

ROUTE TO THE MINES

EUGENE THE SUPPLY POINT FOR THE BLUE RIVER REGION.

Fine Wagon Road Completed—But a Day's Drive From the City—Important Information.

There is bound to be an early stampede to the rich Blue River mining region, 45 miles nearly due east of the thriving and beautiful city of Eugene, the capital of Lane County. This is Oregon's least known and least heard of mineral belt. Yet there is scarcely a shadow of a doubt that before the Summer days of the present year have ripened into Autumn the Blue River district will be numbered among the richest mining camps the State of Oregon has ever known.

Draw a picture of a splendid mineral belt where in operation a 10-stamp mill (with 10 additional stamps now being added) and other mines so far developed that stamp mills will be erected the coming season, only a day's drive by carriage from a stirring metropolis, containing fine hotels, elegant restaurants, establishments of a state University, two good daily newspapers, several weekly publications, imposing church edifices, palatial residences, delightful lawns, great grain fields, broad acres of orchards, prolific stock and dairy farms, and an enterprising and generous population as ever peopled any climate, and the reader will mirror for himself that fertile gold district to which these lines are intended to draw attention. They are written, however, for the information of persons desiring to see for themselves the possibilities of acquiring valuable mining properties without enduring the distressing hardships so frequently experienced in the prospector's quest of fortune.

A Southern Pacific time-table gives the distance from Portland to Eugene as 123 miles, a ride of five hours and 20 minutes. From Eugene to the mines by stage the distance is 45 miles, and the journey, even at this season of the year, is easily made in one day. During the Spring and Summer a carriage team will cover the road in six to eight hours. The stage fare from Eugene to the mines is now \$4 one way, or \$7.50 the round trip. A fine macadamized road has been constructed to the very base of the region, at an expense of \$200,000, contributed by wide-awake business men of the city, and the merchants are as completely prepared to outfit the miner or prospector as are those of Portland and other towns on the Coast. In fact, it would be folly to outfit elsewhere, as the Eugene people have made a study of the mines' wants, and the writer has personal knowledge that Eugene prices are not a whit above those obtaining here at home. Indeed, such establishments as those of F. S. Chambers and the Oregon Hardware Company, dealers in stoves and ranges, loggers' and miners' supplies, would do credit to any city, and right near them is found the elegant double staple and fancy dry goods house of Miss J. V. Hoffman, every inch of it up to date, and of a magnitude seldom found outside of the larger business centers. Hampton Bros. also conduct a well-stocked dry goods and clothing house, where miners' garments are handled in large quantities, and, like those already mentioned, at metropolitan prices. There is also George F. Hall & Son and J. U. Green & Son, grocers and provision dealers, and G. H. Ingham, the "Al Billy" merchant. Anything may be had at these establishments in the way of provisions, house supplies, in many instances, such as eggs, vegetables and fruits, at less than Portland prices. The prospector will not be long in discovering the truth of these assertions, for the writer has reached Eugene, and right here he may be confidently assured that every dollar he spends at Eugene stores he will receive value received for, and his money goes into the hands of those most public-spirited and energetic in constructing the magnificent roadway from their city to the mines.

Leap but not least, the First National Bank of Eugene should not be neglected in this brief narration of facts. That strong financial institution is always a leader in the upbuilding of the community, and the mining men of Blue River will find it officiated by gentlemen, broad and liberal in its business transactions, and a concern that has the same confidence reposed in it as the community has in the single thought of the acquisition of "still another son."

NEW BARRACKS CONTRACT. Plumbing and Wiring Lavatory Will Cost \$2520.

ASTORIA, Dec. 31.—Constructing Quartermaster Downs has let contracts to the Eclipse Hardware Company for doing the plumbing in the proposed new lavatory building at the Fort Stevens barracks for \$2500, and to Joseph Supplement for doing the electric wiring for \$20. The construction work will be done by Captain Downs by the purchase of material and employment of day's labor.

The ways and means committee of the City Council today prepared a street-car franchise ordinance that conforms in nearly every particular with the recommendations filed by the committee a few days ago. The ordinance grants to Martin Foad, F. R. Stokes and Charles H. Page a 15-year street railway franchise over all the streets or portions of streets on which a car line shall be in operation within five years, provided the grantees acquire the present line and extend it one-half mile both east and west within one year. It does not, however, give franchises for electric light wires or steam pipes. Under the provisions of this ordinance the railway company must pay the city a license of \$20 per year for each car operated, must pay its proportion for the improvement and maintenance of all streets which it occupies, and furnish the Mayor, Councilmen and other city officers with free transportation over its lines. The measure also provides that in case the company fails to carry out the lighting business under its present franchise, which continues for 21 years yet, it must furnish the city with street lights at not to exceed \$5 per month each.

IDAHO'S WOOL PRODUCTION. Between 25,000,000 and 30,000,000 Pounds for 1900.

BOISE, Idaho, Dec. 31.—From figures coming into the hands of the Idaho Wool Growers' Association, the following facts are obtained: There are in Idaho 2,000,000 sheep, valued at an average not less than \$2 each. The clip for 1900 is estimated at from 24,000,000 to 28,000,000 pounds, which will or has yielded an average price of 10 cents per pound. In the state there are 87 large sheepwings. In the northern portion of the state especially, Cotswolds are being extensively raised, they giving annually

VALUABLE TO PRINTERS

DESK SPECIMEN BOOK OF TYPE SUPPLIES AND MACHINERY.

Issued by the American Type Foundry Company, of Portland—Reasons of Its Contents.

The American Type Foundry Company, of Portland, has issued a new desk specimen book of type supplies and machinery. The book is both compact and complete, and its contents are classified into 22 parts, filling almost 1200 pages. This classification is a special feature of the work, and is especially adapted to the printers who make frequent use of its pages.

Part I contains a showing of the best designed type faces, both in the modern and old styles. Part II is devoted to type best adapted for circular work. Part III embodies a showing of the script faces made by this company. Part IV covers the best styles of italics. Part V embraces all of the leading and most popular styles of job faces made by this company, and in use the world over.

Part VI and VII contain a variety of standard type styles and light-weight designs that have stood the test of time, and are still admired by the printer. Part VIII shows outline or contour type styles, which are so many in use. Part IX contains a showing of old style and modern Roman job faces, light face and two-line letter, boldface Roman title and modern and antique styles.

Part X and XI embrace the best selection of Antiques and Gothics ever grouped together in a specimen book. Special attention is called to the Philadelphia lining Gothics, which are so popular. Part XII consists of shaded type, text and standard black letter. Part XIII contains an attractive selection of German, Hebrew, Greek, Rabinic, Armenian and Russian letters.

Part XIV embraces music type, mall hat type, time table figures, signs of all kinds, superior and inferior figures and letters, whole and piece fractions, calendars, signal flags, weather indicators, chessmen, checkers, card pips, card indicators, whist markers, etc., etc. Part XV is devoted to borders and ornaments of brass type designs.

Part XVI shows initial letters for one and two colors, also the popular styles of newspaper headings and sub-headings. Part XVII contains a large variety of cast and electrotype cuts, also a fine selection of society emblems, state seals, flags, emblems, etc. Part XVIII gives a practical showing of brass rule, brass dashes, braces, corner and center-pieces, circles and ovals, and a reference to brass type designs.

Part XIX shows wood type, wood borders and wood rules. Part XX embodies a complete illustrated catalogue and price list, which will be especially useful to the printer as it takes in the whole range of composing and press-room supplies, with all the latest and up-to-date labor-saving devices that have proven useful and beneficial.

Part XXI is devoted entirely to "Useful Information for Printers," and contains David Ramsay's complete price list of printing and book-binding, and a charging work, and a practical treatise on the imposition of forms, by T. B. Williams. This part should be of great value to every office, and its principles are closely followed by those figuring on work, the net results in the line of profits will increase. Let the foreman and estimate man have free access to this feature.

Part XXII is a condensed price list and telegraphic code. The company has endeavored to make this new book a list of printers in the Northwest, if any have been overlooked or if additional copies are wanted, application should be made at once and books will be sent. The Portland and Astoria branches of the company have been managed by John S. Pinney, with A. D. Alexander as assistant at Spokane, and the Seattle field is looked after by O. R. Ball, who has offices in the Colman building.

FIGURING ON PROFIT.

Central Americans Expect to Make a Fortune Out of the Canal.

NEW YORK, Dec. 31.—W. B. Cameron, a prominent English civil engineer, has just arrived here from Central America, where he has been inspecting mines for English capitalists. Discussing the proposed construction of the Nicaragua Canal by the United States, he said last night:

"Most of the Americans with whom I have talked assume that the Central American Republics will give the United States carte blanche to build and manage the canal without restriction. While I was in Managua, it was reported that the United States would insist upon the right to fortify the canal and to secure exclusive privileges for United States vessels. To this the Nicaraguans were at first greatly opposed, and declared that Nicaragua could not consent to the building of the canal unless it was to be open, on equal terms, to the shipping of the world."

"So far as I could learn it is the intention of the governments of Nicaragua and Costa Rica to demand an important part in the control of the canal. I was informed by an official of the Nicaraguan Government that the canal was regarded as a valuable concession, and a share of its control or a large money indemnity would be demanded. If the government should dispose of the concession without such conditions according to this gentleman, it would result in a revolution."

"As to the interest in the canal on the part of the people of Nicaragua, I could not get greater than it is. It is the one great topic of discussion. It seems to be the attitude of the man in the street in Managua that he is to make a fortune out of the canal. I was informed that certain officials of Costa Rica had bought up the lands on their side of the river which will be flooded by the construction of the great dam across the San Juan, and will demand a large indemnity for the flooding of their property."

NOT GUESSES BUT FACTS. Data Regarding the Railroad Route to Nehalem Bay.

PORTLAND, Dec. 30.—(To the Editor.)—I deeply regret to occupy your valuable space in answering Mr. Buchanan, whom I do not know. From his arguments and the facts he narrates I apprehend he must be in the interest of Mr. Hammond, because he says the road should be built to the summit of Humboldt Creek. Now this is near Saddle Mountain, at which point there is already built waiting for the rails a 15-mile grade, in which my money is invested. The laying of track thereon for that short distance to Mr. Hammond's railway (Seaside division), would carry all Nehalem Bay coal and lumber to Flavel and Astoria and be 30 miles nearer than Mr. Buchanan's line to Portland. The eastern terminus he recommends near Houlton, on the Northern Pacific, would be no benefit to Portland, inasmuch as all coals, logs and lumber which Mr. Hammond did not catch at the summit of Humboldt Creek, which Mr. Buchanan names, would be naturally stopped at the Columbia River near Houlton and not lumbered to Portland. Why? Because of the 25 miles greater haul by rail on the Northern Pacific to Portland.

Again, Mr. Buchanan seems to think we plan railroad routes nowadays by simply walking over the country and thereafter draw a line through certain sections, corners of maps and then say "this is the shortest route," etc. But perhaps he does not know that the two railroad routes already outlined to the Nehalem were designed to start from Portland for its benefit, and both routes were actually surveyed by three separate corps of engineers in 1890 and 1891 at a cost of over \$40,000, and every nook and corner of the Nehalem they then examined. And the two routes adopted were cross-sectioned accurately and the quantities of earth and rock to be moved with cuts and fills, bridges and trestles to be made, elevations, curves and grades (the highest being 2 per cent), were definitely ascertained by actual surveys, including mileage, and the highest summit to cross was found to be only 1075 feet above the Union Depot at Portland.

MARVEL IN PHOTOGRAPHY. Webster's Picture of a Train Running 60 Miles an Hour.

Photography has taken a prominent part in the advertising features of modern railroading. Displayed in leading railway passenger offices of the world is a handsome and striking photograph of the Northern Pacific's magnificent "North Coast Limited." It is a view taken by George M. Webster, of this city, at a point eight miles out of Portland, when the train was approaching at a speed of 50 miles an hour. Aside from the extraordinary beauty and striking effect of the picture, its successful production under the circumstances, signifies an advance in that feature of photography not hitherto equaled. Mr. Webster has heretofore had a wide and enviable reputation in this line of work, but in this accomplishment he has won a reputation that is National. A fine reproduction of this photograph is shown on page 5 of this issue. In speaking of the difficulties encountered, and the methods used in obtaining the negative, Mr. Webster said:

"I have been requested a great many times in the last few years to photograph a 'limited' in motion. I have evaded this task in every way possible, having in previous years tested all the high-grade shutters and lenses, with very unsatisfactory results. Last June Mr. Fox and Mr. Charlton, of the Northern Pacific, when placing their magnificent, electric-lighted train (North Coast Limited) on schedule, called upon me, with the request that I make an effort to procure for them a photograph of this subject. I was convinced that my reputation was at stake, and if I failed there was no way of pleading my excuse satisfactorily. I therefore had these gentlemen promise to think just as much of me, success or failure."

"That settled, I could go to work with a degree of satisfaction, but knowing the many difficulties in the way I found it absolutely necessary to set about determining the distance of these trains would travel in the one-hundredth part of a second, knowing it would be no use attempting the photographing of the same unless I could manage to procure a shutter which would have higher speed, or act in less time, when used within 50 to 100 feet of the train, than the motion of the train in the same time, as all the high-grade shutters I found to be unsatisfactory in this respect. The further you retire from a moving subject of the same character it is to photograph it. But the difficult point for which to photograph a train in motion is the distance between 50 and 100 feet ahead of the train, as at this point the motion and vibration of the train are much greater than at any other distance. The ordinary high-grade shutters will photograph a subject of this kind very satisfactorily at a distance of 30 feet. But when the motion of the train is greater than that of your shutter, the result is a picture, as it were, with quadruple wheels and smokestack. I found it necessary, also, to procure a close view of the magnificent locomotive which the Northern Pacific is now using on the coast, and to procure the same time to show the river and landscape beyond. After securing my position I endeavored to focus on a stationary subject, making a calculation of the same time for the train when passing this point being in focus. The next thing was to determine the position of the light, in order to illuminate the train and volume of smoke which would not doubt be issuing at the time the picture was taken. Right here let me say the light is a very necessary element, as a picture of a

black train taken in from three- to five-hundredths of a second with a small diaphragm to insure definition is under-exposed under the best conditions of light. All this preliminary work, having been completed, I then set about to devise a shutter which would work at least two times quicker than the revolution of the wheels of the engine in a hundredth part of a second, and succeeded. It was retained for me to set the shutter and press the bulb at the exact instant my train struck a pencil mark on the rails, and the result, the picture obtained, it speaks louder than words, and certainly is the best ever submitted of its kind. I am inclined to think it is conceded by the photographers from the Atlantic to the Pacific to be the best specimen of train work that has ever been produced."

BLAZIER'S. One of the Most Finely Fitted-Up Resorts in the West.

Unquestionably one of the most finely fitted-up and best conducted establishments of its kind on the Pacific Coast is Blazier's Concert Hall, conveniently located at 348 Burnside street, two doors east of Third street, Messrs. E. J. and Eugene Blazier, the popular proprietors, have in the past two years built up an enviable reputation, and it is now conceded that they have the most attractive resort in Portland. Everything is of the best, the expense having been spared. To one who has never visited it, the place is a treat. It is a surprise and revelation to the uninitiated. The rooms are large, airy and elegantly furnished. In fact, the exception of being handsomely and artistically fitted up in every detail. The bar is stocked with the finest wines, liquors and cigars (a point upon which the Blazier Bros. have received unprecedented praise) as they have made it a study to supply their patrons with the best the market affords. The interior is brilliantly lighted, containing magnificent works by noted sculptors and handsome oil paintings, which in themselves are worth seeing. The musical concerts that are given every afternoon, are of the highest quality. The best of the best orchestras in the city. The billiard tables are well patronized and are always in perfect condition. The club rooms in connection are of an excellent nature, and are conducted on the finest plan, one never sees any boisterous characters, as they are strictly barred. In fact, all in all, the place is most attractive and pleasant. The Blazier Bros. are bright, energetic young men, and by hard work and strict attention to business have succeeded in gaining the utmost confidence of the Portland public.

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THE FAMOUS "JUSTONS."

L. E. Juston, proprietor of Juston's dining parlors, 150 Fifth street, has gained the enviable reputation of having one of the finest, if not the finest restaurant in the City of Portland. He has been located in his present quarters since last May, after having had a successful career covering a period of five years in the old Java Restaurant, 252-282 Morrison street. Mr. Juston's experience as a caterer is unequalled, he having devoted his entire business career to looking after the wants of the dining public. Only the best help is employed, with the result that the cooking and service is unexcelled, a fact easily demonstrated daily by the number of epicures that flock to this popular resort. The prices charged will be found moderate in the extreme for a house with such an excellent reputation, and which handles the most popular and finest procurable in the markets of this city.

WATSON'S RESTAURANT. WATSON BROTHERS, PROPS.

Conducted on the Check System, therefore patrons pay for what they order and no more. We claim the largest, cheapest, best and quickest service in the Northwest. Twenty-four private dining-rooms for ladies. Music from 5:30 to 7:30 P. M. White help only. Open 6 A. M. to 5 P. M.

J. C. BAYER Galvanized Iron Cornices Metal Skylights Steel Roofing

Among the men of Portland who dine out, Kruse's, on Stark street, opposite the Chamber of Commerce, stands the highest of any of the noted restaurants of Portland. It is under the direct management and personal inspection of Mr. Theodore Kruse, the well-known caterer. Anything cooked at Kruse's would pass inspection at Delmonico's or any of the leading restaurants of New York City itself. Kruse has private rooms for families, and he conducts a place that is a credit alike to himself and to the city in which he has prospered.

"CREAMERIE" RESTAURANT.

The Portland Creamerie, 221 Washington street, owes its popularity principally to two features—most excellent service and the choicest, purest food obtainable. It is one of the most attractive eating-houses in this city. Mr. R. A. Proudfoot, the proprietor, has recently greatly improved its scope by installing full and complete restaurant service.

Washington State Historical Society TACOMA, Dec. 31.—This society, which has rooms in the Tacoma City Hall, has made substantial progress during the year. Although it is making no special efforts towards a museum collection, it has been able to secure a regular exchange, which now numbers nearly 150 of the 50 newspapers and periodicals of the state. These it will bind and preserve as an original source of local history.

THIS MEDICINE is familiar in thousands of homes. For half a century it has had a permanent place as a family medicine. HOSTETTER'S STOMACH BITTERS WILL CURE Indigestion, Dyspepsia, Flatulency, Bilio-sness, Nervousness, Sleeplessness and Kidney Disorders. Sold by druggists and dealers generally, with a Private Revenue Stamp over the neck of the bottle.

Its quarterly magazine, the Washington Historian, is devoted largely to pioneer history and service. It has acquired a larger circulation, and its library is increasing by donations and exchanges. If the state Legislature shall follow the example of that of Oregon by a liberal appropriation to utilize the great mass of historical material now in hand, the society will be able to make a greater advance in the year 1901 than during all the previous years of its existence.

PULLMAN ORDINARY SLEEPERS

A great deal of the first-class travel nowadays is being done in the Pullman ordinary sleeping-cars. These cars are equal, if not superior, to the first-class cars of a few years ago. They are upholstered in plush, finished in polished hardwoods, have the same convenience as the drawing-room sleeper, and in every respect are as comfortable as the higher-priced cars. Uniformed porters are in charge, whose business it is to keep the cars clean and ventilated, and look after the wants of the passengers. If you are contemplating a trip East, call at the O. R. & N. ticket office and ask for a folder showing views of these cars, both interior and exterior.

"THE HOFFMAN."

Elegant in its appointments, convenient in location and admirable in its management, Jeff B. Nye has in The Hoffman pre-eminently the finest business men's resort in the Northwest. Its location, in the Shilcock Building, on Third street, adjoining the Chamber of Commerce, is in the very center of the business activity of the city. It is an ideal gentleman's resort. Nothing approaching it is to be found in Oregon or Washington. Its noon and 5 o'clock lunches are features not surpassed anywhere.

STEPHAN'S.

The leading dressmaker establishment of Portland is Stephan's, at 289 Alder street. Stephan makes a specialty of evening gowns, street suits, fancy waist, tailor-made suits and riding habits. He is patronized by all of the leading families of the city. In exclusive pattern suits of all kinds Stephan is the leader in Portland.

SCOTT'S.

The Famous Cafe, Corner Seventh and Washington Streets, Portland. The place in Portland that demands the recognition of the business men is Scott's cafe, corner Seventh and Washington. Scott conducts the finest appointed clubroom in the Northwest. It has been a mainstay of his business to keep on hand the finest, if not the finest cigars in the city. Scott's is essentially a gentleman's resort. The department of the men who frequent Scott's is as characteristic as the manners of noted clubmen everywhere. Scott serves today the best business lunch in the city. He has everything to eat on his table, and at all hours, and of printing and book-binding, and a charging work, and a practical treatise on the imposition of forms, by T. B. Williams. This part should be of great value to every office, and its principles are closely followed by those figuring on work, the net results in the line of profits will increase. Let the foreman and estimate man have free access to this feature.



Photo by Abel-Herrin Co., Portland. Jeff Nye.

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HOTEL PERKINS.....



Renovated and Remodeled... European Plan

Free bus to and from all trains and boats. Rooms—Single, \$1.00 to \$1.50 per day; Double, \$1.50 to \$2.00 per day; Family, \$2.00 to \$3.00 per day. First-class Check Restaurant connected with Hotel and conducted under both the "Regular Menu" and "Short Order" systems.

OTTO SCHUMANN The Leading Maker of Monuments and all kinds of... Marble, Granite and Stone Work. Best Prices Best Work Quick Delivery Drawings Made by Description. 204 Third Street, near Taylor Portland, Or.

FRED FRITZ'S MUSIC HALL S. W. COR. SECOND AND BURNSIDE STREETS. THE BEST BRANDS OF..... WINES, LIQUORS and CIGARS. EXCELLENT MUSIC CLUB ROOMS UP STAIRS. When You Visit the City Call and See Us

THE PORTLAND CLUB CAFE 130 FIFTH STREET. SERVES MERCHANTS' LUNCH From 11 to 2 P. M., and from 10 P. M., to 1 A. M. ALSO SUBLIME BOURBON, Spring of '52 PORTLAND CLUB BOURBON, Spring '80 PEEBLES' XXXX RYE, Spring of '70 3 CROWN CYRUS NOBLE, Spring of '90 SOVEREIGN BOURBON, Spring of '80 GREENBRIER BOURBON, Spring of '93 HUNTER RYE.. MUSIC, AND READING ROOMS OPEN TO THE PUBLIC.