pacific Coast Will Be Gainer. "But as a trade equalizer, in which the Pacific Coast will be vastly the gainer, the construction of the Nicaraguan Canal will be a mighty factor.

"By its construction the great marts of trade of the Atlantic Coast; New York, Boston, Philadelphia, Ballimore and other cities which today send out over 15 per cent of our domentic ex-ports will be brought into closer prox-imity by many hundred, and in some in-stances over 2000 miles, with the Paci-fic trade centers, China, Australia, and But no less important are the naval advantages which must accrue to the United States by the construction and maintenance of this isthmian ship waterway by and under the control of the United States. The recent tendencies of foreign powers to interfere with American inter-ests on this continent and trample upon and treat with contempt the time-honored Philippine Islands than are London, Paris, Liverpool, Manchester and Berlin. "We will have an immense advantage over Liverpool, as to Japanese ports. The present distance from Liverpool to Yo-kohama via Cape Horn is 17,529 miles; via Cape of Good Hope, 16,600; but via the Nicaraguan Canal route, the distance will be 13,111 miles, whereas, the dis-tance from New York to Yokohama via American Monroe doctrine, admonish the people of the United States of the neces-Ship Canal, and its absolute control by the United States. Give us the canal and our wheat, fruit, dairy and hop crop, as well as our lum-ber and fish products, will treble in a very

the Nicaraguan Canal will be but 5505 miles. Furthermore, our Atlantic harbors will be nearer the British port of Hong Kong, counting by these several routes, and not sonsidering for the presroute via the Suez Canal, by 2748 miles, than will be Liverpool by the Nic-araguan Canal. The distance from New York to Hong Kong via this canal will be but 11,008 miles, while that from Lav-

will have the choice of two routes. They can go either eastward across the Pacific, through the Nicaraguan Canal, and thence by the Atlantic Ocean to Liverpool, Havre, Manchester, and other European ports, or, going in the opposite direction, following the sun in its course, through the China Sea, the Straits of Malacca, across the waters of the Bay of Bengal, the Indian Ocean, the Straits of Babel Mandeb, the Red Sea, the Sucz Canal, the Mediterranean Sea and Gibraltar to the same ports. ...What effect, in other words, the con-

struction of this canal will have in short- Helens Mist, ing the distance of transportation routes New York and Boston, and the ports of the Pacific Ocean, and also between New the Pacific Ocean, and also between New York and the great commercial ports of the Pacific States—we mean San Fran-cisco and other California ports, Port-land, Astoria, Taquina, Coos Bay, Port Orford, Tillamook and other Oregon ports. and the ports of Puget Sound. It is via Cape Horn 14.848 miles from New York to San Francisco; to Portland, Or. 15,-440, and to Puget Sound ports 15,640; where-as the distance from New York to San Francisco via the Nicaragua Canal is but \$56 miles; to Portiand, Or., 556 miles, and to the Puget Sound ports 576 miles, showing a complete saving of distance between New York and San Francisco, between New York and Portland, Or., and between New York and Puget Sound ports of 894 miles, which shortens the dis-tance that much between them all, the whole shortening occurring between San clace and New York.

Will Reduce Freight Rates.

This saving in distance and, of course time of sailing, to say nothing of the comparable advantage of a direct steamship waterway, shorter by nearly 10,000 m'les between our Atlantic and Pacific ports, cannot but have a tremendous effect in reducing freight rates between these several ports. It is, therefore, clear of all sections of the country which will be immensely benefited by the construction of this canal, the States and tion of this canal, the States and territories bordering on and tributary to the Facilic Ocean will be benefited most. The States of California, Washington and Oregon, while prolific in a great variety of agricultural, mineral, timber, pisca-torial and other products, are notably wheat-growing states. The North Pacific Coast has an annual surplus of about \$5,900,000 bushels of wheat and wheat flour, and in a few years this will be trebled. The principal market for this surplus is Liverpool. This necessitates transporta-tion by water around Cape Horn, an av-

erage distance of 15.38 miles.

By the Nicaragua Canal this water route to Liverpool would be shortened 626 miles. nearly one-half, or reduced to 7894 miles. This, it is estimated, will reduce the transportation charges from the North Pacific ports. Portland, Astoria Yaquina, and other Oregon & and Puget Sound ports at least K Als a bushel below the present rate by Horn, to say nothing of the time saved in the wayage. A saving of the time saved in the wayage. A saving to our producers of \$1.500.000 a year.

Will Open New Markets.

But infinitely greater will be the advantage that will come to our wool and fruitgrowers, lumber merchants, salmon phekers and exporters and hopgrowers of the North Pacific Coast, who find their the transportation charges from the North

the North Pacific Coast, who find their | Spokune has a number of cases of small.

FULL AND DETAILED DESCRIPTION

BY INSPECTOR.

ucts in Atlantic Coast ports; notably, New York, Philadelphia and Boston. As the

case now stands, the distance between Portland, Or., and New York City by allwater route is 150 miles farther than such all-water route between Portland and Liverpool. The reason is because, as vessels go around the Cape they sheer off

and warming into life the immeasurable

Benefit to Timber Interests

But it is not only the wheat, wool, ho

and fish-producing classes who are to be vasily benefited by the construction of the Nicaragua Canal. Who so blind as not to

realize the incomparable advantages that

must come to the great timber interests of the North Pacific from this great out-let. More than \$50.006,000 are at present

invested in the lumber industry of the Pacific Cosst. The annual output of the States of Washington, Oregon and

California from over 1500 sawmills and cantornia from over 100 shaps quite, shingle mills is nearly, or perhaps quite, 2,500,900,900 feet of lumber, and 2,200,000,000 shingles, aggregating in value nearly \$30,-

000,000, and giving employment to nearly 20,000 persons, to whom are paid annually wages amounting to nearly \$20,000,000. At

present our markets for this vast output

of lumber and shingles, spars, staves and other like products are comparatively cir-sumscribed. Of the total product of Ore-

gon, Washington and California for 1893 of 2,200,000,000 feet of lumber, the States of Oregon and Washington sold to the people of the State of California slone

about 25,000,000 feet of lumber, or nearly one-seventh of the total output of the three states, while of the 2,200,000,000

The European forests, as also the forests of the Eastern. Middle and Southern States, are being rapidly denuded. Open this isthmian highway to the ships of

Important Naval Advantage

few years. The building of the canal would revolutionize the business of the

STATE PRESS COMMENT.

on the defeat of the ship subsidy bill, at least that the disposal of it in such a manner that it cannot be passed at this

After two unsuccessful campaigns, J.

K. Jones, chairman of the Democratic Na-

tional Committee, has concluded to resign.

Jones does not seem to desire being mixed
up in any more landsildes that slide the

Oregon is too sparsely settled to be di-vided into two states, as has been sug-gested, even should the people desire it, which is very improbable. The prop-osition is too absurd to be discussed at this time.—Brownsville Times.

Some of the Seattle people are disturbed in mind for fear the building of the

Nicaragua Canal will bring competition

for the trade with the Orient that will

markets that legitimate competition

the canal will not hurt us, besides the market for our grain and lumber in the

East will be greatly improved by the con-struction of the canal. The Pacific Coast

and will be, for the canal.-Scio

wrong way.-Eugene Register.

world.

crat.

doors of the Eastern (North and South America

nerce, and our lumber merchants are once .brought to the very

will b

and reach Liverpool before they can reach New York. From Portland to New York by this route it is 15,500 miles, while from Portland to Liverpool it is but 15,350 miles. This Is Territory Which Is to Be Construct the Nicaraguan Canal and the situation is immensely changed.

The effect this would inevitably have on Ceded to the Government Under

Treaty Now Before Congress. the cost of transportation of wool, lum-ber, salmon, wheat, hops, furs, fruit and other products of the far Western States WASHINGTON, Dec, 19.-The report of Indian Inspector James McLaughlin, who recently concluded a treaty with the Klamath Indians, regarding the disputed will be seen at a giance. And who can predict the effect the construction of this maritime canal will have in developing portion of their reservation, which they propose to cede to the Government under a treaty now before Congress, gives a very full and detailed description of the resources gold, silver, lead, copper, iron, sulphur, nickel, asbestos and the great fishing, fur, fine woods and other interlands involved, as well as the difficulties ests, not only of the North Pacific Coast States, but of the Territory of Alaska. The value of the canal in developing that marvelously rich territory, and thus add-ing to the wealth of our Nation and peo-ple, cannot be estimated. he had encountered in bringing about a satisfactory agreement with the Indiana. The treaty has heretofore been reviewed, but the following extracts from the Inspector's report will prove interesting, giving much information not embodied in the agreement and letter of the Indian

ustoner: "In compliance with instructions, upon my arrival at the Klamath Agency, October & I immediately proceeded to obtain information regarding the character of the country, nature of the soil, and quality of the timber within the tract in-volved, which embraces the area lying between the reservation boundary estab-lished by survey in 1871 and the treaty line determined by the boundary commis-

"Commencing at a noint on the bound ary line about one mile north of the bridge across Wood River at Fort Kin-math, I proceeded along boundary line to the summit of the ridge which divides the upper and middle Klamath Lakes, from which elevation I had an extensive view of the adjacent foothills and m tain slopes, all of which I found to be heavily timbered, yellow pine predominat-ing, with considerable sugar pine, red cedar and some fir interspersed. Yellow pine is the chief timber of the heavy forests throughout this section of cour try, producing an excellent quality of try, producing an excellent quality of number for all ordinary purposes, and the sugar pine, so-called, is a species of white pine, possessing a high market value for finishing material, and much preferable to yellow pine for the finer kinds of work, shingles produced that year by the three states, Oregon and Washington sold to California over II,000,000. and the red cedar furnishes excellent

timber for shingles, fonce posts, etc.

'The ridge which forms the western boundary of the treaty reservation is a our of the eastern range of the Cascade Mountains, and its eastern slope for a distance of about 40 miles is within the excluded area, and is well covered with good merchantable timber of the varie-ties above mentioned—as also numerous ties above mentioned—as also numerous plateaus throughout the level and sterile portions of the excluded tract contain

European ports as well. Even under existing conditions, to say nothing of the wast forest regions of Oregon and the State of Washington, and the result will be that the Eastern States will become groves of good pine timber. groves of good pine timber.

"There is a heavily timbered belt of not less than six miles in width and 40 miles in length, within the excluded tract, the eastern slope and foothills of the mountain ridge which forms the western boundary of the treaty reservation, and the said belt from the point near Fort. a ready market for all our high-grade lumber at least. in said belt, from the point near Fort Klamath through to Mount Scott, thence to Cowhorn Mountains, which latter point is the northwest corner of the treaty res-ervation, there are many million feet of excellent pine timber, which will become very valuable as soon as certain projected lines of railroad are constructed by which the timber can be profitably converted into lumber and marketed. From the foot hills of the Cascade Range, the ridge of which forms the western boundary of the excluded lands, the country for considerable distance east is of in erior quality. The soil in this nferior tract is chiefly decomposed umice, and no merchantable tim-er grows upon it, but there is a dense growth of small black pines throughout the greater portions of this tract that range in size from small sandings to treea 14 inches in diameter, which species of scrub pine is of little value other than more than overcome by the safety of the Nicaraguan Canal route in contract with the stormy and unaste character of the Suec Canal is Sue Canal is Suec Canal is Suec Canal is Suec Canal is Suec Canal is Sue Canal is Suec Canal is Sue Canal i

rock, and upon which no vegetation ex-ists other than a few juniper trees of stunted growth, and this character of The country is to be congratulated up-

hand, aggregating approximately 25,000 acres in the excluded portion, is practically worthless.

"The Sycan Marsh (meadow) and "The Sycan Marsh (meadow) and Thompson Valley, which extends north from said marsh, together with the extensive meadows and arable lands in the upper Sprague River district, asgregating approximately 20,000 acres, is especially fertile and very productive, and Yamsay Mountain, a large portion of which is situated within the excluded area, is well manner that it cannot be passed at this session. It is to be hoped it will never pass, as it is against the best interests of the country. While it should be the policy of the Government to build up the Navy, it should be done on legitimate lines and not through methods that are unjust. Our shipbuilders are able to compete with the best in the world, the same a our manufactures senerally are timbered, as is also the western slope of same as our manufacturers generally are able to compete with any in the world. The United States is no longer a stripling Mount Frances, which is the northeast-learning to walk and run.—Albany Demoalong Winter Ridge to Gerhart Mountain. where the said ridge terminates abruptly, is a distance of about 45 miles, and a pine timber belt, averaging about seven miles in width, extends along the entire

"I estimate the merchantable pine timber in the excluded portion of the Klu-math Reservation, along the Cascade Range on the west, Sugar Pine Mountain on the rorth. Yamsay Mountain in the northeast, and Winter Ridge on the east, together with the numerous small plat-eaus of good pine throughout the inferior and black pine portions, at 250,000 acres. I regard the pine timber of this estimated acreage equal in quality to the ordinary pine lands of Michigan, Wisconsin and Minnesota. The trees are tail, free from limbs for a considerable height, and handlesp the Pacific Coast States, and are opposing the building of the canal. This is a shortsighted policy. The Pacific Coast States are so much nearer these range in size from about 20 to 60 inches in diameter. The inaccessibility of this timber to market at the present time makes its possessive value difficult to even approximate, but it will doubtless become valuable in the near future, and I have been reliably informed that there have been a number of persons looking over the said Cascade, Sugar Pine Mountain and Winter Ridge districts the past Summer, with a view to filing entries, some of whom expressed themselves as intending to return next Summer and lo-

The proposition made by the Oregon Historical Society that a great industrial exposition of the Northwest be held in cate upon their selections. 195 to commemorate the Lewis and Clarg expedition, should meet with general ra-vor and commendation. The opening up "While at Bly, in the upper Sprague River settlement, E. E. Fitch, proprietor of the hotel at Bly, informed me that the Oregon Central Military Wagon Road Company, which owns considerable land in the county, holds its raw lands at from of this wast and resourceful empire of the West is certainly worthy of such commemoration, and of the large monument which it is proposed to build near the mouth of the Columbia. And aside from with reference to its irrigation, and that It 25 to 150 per acre, according as situated with reference to its irrigation, and that a farm in the valley was recently sold for 112 per acre. And Mr. W. A. Walker, who has lived 25 years in the locality, the owner of 1200 acres of improved land in the neighborhood, and who is now quite wealthy from farming and stock-raising, informed me that he would not sell any of his land fell of which is within the of his land (all of which is within the excluded portion) for less than 110 per acre, and that he values some of it at double that price, but that he regards \$2 30 per nore on the average a fair value

KLAMATH INDIANS' LANDS Downing, Hopkins & Co.

WHEAT AND STOCK BROKERS

BOTH TELEPHONES

for lands in their native state throughout the southeastern portion of the excluded area, exclusive of the lava rock covered portions hereinbefore referred to, which latter are worthless, "Seven settlers of the Bly colony are structing an irrigating ditch 12 miles in length, at a cost of about \$5000, which will cover about \$600 acres of uplands bos-dering the lower valley lands of Sprague River, upon which they can grow timsiver, upon which they can grow tim-othy, sifaifa and red mammoth clover very successfully and profitably. Mr. Walker, who is also one of the owners of the irrigation system, forther informed me that he has raised six tons of rye hay to the acre this year and equally good crops of other fodder, and that he has threshed 100 bushels of oats from an acre: that vegetables can be successfully raised some seasons, but that potatoes and ce-reals are not a sure crop, the altitude be-ing about 6700 feet, with frosts every "The Indians were all very much opmonth in the year, and that it is, therefore, unprofitable to engage in the raising of small grain in the locality, but that there is no section of Oregon that sur-

ducing fodder, good grazing and successful stock-growing.
"I have gone into minute details, as above set forth, that it may be under-stood that I have availed myself of every sible means to arrive at the value of lands excluded from the Klamath ervalion by the erroncous survey of 1871 and while it is true that there are a great many acres of valueless land in the said tract, yet there are many acres of arable land which already possess considerable value, and an immense amount of pine timber that must become very valua-ble in the near future; and, when taking into consideration the 29 years that the Klamath Indians have been deprived of these lands together with the value of the valleys, meadows and heavily tim-bered portions. I most heavily indorse the price fixed upon said lands by the boundary commission in 1896, viz., 86.36

passes the Sprague River Valley for pro-

the lands referred to and becoming satisided that the price fixed for same by the boundary commission was just and reasonable. I assembled the Indians in council October 22, at which council there were about 150 Indians, and commenced negotiations for the relinquishment by them of said excluded area, including all claims and demands of said Indians arising or growing out of the erroneous survey of the outbooundaries of their reservation in IST. I summarized, briefly, what had been done in the premises up to our meeting in council, and stated that the treaty line as determined by the boundary commission was the one rec nized by the department; that it had b accepted and approved by the proper offi-cials of the Government as the line con-templated in the treaty of 1894; that all their right, title and interest to lands outside of the boundary commission line was ceded to the Government by their treaty of October 14, 1884, and that the negotia-tions we were entering upon was based upon the finding of said commission. further informed them that I had cor ciuded to indorse the price fixed by the boundary commission, and, therefore, our negotiations only involved the question of what disposition was to be made of the proceeds. I also advised them that the department was opposed to per capita cash payments; that large cash payments have a demoralizing effect upon Indians. and that it was therefore desired by the department that they place the greater portion of the amount they were to re-ceive in the United States Treasury to

There are no private enterprises—or public ones, for that matter—that are entitled to invade the schoolroom for assistance. The custom excites and disturbs the mind of the pupils; it forces the children of poor families to contribute beyond their ability, or eise to reveal innancial conditions which cause them numiliation, in both of which they are entitled to protection, and it gives enterprises with cheeky promoters an undeserved advantage over those directed in modesty and fair dealing. The schoolroom should be closed to all collectors, ticket-sellers, book agents and outside rustlers of all grades and enterprises.—St. Helens Mist. appoint their committee, if they so elect-ed. They concurred in my suggestion to withdraw for a short time, whereupon f withdraw for a short time, whereupon I left the hell, again telling them before leaving that they must bear in mind that this matter was of long standing, and to have any agreement we might conclude moet with department approval and fa-vorable action by Congress per capita cash payments should not be stipulated. In about half an hour they notified me that they had appointed a committee of five persons and were ready to proceed with the negotiations.

"The committee were all intelligent In tribes, who understood and spoke English, so that an interpreter was unnecessary in our negotiations except at the first council, when about 150 Indians were present, among whom were some very old men who did not understand English very well, and again when I submitted the agreement to them after I had reached a conclusion with the committee. The committee took up only one question at a time, and after up only one question at a time, and after disposing of it reported to their full council for further instructions. In this way the agreement was concluded without unnecessary delay or wrangling of contending factions, and after I had read the agreement to them, and had it interpreted, paragraph by paragraph, I announced that it was ready for signatures, whereupon 128 Indians, all who were present as the time immediately stend that whereupon his inmediately signed their names, and others came in from day to day from distant parts of the reservation to sign, until 200 had ratified the agree-ment. After I had reached an agreement with the committee it was reduced to writing and explained to the Indians as-sembled, who unanimously concurred in

Its provisions.

"There are 1138 Indians borne on the rolls of this agency, 296 of whom are males over 18 years of age, but 35 of said adult males do not reside upon the reservation, and quite a number of others are its provisions absent from their homes working in white settlements, all of whom would undoubt-edly have signed if they could have been reached, as there was not a single ob-jection offered against any provision of the agreement after we had reached a conclusion. Under instructions from the full council, the committee demanded, and

urgently insisted upon, a large cash pay-ment; but they finally yielded to my arguments and were brought to appreciate the advantages of having the money ex-pended as stipulated in the agreement. The \$15,000 per capita cash payment provided in article 2 was conceded by me after considering it very carefully, that the beneficiaries might thus be enabled to liquidate their indebtedness. None owe large amounts, chiefly small grocers' bills, and a few for mowing machines, etc., and this cash payment for the 1138 Indians of the agency, being about \$22 per capita, will be of great benefit to the beneficiaries and, in my opinion, will be judiciously ex-pended by most of them; and it will be especially appreciated by the very old ople, who would not be particularly benefited in a tangible way should the money be all expended in irrigation and the purchase of stock cattle.

posed in the beginning to any provision for irrigation, maintaining that those de-siring such could construct their own ditches, but they finally consented to its neorporation in the agreement, with the proviso, however, that only those who will be benefited by the irrigation shall bear any expense of its construction, and when taking into consideration that the allotments of many of these Indians are so situated that no general system of irri-gation can be made to reach their lands, the proviso is but just and reasonable. Outside of the Williamson River, Sprague River, Sycan River and Klamath Marsh districts, the allotments, scattered over 23 townships, are much separated, and in some instances far removed from where any general system of irrigation will ever be constructed, or where water could be conducted, and in view of this fact I incorporated a clause by which those who receive the benefits shall bear the expense, and those who are not benefited by such expenditure shall receive an equivalent in lieu thereof.

"The Indians, as above stated, were at first very much opposed to the incorpora-tion of any provision for the irrigation of their lands, but since they have accepted this important provision they are talking of its advantages, have become very much interested, and many are now enthusiastic over it. The Indians were opposed to making any mention of wagons, harness, mowing machines, horse rakes, etc., in the agreement, desiring to leave the purchase of those articles to your discretion, subject to their applying for same, they fearing that if mentioned in the agreement they would be obliged to accept them, whether desired or not, and, at the request of the committee, I pre-pared the agreement providing for the drainage and irrigation of their lands and the purchase of stock cattle, omitting enumeration of other articles, the pur-chase of which is provided for, in your discretion, by said article 3 of the agree-ment, and which can, under said provi-sion, be purchased and shipped as actual-

The Klamath and Modoc Indians of the Klamath Reservation all dress as whites, wear their hair short, and are well advanced in civilization, and, while they are not what can be termed fully civilized, the elements of progress are well grounded and steadily developing among grounded and steadily developing among them. A stranger riding through the districts would never suspect that he was passing through an Indian settlement. Commodious residences, good barns, extensive stock pastures and hay meadows, stacks of hay and good fences, with what little stock they have in fine condition, show general prosperity and give it the appearance of a community of prosperous white nioneers, instead of being among white nioneers, instead of being among the state of white pioneers, instead of being among Klamath and Modoc Indians, some of whom were hostiles of the "Lava Beds' troubles of 1872 and 1873.

troubles of 1872 and 1873.

"With the exception of the very old people, these Indians are fairly well educated, a majority of them being quite well advanced, and of the 200 whose signatures are attached to the agreement, 35 signed their own names. All appear to understand English, and most of them, both men and women, speak the English language quite intelligently and without

"The Klamath Reservation, with an altitude approximating 4500 feet, is not
adapted to agriculture, other than the
growing of fodder, which is at present
raised in valleys along the streams and
other low places where there is sufficient
rootsture, and with irrussion of the moisture; and with irrigusion of lands, as contemplated by the agreement the amount of timothy, red mammoth clover, grain fodder and wild grass that can be raised on this reservation will only limited by the acreage cultivated There being frost in this section every month in the year, the cultivation of veg-etables and cereals is not remunerative. and in fact not attempted as a paying venture, but there is no finer section in Oregon for stock-growing, and for the Klamaths to continue prosperous and be-come independent the stock industry should be fostered and encouraged, as it is the only remunerative industry in this section of country at the present time."

Judge H. A. Porter has brought sui in the Superior Court at Everett to re-cover \$350 alleged to be due him for serv-ices rendered to the county as Court Commissioner during the past seven

MEN No Cure

THE MODERN APPLIANCE. —A positive way to perfect manhood. The VACUUM THEATMENT cures you without medicine of all nervous or diseases of the generative organs, such as lost manhood, exhaustive drains, variecesle, impotency, etc. Men are quickly rens, such as lost manhood, exhaustive drains pricocele, impotency, etc. Men are quickly re-ored to perfect health and strength. Write for circulars, Correspondence confidential. THE HEALTH APPLIANCE CO, rooms 47-49, Safe Decort Bidg., Scattle, Wash.

TRAVELERS' GUIDE.

Steamers for Orient

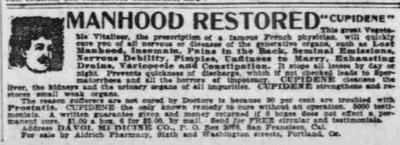
 SS. MONMOUTHSHIRE
 Nov. 28

 SS. MILOS
 Dec. 28

 SS. SKARPSNO
 Jan. 28
 For freight or passage apply to T. M. Stevens & Co., Inc.

WHITE COLLAR LINE

STR. HERCULES takes the place of BAILET GATZERT (Alder-street Dock) Leaves Portland daily every morning at to clock, except Sunday. Returning, leaves As toria every night at I o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351



TRAVELERS' GUIDE. Chamber of Commerce

THREE TRAINS DAILY FOR ALL POINTS EAST

Leaves for the East, via Huntington, at 9:00 M.; arrives at 4:30 P. M. SPOKANE PLYER. cane, Eastern Washington, and Great points, leaves at 6 P. M.; arrives at

"CHICAGO-PORTLAND SPECIAL."

ATLANTIC EXPRESS. Leaves for the East, via Huntington, at 9:0.
M.; arrives at 8:40 A. M.
THROUGH PULLMAN AND TOURIST SLEEPERS. OCEAN AND RIVER SCHEDULE.

out nation.

OCKAN DIVISION — From Portland, leav
Ainsworth Dock at 8 P. M.; sail every 5 day
Gew West. 1, 12, 23; Jan. 2, 12, 22

Gew Counties Dec. 8, 18, 28; Jan. 1, 11, 27.

From San Francisco — Sail every 5 day
Leave Spar-street Pler 24 at 11 A. M.; Co
lumbia, Dec. 4, 14, 24; Jan. 3, 13, 23. Geo. W
Elder, Dec. 6, 18, 20; Jan. 3, 18, 23. COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA.
Steamer Hassalo leaves Portland daily, capt Sunday, at 8:50 P. M.; on Saturday 10:00 P. M. Returning, leaves Astoria dai except Sunday, at 7:00 A. M.
WILLAMETTE RIVER DIVISION.

PORTLAND AND SALEM, OR.
Steamer Ruth, for Salem, Independence and
way points, leaves from ash-street Dock at
A. M. on Mondays, Wednesdays and Fridays,
Returning, leaves Independence at 5 A. M.,
and Salem at 6 A. M., on Tuesdays, Thursdays
and Saturdays.

CORVALLIS AND ALBANY. Steamer Modoc leaves Portland at 6 A. M. n Tuesdays, Thursdays and Saturdays, Re-srning, leaves Corvailis at 6 A. M. on Mun-ays, Wednesdays and Fridays. YAMHILL RIVER ROUTE.

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

RIPARIA, WASH., AND LEWISTON, IDAHO Ricamer Spokane or steamer Lowiston, iDano
Riparia daily at 3:40 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokane of
Lewiston leaves Lewiston daily at 8:30 A. M.,
arriving at Riparia same evening.

W. H. HURLBURT,
General Passenger Agent.

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

STEAMSHIP LINE TO THE ORIENT CHINA AND JAPAN, FROM PORTLAND. For rates, accommedations, etc., apply to OREGON RAILBOAD & NAV. Co., Agents, Portland, Or.



Depot Fifth and I Streets. OVERLAND EX-PRESS TRAINS, for Salem, Ross-burg, Ashland, Sal-ramen to. Ogden, San Francisco, Mo-jave, Los Angeles, El Paso, New Or-leans and the East, *8:30 P. M. 97:45 A. M. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silveerton, Brownsville, Springfield, and Natron, and Vatron, and venning train for Mt. Angel and Silverton.

Albany passenger ||T:20 A. M | Corvalite passenger ||4:50 P. M. | Sheridan pass'gr .. ||8:25 A. M

*Daily. ||Daily except Sunday.

Rebate tickets on sale between Portland, Bac-ramento and San Francisco. Net rates \$17 first class and \$11 second class, including sleeper. Hates and tickets to Eastern points and Eu-rope. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

TAMBILL DIVISION. Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *0:40 A. M.; 12:30, 1:55, 3:25, 4:60 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:15, 8:30, *10:50 A. M.; 1:36, 3:10, 4:30, 8:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:00 A. M. daily, except Monday, at 8:05 P. M. Arrive at Portland at 0:30 A. M. Passenger train leaves Dailne for Alrice Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

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

ONLY 70 HOURS PORTLAND TO CHICAGO



UNION PACIFIC R. R. CO. OREGON SHORT LINE R. R. CO. OREGON R. R. & NAVIGATION CO.

TWO TRAINS DAILY TO THE EAST NO CHANGE OF CARS to Denver.

Omaha, Kansas City and Chicago. Only Four Days

To New York, Boston, Philadelphia and Washington.

Palace Sicepers, Tourist Sicepers, Dining Ca Library Cars, Free Rectining-Chair Cars, Steam Heat, Pintsch Light, Fast Time, Union Depots, Baggage checked to destinate

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

Steamers Altona and Pomona Daily (ex. Sunday) for Independence, Salem and all way landings. Leave Portland 6:45 A. M.; leave Falem 7 A. M.; Independence, 6 A. M. Office and dork foot Taylor at.

TRAVELERS' GUIDE.



The Yellowstone Park and Ploneer Dining-Car Route

61.7			
	Leave	Union Depet, 6th and J Sts	Arrive.
00 00 00 00 00 00 00 00 00 00 00 00 00	No. 12— 1:45 P. M.	Overland Express Lot Bouth Hend, Aberdeen, Hoquiann, Cosmopolis, Olympia, Tacoma, Seattle, North Yakima, Ritzville, Spokane, Pulimann, Moscow, Lewiste at an, Grangeville, Rossland, B. C. Butts, Billings, Fargo, St. Paul, Minneapolis, Chicago, Boston, Vashington, D. C. New	7:00 A. M.
W.	№6. 4— 11:20 P. M	York, and all points east and southeast. Kansas City-St. Louis Special for Tacoma, Seattle, North Yakima. Rituville. Bookane, Ressland, Lewiston, Helena, Butte, Billings, Dendwood, Denver, Omaha, St. Joseph, Kansas City, St. Louis, Chicaro, Washington.	

Baggage checked to destination of tickets. Union Depot connections in all principal cities. Through car service via Northern Pacific-Burdington Route, train No. 4, for Omaha St. Joseph Kansas City. St. Louis, Quiek time and unequaled secontmodations. The only like running Pullman astandard and Pullman uphoistered tourist sleepers, the finest in the world, Portland to Minneapolis and St. Paul without change.

For any additional information, tickets, deeping-car reservations, maps of routes, etc., all on or write to

A. D. CHARLTON

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



Bureau of Information

This office is a veritable Bureau of Information on matters pertaining to ratiroad and steamship travela place where you can buy a ticket Trondhiem, Norway; Wahoo Neb.; Pittsfleid, Mass., or anywhere else in America or Europe.

Our ticket agent does more than take your money and give you a ticket. He plans your trip for you. He shows you how to save time and money. He tells you what there is to see-and the best way to see

TICKET OFFICE Cor. Third and Stark Sts.

> R. W. FOSTER, City Ticket Agent

PAGIFIG

SOO LINE

FIRST-CLASS AND TOURIST SLEEPERS DAILY

PASSENGERS BOOKED -TO-AND FROM ALL POINTS EAST

ATLANTIC STEAMSHIP OFFICE H. H. ABBOTT, Agent, 146 Third st., Fortland, Os. E. J. COYLE, A. G. P. A. 1103 2 3 1 Vancouver, B. C.

THE GREAT NORTHERN

Ticket Office 268 Morrison St. 'Phone 680 LEAVE. The Fiyer, daily to and ABRIVE from St. Paul, Minne-apolis, Duluth. Chicago No. 3 7:00 A. M Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cara. JAPAN - AMERICAN LINE

For Japan, China and all Asiatic points will leave Seattle About January 7th

STEAMSHIP RIOJUN MARU

Astoria & Columbia River Railroad Co.

For Maygers, Rainier, ARRIVES
Clatskanle, Westport, UNION
Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens,
Gearhart Pk, Seaside,
Astoria and Seashore
Express,
Daily,
Astoria Express,
Daily,

6:40 P. M.

Ticket office 255 Morrison st. and Union Depot. J. C. MATO, Gen. Pass. Agt. Astoria, Os.

Pacific Coast Steamship Co. FOR ALASKA The company's steamships Cottage City, Senator and Al-Ki leave TACOMA II A. M. SEATTILE 9 P. M. Dec. I. 6. 11, 16, 21, 26, 31; Jan. 5, 10, 15, 20, 25, 20; Feb. 4. Steamer leaves every fifth day thereafter. For further information obtain company's

The company reserves the right to change teamers, salling dates and hours of salling,

steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or.

F. W. CARLETON, N. P. R. R. Dock, Tacoma. Ticket office, 518 First ave. Seattle, M. TALBOT, Comil Agt.; C. W. MILLER, Asst. Gen'l Agt. Ocean Dock, Seattle, GOODALL, PERKINS & CO., General Agents, San Francisco.