WANT NO MORE JAPS

Portland Labor Unions Demand Exclusion Act.

PETITIONS SENT TO CONGRESS

Memorial to Extend Time of the Chinese Exclusion Act-Opinions of Employers on Quality of Japanese Labor.

Whereas. Congress enacted a law, generally referred to as the Chinese exclusion act, probibiting the coming of Chinese laborers to the
United States for a period of 20 years; and,
Whereas. The same will expire on the 5th
Cny of May, 1902; and.
Whereas Unless the above-mentioned laws
shall be re-macked, our country will be overrun by an overwhelming influx of these Mongolians, where the law promibits coming to our
shores: and.

nereas, Unrestricted learnigration of Moneas, Unrestricted immigration of Mon-to this country would work incalcula-ury to white labor, and.

eas. The measurable degree of peace, and happiness, which the laboring of our country have hitherto enjoyed.

If Mongolian immigration were not re-by the changed to a state of want, doness and deematr; and.

wretchedness and despate; and, Whereas, Such changes, in the condition of our laboring classes would make impossible the

prosperity of our institutions, and bring on the rendual overthrow of our system of Govern-

maining over-more recent influx of Japanese ment; and,
Whereas, The more recent influx of Japanese aboves is even a greater meance to white labor than the Chinese Immigration to this gountry; therefore, he it
Resolved—I. That the Chinese exclusion act

That the immigration and contract labor aws now upon our statute books be so modi-fied as to make the immigration of Japanese

abovers impossible.

5. That we hereby respectfully request our senators and Representatives in Congress to use all honorable means within their power to procure the re-enactment of said law That each of our Senators and Represen

4. That each of our Senators and Representatives be furnished by the secretary of this assembly with a duly certified copy of the foregoing preamble and resolutions.

5. That our State Legislature be petitioned to memorialize Congress.

6. That all central labor councils be furnished a copy, and requested to co-operate and sake each labor organization within their remeative jurisdictions to dresulate neititors to spective jurisdictions to circulate petitions to

unging re-enactment. That these petitions be sent to President lompers, of the A. F. of L., before or during he forthcoming session of Congress.

NECESSARY FOR RAILROAD WORK. Japanese Are Employed Because

Other Labor Cannot Be Had. Japanese laborers are largely engaged ipon the railroads of the Pacific North-wast, all the railroads employing them as section hands or in construction work, The railway officials, without exception, they would prefer to employ white at higher pay if they could get the But they can't get white men to do the work required, and the Japanese and Chinese are taken as the best avail-able substitute. There was a time when the Chinese predominated as section men but in the past three years the Japanese. have come upon the scene, and they are generally preferred now. They are paid \$\frac{1}{10}\$ to \$1.25\$ per day, whereas the pay for white men is \$1.40 to \$1.50\$. It is not alleged that it is better economy to use the Japanese, even at the lower wage rate, but that it is a matter of stern necessity, white labor being absolutely. the Japanese, even at the lower wage rate, but that it is a matter of stern necessity, white labor being absolutely unevailable for such work. It is admitted that if the Orientals could not be had a higher price would have to be paid for that class of work, but this, it is said, would simply operate to retard develop-ful, raised in a hearty soil, ripened and ment of the country, for better wage does not bring the white labor that is re-quired. When railroad building was setive in the Snake River Valley and in active in the Snake River Valley and in the Clearwater country two years ago, the price of labor was \$1 per day, but the men obtained at that price were no more satisfactory than those obtained for the same class of work for less money. The employers say it is not a question of money, but of men.

A great many of the white men who offer themselves as railroad isborers are

there floaters or tramps. If they get to the work at all and stay until pay day they use their money for debauchery that unfits them for service for several days. The sprinkling of this class of men that is almost sure to get into every white crew of 10 soon works the demonalization of the entire force. The men become thoroughly unreliable.

It is estimated that 50 of these floaters or tramps arrive in and leave Portland every day. They travel chiefly on freight trains, though the breakbeams and "blind" ends in passenger trains also of, fer them lodgment. Two tramps were on the train that ran into the mud slide on the O. R. & N. the other day, one of them being between the tender and the baggage car and escaping unscathed where escape seemed impossible. These men always apply for railroad work in order to get the free transportation that is usually offered to the field of opera-tion. They may not go to the work at all, or they may go and get a few meals before turning up missing, or they may stay until pay day and then spread de-moralization. One contractor who has had much to do with work along the O. R. & N., says that he found it necessary to send out from Portland daily about 50 men in order to keep a force of 190 men on his work. Under such conditions contracts are too uncertain, and the contractors turned too uncertain, and the contractors turned to Japanese as the only relief offering. The Orientals are steady, quick to learn, and rapid with their work. In a crew of 50 it may safely be reck-oned that 40 of them will be ready for work every day, no matter what the weather. They may always be depended on to do the work that is required or

galvation of the sugar-beet crop in East-ern Oregon and Eastern Washington-such solvation as it had, It is impossible to get the number of white hands neces. sary to do the requisits weeding and thinning in the brief rush season with the beets. Large use of Japanese labor at that time, it is said, will enable the growers to make a success of the beet

Orientals are faithful workers, do what they are employed to do, and do it well. If white men would do as well they would be altogether more destrable and would get better pay. Pacific Coast whites who offer to work on railroads are said who offer to work on railroads are said to be less reliable than the laborers on Eastern railroads, less settled in their habits. But the Japanese are found to be satisfactery railroad laborers wherever they have been tried, and only yesterday

the Burlington & Missouri River Railway filed in Portland an application for Japa-

None Coming Now,

Speaking of the action taken by the Mulinomah Typographical Union looking toward securing a restriction act to prevent Japanese coming to this country, an employer of labor said yesterday that no Japanese have been coming to this country for the past six months or more. As soon as the trouble in China broke out, the Japanese Government put a stop to emigration.

COMING ATTRACTIONS.

Prederick Warde at the Marquan Tonight.

Frederick Warde and the Brune Con pany will open their engagement at the Marquam Grand tonight in "Richelieu." Friday night and Saturday matinee "The Duke's Jester" will be given, and Saturday night "Otheilo."

The local labor organizations are cosperating with the American Federation
of Labor In sending to Congress a giganthe pelition calling for the re-enactment
of the Chinese exclusion act, which expires in May, 1962. In addition to favoring the exclusion of Chinese labor, the
movement has as an object the adoption
of a similar law making the immigrasion of Japanese laborers impossible. The
sion of Japanese laborers impossible. The
sion of Japanese laborers impossible in the play to the fool in the play. Mr. Spencer, it ogether with his wife, better known peringether with his wife, better known pering petent and complete. A 60-foot car transports the equipment.

Cordray's New Year's Attraction. An attraction of exceptional merit promised to the patrons of Cordray's Theater, New Year's week, commencing Sunday night, with matinees New Year's and Saturday, in the coming of "A Stranger In a Strange Land," the farce written by Sidney Wilmer and Walter Vin-



"Pil make you look like an Indian."

being its first representation in this city. It is said an excellent cast will interpret the various characters, while the same magnificent equipment and envir-onment that characterized the Metropoli-tan production will-be placed upon the stage here. The play is said to be one great laugh from the very beginning. It tells of the American Indian and shows what funny complications can arise when the counterfeit article encounters the Simon-pure Indian. The cast includes William Friend, Charles Drake, E. J. Mack, Jos. Cusack, Charles Lum, Frank Gorman, Charles Deland, Beatrice Nor-man, May Anderson, Estella Wilmott and Otillie DeLano.

Richard Golden in "Old Jed Pronty." Richard Golden's beautiful play, "Old Jed Prouty," will be presented at the Marquam Grand, Monday, Tuesday and Wednesday nights, Dec. 21, Jan. 1-2, and matinee New Year's afternoon. With the flavor of green fields, the aroma of new mown hay, the geniality and simple habits of the resides that always has a Golden's great character delineation, Jed

Hogan, and purchased tickets for San Francisco by way of Vancouver. At Hon-olulu the company played an engagement of four weeks, and then, with their bagof four weeks, and then, with their bag-gage, went to the wharf to take the steamer, but the captain refused to take them, saying that he did not have any room. Suit was commenced against the steamship company for \$85,000 damages. The company played another engagement of eight weeks in Hobolulu, so as to be present when the case was called. The plaintiff won the case, being awarded \$55,000 and the december, took an arrest. 900, and the defendant took an appeal. The case was finally compromised by the steamship company paying \$35,000.

"The Sporting Duchess" Tonight. Tonight the Frawley Company will produce "The Sporting Duchess," the melodrama which was so great a success last season. The advance sale is large.

CO-OPERATIVE MOVEMENT. Bakeries and Provision Stores for New York's Poor.

NEW YORK, Dec. M.-An appeal to Andrew Carnegie, Miss Helen Gould, Na-than Straus and other wealthy philan-thropists will be issued by the officers of the Co-operative Brotherhood at once, asking them to help the movement of the brotherhood to establish co-operative bakeries and provision stores for the poor in

this city.

"Bread and provisions are to be sold in these stores at cost prices. The necessaries of life are to be sold without profit.
One thousand dollars toward starting a wenther. They may always be depended on to do the work that is required of them. White men on whom so great a degree of reliance could be placed would be worth 25 per cent more money, and be worth 25 per cent more money, and could get it.

Saries of my and a starting a 15500 co-operative bakery has already been subscribed by members of Bakers' Union No. 1," said President Storken. "I was one of the organizers of the co-operative manner in Belgium, and have been enmovement in Belgium, and have been en-gaged in work of this kind all my life. Neither politics nor religion have any-thing to do with our movement. Workingmen of all religious beliefs and po-litical opinions are assing to join this movement. It already has a strong trades union backing of 5000 workingmen, who are ready to carry on this work unaided. But at the same time if there are wealthy philanthropists willing to aid us we shall jump at any offers of assistance that may come from them. With the capital they have at their command they could set the co-operative movement in this country so solidly on its feet that it would last as long as the nation."

CONSIDERING A BUILDING

ALBINA ODD FELLOWS MAY ERECT A BUSINESS BLOCK.

Hall Association Has Owned an Eligible Site for a Number of Years -East Side Notes.

The Odd Fellows' Hall Association, of Aiblina, is discussing the advisability of putting up a building on the ground owned by the association, on Russells street and Vancouver avenue. This association is composed mainly of members of industrial Lodge, No. 99, but quite a number of others hold stock in it. It is in a flourishing condition. Organized several years ago, during the boom times, for the purpose of erecting a temple in that part of the city, the association ac-quired a corner lot, 90x100, going in debt for it. The intention was to erect this building at once, but, owing to the finan-cial slump, it had to be deferred. The association then set about paying for its lot. The debt is now nearly paid off, and a good many of the members think the time has come for the erection of the building, and it will likely be undertaken in the early Spring. It is proposed to put up a two-story brick. That would enable two halls to be on the second floor, if all the ground is built on, besides furnish several store-rooms below, from which a ood revenue can be obtained. Those of the association favorable to building the coming Spring, say that money can be had cheaper than ever before, and as the lot is on Russell street, where the main business in Albina centers, it would be a good investment for the association. It would stop rent and produce an income The matter will be settled at the annual meeting of the association.

Timber-Preserving Plant. At the Southern Pacific carshops the wood-preserving plant, or rather train, is undergoing general repairs. It is the first time the plant has been in these shops. It onsists of about a dozen trucks. which are mounted immense tubes six feet in diameter. These tubes are ar-ranged so they may all be joined together ranged so they may all be joined togener and made continuous, with the two ends closed. On the inside there is a framway extending all the way through. Bridge timbers, railway ties and other wood parts exposed to the air are loaded on the trucks then wheeled into the long tubes, and when filled the ends are closed. The creosote is then turned into the tubes and the timbers subjected to a pressure of 280 pounds to the square inch. This pressure forces the acid all through the wood, which, when thoroughly impregnated, will last three times as long as wood not treated. All the bridge timbers are treated in this way. The continuous tube, extending the lengths of several cars, and being six feet in diameter, permits the largest and longest timbers used in the construction of bridges to be subjected to the treatment. It gives the wood a dark appearance. The timbers are kept under pressure for about 10 hours.

There is much complaint about East lay street being obstructed by box cars

where it intersects East Second. Cars are constantly being left on the East Sestreet switch in such a way that the south sidewalk and two-thirds of the street are obstructed most of the time. There is much teaming on East Clay street, and the presence of these box cars is a great inconvenience. The cars might be pushed clear of East Clay street, either south or north, just as well as leaving them in the street.

Russell Street.

One block at the foot of Russell street has been planked, the improvement abut-ting on the terminal grounds. It is a needed improvement, but is somewhat iso-lated. The two blocks abutting the newly planked portion on the east, on Rus-sell street, is in a villainous condition, and yet in order to reach this new road-way, these must be passed. Just why this single block should have been improved and the intervening bad portion

last night. The church had been deco-rated for the occasion, and the Sunday-school children were made happy by pres-ents and the pleasing entertainment.

The members of the Mississippi-Avenus Congregational Church, Albina, presented Rev. and Mrs. G. A. Taggart with an elegant Haviland china set, Christmanight. They were surprised, but agreeably so, and fully appreciated the gitt. Mr. and Mrs. Taggart have been with the Congregational Church for several years, and their work has been effective in all

DAILY CITY STATISTICS.

Real Estate Transfers.

Herman Kehnke and wife to —, lot29, and south half of lot 30, block 2.
Tobasco Addition, November 8...
D. Geodésell and wife to B. M. Lombard, blocks 34, 35, and 44, Fulton
Park, November 7.
Albert S. Riffle and wife to B. M.
Lombard, blocks B and C, and lots
1, 2, 2 and 4, block D, Fulton Park,
November 13
Daniel H. Harnett to James SaraDaniel H. Harnett to James Sara-Daniel H. Harnett to James Bars-field, west 39 feet of lot 18, and east 39 feet of lot 19, block 28, Albina, De-cember 26 1230

20 feet of lot 19, block 28, Albina, December 25

A. F. Jeffreys to J. Lefter, N.W. 3, of section 21, T. 1 S., R. 5 E., December 21

Joseph Burkhard and wife, Joseph Paquet and wife, and Louise Logus to William Holl, S.W. 5, block 21, Wheeler's Addition, December 21.

Sarah Greenman to Frank Michels, 20 acres, Saurie's Island, December 21.

Bank of British Columbia to Central Trust Investment Co., undivided one-balf lot 4, block 24, Portland, December 4.

Frank Michels to Paul S. Reeder, tract land Sauvie's Island, December 26.

Building Permits.

Building Permits.

M. C. Dammeier, two-story dwelling, southeast corner East Burnside and East Twenty-second streets, \$6000. Chas Broeder, dwelling, Powell street, between East Twenty-first and East Twentleth, \$500. Beno & Ballis, repairs to house, Fourth

Marriage Licenses.

E. E. Dudrow, aged 2; Yamhill County,
Doris Van Blarcom, aged 2; Loren E.
Ensign, 29, Sutter County, Cal., A. Maud
Hossack, 25; Nathan Stenner, 25, Bessie
Reed, 20; Jacob W. Smith, 21, Martha M.
Wohlfield, 20; Lee Wood, 31, Crook Counity, Lenna B. Robinson, 21; John F. Allen, 25, Mary E. Franirs, 20; G. W. Baker,
C. Tillamook County, Sadie J. HeaStomach Ritters, For 59 years it has fl, Tillamook County, Sadie J. Hea-Birth Returns.

December 13, to the wife of George McKiney Strong, 736 Irving street, a

December 22, to the wife of T. J. Cundingham, 947 Garfield avertue, a boy. December 22, to the wife of Frank Coles, III Hancock street, a boy. December 22, to the wife of O. R. Larson, 341½ Williams avenue, a girl. December 13. to the wife of Walter W. Bollum, 414 East Davis street, a girl. December 22, to the wife of John Austin, 515 Market street, a boy.

Contagious Disease Alta Berrett, 393% East Oak street,

diphtheria.

Edna M. Gorman, 302 East Fifteenth street, scarlatina.

Erma Helbock, 507 East Mill street,

Mildred Ripley, East Thirtieth and East Yamhili streets, scarlatina.

Miss Inez Kuney, 839 Savier street,

Gail Brown, 712 East Taylor street diphtheria. Death Returns. December 22, Mrs. Jane Smith, at 1000 Patton avenue, aged 51 years; heart

THE GREATEST RESOURCES.

That's What Colonel Drake Calls Its Developing Gold Mines.

Colonel F. V. Drake has returned from his mining interests at Sparta, Union County, and will spend the coming few weeks in Portland, waiting for the East ern Oregon Winter to blow over, wher he will go back to the mines. Speaking of conditions and prospects in that coun-try to an Oregonian reporter, last even-ing, he said:

"There is less street activity in Baker

"There is less street activity in Baker City and Sumpter than was generally anticipated. Few men have come down from the mines to pass the Winter in the towns. All the great mines are maintaining full forces. Theusands of men with prospects have gotten under cover (into the hills), where storms do not disturb os make them atraid. These men are at work developing their claims. The tin-horn bustlers and local 'canteens' are not prospective. hustlers and local 'canteens' are not pros perous, but the freight teams are over-loaded with machinery and supplies, and jobbers are busy.

jobbers are busy.
"If The Oregonian's readers have fol-lowed the reports of its staff correspond-ent in Eastern Oregon, they must realize that a mighty empire of limitless wealth is beginning to respond to the sturdy via or of the magicians of the hammer, drill and dynamite. The reports of this cor-respondent are commendable, truthful and conservative. If people will read these reports as they peruse reports on other industries they will begin to comprehend the extent and importance of Oregon's mineral resources. I suppose there are but few people who read them. Those re-ports are not rosente or romantic, but they constitute a compendium of facts that means as much for Oregon's future as does the data on the commercial page

of the daily editions of your paper.

"Every dollar that comes from the mines adds to the permanent wealth of the country, and brings immediate benefit to every industry and product of which Oregon can boast. American miners must be fed, and well fed: they must be supplied with tools, machinery, clothing, houses, fuel, books, newspapers—every-thing which a high civilization demands. To supply the needs of each miner in the drifts and stopes, two men in con fields of industry must be employed con-stantly. This is a fact, and it means much, so much that National and state legislatures should heed and consider it. In variety and extent of resources, the state is without rival. Chiefest among these are the gold and copper deposits. Much printing, money and breath have been expended in announcements of our fruit, timber, fish and wheat resources, covering a period of some 20 years. The one resource which, properly developed, would add vigor and immediate and permanent prosperity to all the others, has been practically overlooked in every ef-fort made to advertise Oregon to the world. There has been individual effort; this effort has not always been intelligent ly made; never intelligently or adequately supported. There has never been welldirected co-operation or effort anywhere made to present the mineral res this state to the millions of dollars seek-ing safe investment and to the thousands of sturdy, ambitious Americans willing to create a home market for fruits, fish

create a home market for fruits, fish, timber, cattle, wheat and the products of factories and forges.

"Relatively few men have any knowledge of mines of the preclous metals and the immense possibilities thereof. Oregon will never attract their attention by shouting across the Rocky Mountains or sowing tracts and dodgers along the high-ways, or by complacently looking at the efforts of some individual enthusiast displaying his pocket specimens and his izplaying his pocket specimens and his ig-norance of the subject he espouses. You must do as the commercial man does-take a full line of samples, and be prepared to talk of the business in all its branches. Mine-owners, like other busi-ness people, do not care to open their properties to inquisitors or the idly cupride or patriotic sentiment. They envy no man; the success of his neighbor does him no hurt. He is generous and public-spirited. If the state will awake to the importance of this industry, provide means for energetic effort, place some person in charge who is big enough to

person in charge who is big enough to comprehend his work and free from grafts and petty influences, my pledge for it, that every mine manager in the state will lend aid and influence, asking but one right—that his valuable ores be returned, undespoiled, to his ore bin.

"With such exhibit as can be obtained and intelligent management which will co-operate on general lines with other states with similar exhibits, something royal can be done for Oregon's grandest industry at the Pan-American Exposition, at Buffalo, and to show that Oregon's proat Buffalo, and to show that Oregon's proposed centennial exhibition means some-thing more than a display of Oriental cu-ries—that Oregon at home has fields for tillage which invite the best application of American men and American money."

Battle in a Lumber Camp. Battle in a Lumber Camp.

BANGOR, Me., Dec. 26.—A bloody battie occurred Christmas eve at Adam &
Knowlton's lumber camp on Chase
Stream, Upper Kennebec River, and police and physicians, none of whom are
nearer than 30 miles, have been summoned
to she scena. The fight started in a dispute between a man known as "lid" Hennessy and a Frenchman named Ouilette,
over religion, Hennessy being a Protestant and Onliette a Catholic. The two
fought first with fists and soon resorted

fought first with fists and soon resorted to clubs. In a few minutes the fight be-came general and about 30 men engaged came general and about & men sugaged in a terrific battle with axes, limbs of trees, and lumps of ice.

A teamster named Wilson attempted to stop the fight and was laid senseless with a blow on the head. Then a teamster named Taylor took a hand as peacemaker and laid about him with all kinds of weapons. In a few minutes the ground was strewn with victims of Taylor's powerful blows, and those who had been in-jured in the general mix-up. It is thought that of the 20 or more burt some will

SOUND SLEEP

Stomach Bitters. For 50 years it has never failed to cure stomach disorders, beginning with constipation and ending with kidney or liver trouble. See that a private revenue stamp covers the neck

HOSTETTER'S STOMACH BITTERS

Beware of Imitations,



H has happened

More than once that a child has been More than once that a child has been carried off by an eagle. When such a thing does happen the press rings with the story. There's not a line given by the press to the babies carried off daily by disease. It isn't the fact of the child being taken away that is startling or interesting, it's only when the method of taking off is novel that it excites interest. How many children die who might have many children die who might have been saved if the mother who bore them had been able to give them strength and vitality. Dr. Pierce's Pavorite Prescription makes healthy mothers and healthy mothers have healthy children, strong enough to resist disease if they are attacked.

resist disease if they are attacked.

Mrs. Axel Kjer, of Gordonville, Cape Girardean Co., Mo., writes: "When I look at my little boy I feel it my duty to write to you. This is my fifth child and the only one who came to maturity; the others having died from lack of nourishment—so the doctor said. This time I just thought I would try your 'Prescription. I took nine bottles and to my surprise it carried me through and gave us as fine a little boy as ever was. Weighed ten and one-half pounds. He is now five months old, has never been sick a day, and is so strong that everybody who sees him wonders at him."

Dr. Pierce's Pleasant Pellets keep the bowels healthy and regular.

More Wholesome

than Creamery Butter or Olive Oil for Shortening and Frying.

"Ko=Nut"

doesn't make things greasy like lard and similar products; but does make things crisp, delicious and healthful; jumps into popularity at once in every household.

India Refining Co. Philadelphia, Pa.

MUNYON'S DYSPEPSIA



TRAVELERS' GUIDE.

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The fast mail steamship "CITY OF SEAT-TIE," sailing from Seattle every 10 days for Skagway, calling at Port Townsend, Ketchikan and Juneau. Steamers "ABERDEEN" and "RUTH," Se-attle to Sangway, and intermediate points, every seven days.
Through tickets to Dawson, \$75, first class; and \$56, second class. DODWELL & CO., Ltd., 252 Oak st. Telephone Main 96.

TRAVELERS' GUIDE

THREE TRAINS DAILY FOR ALL POINTS EAST

Leaves for the East, via Huntingt. M.; arrives at 4:30 P. M. SPOKANE FLYER. For Spokane, Eastern Washington, and Great Northern points, leaves at 6 P. M.; arrives at 7 A. M.

"CRICAGO-PORTLAND SPECIAL."

ATLANTIC EXPRESS. Leaves for the East, via Huntington, at \$100 P. M.; arrives at 8:40 A. M. THROUGH PULLMAN AND TOURIST

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: Gea. W. Elder, Dec. 3, 13, 23; Jan. 2, 12, 22; Columbia, Dec. 8, 18, 28; Jan. 7, 11, 27.

From San Francisco — Sail every 5 days. Leave Spear-street Pier 2s at 11 A. M.: Columbia, Dec. 4, 14, 28; Jan. 3, 13, 23; Geo. W. Elder, Dec. 9, 19, 29; Jan. 8, 18, 28.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA.

Steamer Hassale 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 Buth, for Salem, Independence an
way points, leaves from Ash street Dock at
A. M. on Mondays, Wednesdays and Friday,
Returning, leaves Independence at 5 A. M.
and Salem at 5 A. M., on Tuesdays, Thursday
and Saturdays.

CORVALLIS AND ALBANY. Steamer Modoc leaves Portland at 6 A. M. n Tuesdays, Thursdays and Naturdays, Re-urning, leaves Corvallis at 6 A. M., on Mon-ays, Wednesdays and Fridays. YAMHILL RIVER ROUTE.

PORTLAND AND DAYTON, OR. Steamer Elmore, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland, Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Fortland and way points Mondays, Wednesday and Fridays at 6 A. M.

SNAKE RIVER ROUTE. RIPARIA, WASH., AND LEWISTON, IDAHO Steamer Spokans or steamer Lewiston leaves Riparia daily at 3-40 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokans or Lewiston leaves Lewiston daily at 8-30 A. M., arriving at Riparia same evening. W. H. HURLBURT, General Passenger Agent.

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

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*T:45 A. M.

Depot Fifth and I Streets. Leave

OVERLAND EX-PRESS TRAINS, for Salem. Ross-burg, Ashland, Sac-ra m en to, Ogden, San Francisco, Mo-jave, Los Angoles, El Paso, New Or-leuns and the East. 48:20 A. M.

At Woodburn (daily except Sunday), morning train connects with train for Mt. Afgel, Silveerton, Brownswille, Springfield, and Natron, and Natron, and evening train for Mt. Angel and Silverton.

*4:00 P. M. Albany passenger *10:10 A. M ||T:30 A. M | Corvallis passenger ||5:50 P. M. [[4:50 P. M. | Sheridan pass'gr .. | [18:25 A. M

*Daily. [[Daily except Sunday. Rebate tickets on sale between Portland, San-ramento and San Francisco. Net rates \$17 first class and \$11 second class, including sleeper. Rates 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 Osweso daily at 7:29, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *8:25, 8:30, *10:55 A. M.; 1:35, 3:10, *3:00, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 16:05 A. M. on Sundays only. Leave for Dailas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M. Passenger train leaves Dailas for Airlis Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

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