each month, until his final discharge, transmit to the warden of the State Peni-tentiary a report of himself, stating whether he has been constantly at work during the preceding months. during the preceding month, and if not, why not. How much he has expended, together with a general statement as to his surroundfags and prospects, which report must be indorsed by his employer or some other sultable citizen designated by the Gov-

Rule 4. He shall in all respects conduct himself honestly, avoid evil associations, the use of intoxicating liquors, and in general pursue the course of a law-abiding

Rule 5. As soon as possible after reachhis destination he shall report to his loyer, showing his parole, and at once enter upon the employment provided for

Rule 6. He shall, while on parole, remain in the legal custody and under the control of the Governor of the state. Rule 7. A convict, on parole, will receive the benefit of "good time" and suffer the same forfeitures, under the statute, as if he were within the prison inclosure. Rule 8. If he falls to report to the warden, on the first of each month, or is guilty of doing any act prohibited by these rules, he will be subject to return

to the prison.

Rule 2. If he fails to return to the prison inclosure, when required by the Governor to do so, or if he makes his escape while on parole, he will be treated in all respects as an escaped convict.

Rule 10. No paroled prisoner need fear
or hesitate to freely communicate with the warden of the prison from which he was paroled in case he becomes unable to labor by reason of sickness, or otherwise,

Present Debt Should Be Paid Before Another Is Contracted,

question of the erection of a State Capitol is again to be presented to the Legislature. On this, it may be said, without contradiction from any source, that if the state possessed the necessary funds with which a suitable building could be constructed, no question would arise among members regarding the urgency and the necessity of such action as would result in the early completion of a building to be devoted to state purposes. But, the state does not possess these funds. It has no money not called for in the payment of obligations pre-viously entered into. It is in honor bound to liquidate its indebtodness. This indebtedness is even new far in excess of the \$60,000 which is our legal limit. This excess is really an unauthorized and an illegal liability which former Legislators have imposed upon the ratepayers. But, while technicaly illegal, every patriotic Washingtonian desires it paid to the last farthing. A moral responsibility rests upon us which with our people is as binding in a legal one. Interest upon this debt must also be paid. And, although interests payments have, for the time, been largely reduced, it certainly is in-cumbent upon us to proceed with extrems caution in the creation of additional illegal indebtedness which must some day be paid to the last dollar. The demands to be made upon this body for appropri-ations for absolutely necessary purposes, which cannot be put off or denied, will be enormous. These engagements previ-ously entered into will call for far grenter mims than have ever been appropriated ropriations must be made; they cannot refused.

The state has from the General Govern-

ment a grant of 192,000 acres of wild lands, donated for the purpose of aiding in the erection of public buildings at the State Capitol. But this donation is un-productive. It is agreed that these lands cannot now be sold. Regarding their future value, a great difference of opinion prevails. Much of this land, in Eastern Washington, is practically valueless, flome timber land in Western Washington is said to be valuable. It iles, however, for the most part, in at present, innecessible locations. The largest amount, 25,000 acres, is found within the Olympic reserve, in the foothills of the Olympic Mountains. The timber could only be obtained with great difficulty. which reduces its present value to a nul-lity. As the matter now stands, the state can only build by the creation of a debt, the interest upon which, at least, must be paid by the taxpayers, from year to year. Eight years ago, when the value of real property in Washington was at least twice that of today, an attempt was made to build a costly and ornate State Capitol. An appropriation was made from "the Capitol Building fund"—which had pointed to serve at good salaries; plans procured and a foundation completed. The foundation was paid for by the issuance of less than \$48,000 in warrants. In all, hearly \$100,000. In warrants, have been iswood, bearing 8 per cent interest. These, with accruing interest amount to some \$150,000, and this amount is annually increased by \$800. In interest due. No dollar of this issue has ever been paid, or is likely to be, very soon, at leant, and the holders of these warrants are writing beseeching letters to the Executive asking that he recommend their payment from the public fund. Sooner or later these warrants, drawn upon a mock fund, must be paid, if the lands cannot be sold, years ago it was thought that they become immediately available, but that time appears now even farther away

Despite this specimen of inefficient management, by which the commission has already incurred a liability of twice as much, for interest and "services" as its foundation is worth, it is gravely pro-proposed to proceed with the erection of a million deltar atructure by making use of the same brilliant financial methods. In this manner, two millions, for "services" and interest, could be readily "absorbed." But, adopting the views of even the most rosy-hued optimist regarding the future value of the capital grant, it still must be said that wild lands do not increase be said that wild hinds do not increase in value, while the property of the sints, with the rapidity with which interest on money mounts up. All experience has shown that after public lands are sold to private individuals, they sometimes become valuable, not often before.

Two years ago it was said that if a state caused we immediately desired.

state capitol was immediately desired, a proposition to purchase the Thurston Country Courthouse might be successfully managed. This is a beautiful building. centrally located, costing \$150,000. The state holds, in the permanent school fund, \$150,000 of Thurston County warrants. An exchange of paper might transfer the titie. One hundred thousand dollars, carefully expended, would build an addition to the rear, in the same general style of architecture, containing comfortable quarters for the State Legislature. The whole matter of Capitol construc-tion, which in the past has given rise to so many contentions, is commended to your careful consideration,

PUBLIC EXPOSITION,

Benefits of State Representation Should Be Studied.

During the coming Summer the great Pan-American Exposition is to be held at Buffalo, N. Y. It is to be a notable affair. The advantages accruing from state representation will doubtiess be elequently set forth by interested parties. These should be studied and carefully scruti-

During the Summer of 1900 there is to be held a Centennial Exhibition at St. Louis, Mo., of the wonderful advances made during the last century in the ter-ritory comprised within the "Louisiana Purchase," bought from France by President Jefferson in 1802. You will probably he asked to take some preparatory steps in this matter during the present session

of the Legislature.

In 1996 our gister State of Oregon is to hold, in the City of Portland, a Contennial Exposition celebrating the "Lewis and Clark Expedition" of 1995. Doubliess a kindly resolution upon this matter would improvement of the entire street.

very much please our neighbors on the other side of the Columbia.

REAPPORTIONMENT.

Each County Should Have at Least One Representative.

One of the most perplexing questions you will have to deal with will arise from the various and conflicting claims and interests involved in redistricting the state for Legislative and Congressional pur poses. W...out attempting to interfere save in a strictly constitutional manner. with the peculiar province of the legisla-tive department of government, I shall be permitted to observe that, in my opin-ion, each organized county, without regard to population, should be permitted to have at least one representative in the House of Representatives. To deprive the small counties of this privilege cause some injustice and much ill feeling in conclusion, I hope that the session of this body may be characterized by universal good feeling and an earnest at-tempt to advance the welfare of our young and growing commonwealth that the doings of the Seventh Legisla-ture may redound to the honor and fame

Ground Broken for the First Depart-

building on Williams avenue, between Russell and Knott streets, to be crected by Georgo W. Bates, was done yesterday by the graders. The brush and stumps were cleared and Contractor Peter Lynch started the scrapers to excavating for the basement. It was an important event for Upper Albina. The building will be two-story, of brick and fron, 26x100, with a 10-foot concrete basement. It will be a modern structure, and the finest on the East Side. It will cost between \$15,000 and \$25,000. This will be the first department-store building to be put up on the East Side. Assurances are given that A. B. Manley, who owns the corner quarter. Williams avenue and Knott street, will also put up a two-story structure on a

also put up a two-story structure on modern plan.

Death of a Ploneer Woman.

Mrs. Margaret Beck Robertson, a plo-neer of 1863, died at her home, 286 East

\$.15, after about one hour's illness. She had been in her usual health during the

day and up to the time she was taken iii. Mrs. Robertson was born in Virginia October 23, 1828. Shortly afterwards she moved with her parents to Indiana, and thence to Illinois. In 1862 she came with

her parents across the plains in a wagon drawn by oxen. They stopped for a short time in Powder River Valley and then came to Toledo, Or., where they made

their home. Her husband, John Mitton Robertson, died at Toledo in 1874, and Mrs. Robertson moved to Portland. Eight children survive her-Mrs. C. D. McClure, Mrs. Ella Foreman, Mrs. H. H. Royal.

John W. Robertson, Portland; Captain W.

John W. Robertson, Forting Captain v. H. Robertson, Skagway, Alaska (formerly of the Stark-street ferry); J. Millard Robertson, Coeur d'Alene, Idaho; Miss Minnie Robertson, Fort Grangel, Alaska;

Frank L. Robertson, New Bridge, Or. Shi was an aunt of John Beck, of Portland

County, and John F. Rice, of Myrtle Creek, Douglas County, are brothers of the deceased. The funeral will take pince this afternoon at 2 o'clock from the house,

286 Elast Sixth street. Dr. G. W. Gue, of

East Side Notes.

Board of Trade at the Odd Fellows' Hall.

As this is an important meeting, a large attendance is hoped for.

Friday night there will be a general meeting of the residents of Central East Portland at the office of Justice Vreeland

o take further measures to secure the

completion of the proposed new Central

Work on the elevated road on Schuyler

Methodist Church, will con-

Joseph Robertson, of New Bridge,

Sixth street North, Tuesday evening \$15, after about one hour's illness.

Two Oriental Liners and One Wheat Carrier.

WRECKED SCHOONER REPORTED

Steamer Robert Adamson Londing Wheat for Callao-The Flottbek Rescued-Square-Rigger Outside-Japanese Schooner Wrecked.

The German steamship Eva arrived in at Astoria yesterday morning, and, after

NORTHERN PACIFIC WRECK NEAR NORTH YAKIMA, SUNDAY MORNING, IN WHICH FIVE PERSONS WERE INJURED, NONE SERIOUSLY.

the craft, but it is supposed to be a coasting lumber schooner. The Eva brings cargo from several of the Japan-

ese ports in addition to a fair amount from Hong Kong. She is out something over 80 days from the latter port, and is about 21 days from Yokohama, her last purt of call.

steamer in port gives employment to a large number of men along the front, in

addition to the gangs which are employed in loading the sailing wheat fleet.

WHEAT FOR CALLAO.

Steamer Robert Adamson is Loading

a Big Cargo in This Port,

this city, will have the distinction of

carrying the first steamer cargo eviales out of Portland for Callso. All her cargo is going aboard in four-bush sacks, but is spite of their size. the

are being hustled aboard fast enough to put her down in the water very rapidly. The river is so high that it is a diffi-cult matter to work fast on the vessel,

but, with the aid of electric conveyors,

she will probably be given about as quick dispatch as has ever been given a vessel of her size. The current in the river was

so strong that it forced the steamer away

from the dock so far yesterday that it was impossible to work her for two or

THE FLOTTBEK SAFE.

Rescued from Her Perilous Position

by Tugs Wanderer and Tacoma.

Messrs. Kerr, Gifford & Co. last even-ing received advices that the tugs Wan-

derer and Tacoma had succeeded in re-

leasing the Flottbek from her perlious position below Flattery rocks. A dis-patch received from Port Townsend ear-

west gale, and a tremendous sea off Cap

Flattery, which prevented the turn dis-patched to the assistance of the stranded

vessel from reaching the scene of the disaster, and the captain says that so furious is the gale and sea that it would be almost impossible for anything to withstand its force, and that if anything

is left of the unfortunate craft, it will be a miracle. It is his opinion that the ves-sel has broken to pieces. Two tugs are

waiting for an opportunity to reach the scene, and will venture out as soon as the weather will permit."

It will no doubt be quite a shock to the Tacoma papers that have been industri-

three hours.

How Southern Pacific train stopped on the south trestle of

the bridge over the Willamette at Harrisburg Monday

This evening is the time fixed for the patch received from Port Townsend carmass meeting of the citizens of Montavilla Subunder the auspices of the Montavilla Sub"The Holyoke reports a strong south-

forenoon, one car spanning the creek.

Astoria, the Eva sighted a derelict the remaining tugs effected the rescue to-schooner floating bottom up off Gray's day. The Flottbek's commander is Cap-Harbor. It was impossible to identify tain Schomaker, a German. She was

port of call.

The report that the Milos would be turned over to the charterers of the Eva was incorrect, for, on leaving the employ of T. M. Sievens & Co., after her present outward trip, the vessel will sail for her home port in Germany. The presence of two Oriental liners and one big wheat steamer in our gives employment to a steamer in our gives employment to a second of the court on the route, and a regular monthly schedule is to be arranged. A

The British steamship Robert Adam-carry animals and supplies for the land son, now loading at Montgomery dock in forces in the Orient.

bound from Japan to Tacoma

SEATTLE-MANILA STEAMERS.

Line to Be Established-Also Regu-

monthly schedule is to be arranged. A second line is already being planned by the China Mutual Steamship Company.

ranging for a regular service of imputransports from Seattle to Manila.

will also be put on the run.

The Quartermaster's Department is ar-

Samoa, a 19,000-ton ship, has been pur-

chased, and will arrive from Hong Kong

within the next 60 days. Two other ships

Square-Rigger Outside.

A three-masted ship was reported outside last evening, and will come in this morning. The stranger is probably the Cape Wrath, reported outside by the Scottish Hills, which arrived in Tuesday. The Cape Wrath was not much more than ten days overdue, but the San Francisco reinsurance brokers were quoting as high as 55 per cent reinsurance on her, when she was reported off the mouth of the river. Nothing has yet been heard of the other overdues, and matters are be-

the other overdues, and matters are be-

ginning to look serious for some of them. The Rathdown is undoubtedly lost, but strong hopes are entertained for a num-

Domestie and Foreign Ports.

ASTORIA, Jan. 16 .- Arrived in at 10:40

and left up at \$ P. M.—German steamer Eva, from Hong Kong and way ports. Reported outside at 4 P. M.—Three-masted

rough; weather, hazy; no wind. San Francisco, Jan. 16.—Arrived — Steamer Rainier, from New Whatcom;

schooner John A., from Gray's Harbor; schooner Glen, from Coos Bay; schooner San Buena Ventura, from Gray's Harbor; schooner Lottle Bennett, from Hakodate.

Sailed-Steamer American, for Nanaimo

por; steamer Walla Walla, for

schooner Lizzie Vance, for Gray's Har-

Port Ludlow-Arrived Jan. 15 .- Schooner

Meteor, from San Pedro.
Tacoma-Arrived Jan. 15.—Steamer Mat-teawan, from San Francisco.
Coos Bay—Bar bound Jan. 15.—Steamer

Seattle—Arrived Jan, 15.—Steamer Jeanle, from San Francisco.

-Carmarthenshire, from Port Blakeley via Honolulu.

Rotterdam. Jan. 16.-Arrived-Staten-

it, from Puget Sound.

Condition of the bar at 4 P. M.

ber of the others.

lar Service of Transports. SEATTLE, Wash., Jan. 15.-The Cold

ously circulating lies about the Columbia River to learn that while the powerful seagoing tugs were waiting for an "op-portunity to venture out as soon as the weather will permit," all kinds of craft, steam and suil, were passing in and out of the Columbia River without difficulty.

FLOTTBEK RESCUED.

Port Townsend. PORT TOWNSEND, Jan. 16.—The Ger-nan ship Flottbek, which was reported as a probable wreck on the coast south of Cape Flattery this morning, has been rescued by two tugs, which, after abatement of the storm, succeeded in reaching her about 10 A. M. She is now being towed here. The extent of the damage to the ship is not known.

Rescue of the Ship. SEATTLE, Jan. 18.—The German ship Flottbek, which has been lying in a dan-gerous position among the reefs off Cape Flattery, was rescued this morning by the tugs Wanderer and Tacoma. She was reported as passing Neah Bay in tow of the tugs at 1 o'clock this afternoon. Great difficulty was experienced in extricating EAST SIDE AFFAIRS.

EAST SIDE AFFAIRS.

EAST SIDE AFFAIRS.

Ground Broken for the First Department-Store

Building.

The first work on the department-store

at Astoria yesterday morning, and, after a definition of but five hours in Astoria yesterday morning, and, after a difficulty was experienced in extricating difficulty was experienced in extricating and collecting two tugs named and another, the Holyoke made attempt after attempt to reach the first beginning of the Milos, which reached Portland two days ahead of her, is at Alaska dock discharging, and will reach Portland in extricating two tugs named and another, the Holyoke made attempt after attempt to reach the reach the first work on the department-store

The first work on the department-store

The East Side Railway Company gave 5-cent rate on commutation tickets to residents of the Mount Scott country. Transients were charged 10 cents each way, or 15 cents for the round trip. The distance from Portland to the end of the

Therefore, there has been no encourage

Residents of the Mount Scott district now come into the city by way of Wood-stock and the City & Suburban line. A conveyance makes trips between Lents and Woodstock, a distance of 2½ miles. The Portland, Chicago & Mount Scott Company has no negotiations pending, but as the resolutions passed yesterday indi-cate, it hopes for some agreement that will result in resumption of service. Many hope that the City & Suburban Company will take the road and build a connection from its terminus at Mount Tabor to the Hawthorne-avenne junction. The distance is a quarter of a mile, and the grade is good. George P. Lent says the Mount Scott road is in fair condition, and that all it needs is \$500 worth of new ties.

BACK FROM HONOLULU.

Hon. D. P. Thompson Regards the Climate Too Enervating.

Hawaiian Islands yesterday, after an absence of 40 days from Portland. He said he had a very pleasant trip, as the Pacific Ocean was smooth as a lake while he was on the water. He visited all the islands in the group, and thinks that a fine country, but would not like to live there, "At first," he said, "one is de-lighted with the beauties of the tropical lighted with the beauties of the tropical isles, as everything is growing with a luxuriance that reminds one of July or August in Oregon. This feeling wears off in a few days, however, and then a sensation of languor comes over one, that inclines him to ile down and rest all the time. The climate is hot and enervating, and a white man needs the stimulus of cold weather to keep him healthy and vigorous.

The Hawallans cannot be considered as fairly under the American Government yet, and so I do not know how they feel over the new transition. Their newly elected Legislaturo will meet next mosth and draft laws in conformity with their new allegiance." Mr. Thompson says be left Judge

May Save Vigilancia. HAVANA, Jan. 16.—The passengers of the Ward Line steamer Vigilancia, which



This Bottle

Is known all over

HAS CURED

Indigestion, Constipation, Liver and Kidney Trouble, Malarla, Fever and Ague.

MOUNT SCOTT RAILWAY PLANS FOR RESUMPTION OF SERVICE.

German Ship Has Been Towed Into If the Effort Fails, the Property Will Be Sold and the Corporation Dissolved.

> Unless a traffic agreement or lease can be made for the operation of the Port-land, Chicago & Mount Scott Railway. the line will be sold and the corporation dissolved. This was the decision of the dissolved. This was the decision of the stockholders at a special meeting at the office of George P. Lent, yesterday morning. G. G. Gammans, president of the company, occupied the chair, and 1544 shares of the issue of 2514 shares issued were represented. The following resolution was adopted:

Whereas, F. S. Morris, successor in interest to the East Side Railway Company in the agreement between said company in the agreement between said company and the Fortland, Chicago & Mt. Scott Railway Company, has violated said agreement and coused to operate trains on the Mount Scott line, and said line is again in possession of this com-

pany, has violated said agreement and ceased to operate trains on the Mount Scott line, and said line is again in possession of this company;

Resolved, By the stockholders of the Portland, Chicago & Mount Scott Bailway Company, in special mesting duly convened, that the hoard of directors of this company be, and it is hereby authorized and directed, to make such new traffic arrangement, or lease, or agreement of our line with any person or corporation as in the judgment of said board will be for the best interests of the company, and at the same time provide for the payment of the debts of the company. And if a new lease, agreement or traffic arrangement for trains over the line cannot be made which is restisfactory to said board, the said board is hereby authorized to sell all the projecty of this company, and out of the proceeds pay the debts of the company, and cause the balance of the money realized to be paid to the stockholders pro-crait, and the affairs of the company finality settled and this corporation dissolved.

The Mount Scott Railway was incor poruted September 18, 1891, with a capital of \$30,000, of which \$25,325 was subscribed. The line coat the amount raised by stock sales and \$1400 additional. It extends from a junction with the Hawthorne avenue line, near Mount Tabor, to a point near the base of Mount Scott, a distance of 4.3 miles. The first train was run in July, 1892 under an avreement with the East 1892, under an agreement with the East Side Railway Company, which furnished the rolling stock—two motors, some pas-senger cars and a few flat cars. The agreement provided that title to the road should pass to the East Side Railway Company after in years of operation. Disntinuance of service was to entail for feiture of all rights under this clause Recently, the East Side Railway changed hands, and the service was withdrawn. Hence, the decision of the Mount Scott company to make a new arrangement of

line is about 7½ miles. The East Side Railway Company always asserted that it operated the line at a loss. George P. Lent estimates that the pop-

ulation affected by the withdrawal of service from the Mount Scott line is about 1000. There has been little increase in the past seven or eight years, for the reason that the East Side Rallway went into the ands of a receiver seven years ago, and has been only a question of time when se Mount Scott line might be abandoned. ment to bulld.

Hon, D. P. Thompson returned from the

Stearns and wife at Honolulu, and also Mrs. Flanders and two daughters. These will remain there while Winter is on in the Northern clime, William Allen, form-erly cashier in the Hotel Portland, is managing the big hotsl of Honolulu, but wishes he were back here, although do-ing very well there in business. Mr. Thompson returned to San Francisco by the Australian steamer Mariposa, which ies at Hawaii on her voyage from



the rorld. It will be found in almost every family medicine chest. For half a century

HOSTETTER'S STOMACH BITTERS

Dyspepsia,

from Boston; sailed, Jan. 16. Montforth, from Hailfax.

Queenstown, Jan. 16.—Sailed—Iyernia, from Liverpool for Boston.

New York, Jan. 16.—Arrived—Southwark, Antwerp, Southampton and Majestic, from Liverpool. Sold by all druggists and dealers generally. See that a Private Revenue Stamp is over the top of the bottle.

went ashore Monday morning on the reefs off Los Colorados, about 100 miles west of this city, in a fog, have arrived here on the steamer Orizaba, which went to her assistance with two tugs and light-ers. The wind has veered southward and there is no sea running. It is thought the vessel will be saved if the weather holds.

SHIPWRECKED JAPANESE.

Steamer Hong Kong Maru Resence Party in Mid-Ocean.

SAN FRANCISCO, Jan. 16.-The steam er Hong Kong Maru arrived here today from the Orient with a shipwrecked crew of Japanese aboard. On January 2 one day out from Yokohama, the west-sighted a ship dismantied, flying signals of distress. There was a heavy sea run-ning at the time, but Captain Filmer stopped his vessel, and rescued the eight men, who proved to be a party of Jananese, commanded by Captain Adguma.
December 7, Captain Adsuma had salled in the two-masted schooner Selsho Maru, of Wakaymaken, from Magami, bound for Tokio. The vessel, which was bound for Tokio. The vessel, which was loaded with lumber and charcoal, was blown out to sea by a heavy typhoon, and dismasted on the lith. For the balance of the month, until rescued, they drifted about off the Japanese coast. When rescued they were down to their last sack of rice. Owing to the heavy sea, Captain Filmer was unable to set the deceptor witch its 15th to the forester. fire to the derelict, which is a life-ton

BUSINESS ITEMS.

If Baby Is Cutting Teeth. Be sure and use that old and well-tried remedy, Mrs. Winslow's Scothing Syrup, for children teething. It soothes the child, softens the gums, allnys all pain, cures wind colle and diarrhoea.

Van Camp's Soups, 10c at all Grocers.

TRAVELERS' GUIDE.



The Yellowstone Park and

Ploneer Dining-Car Route Leave. | Union Deput, 6th and J Sts | No. 12—
Overland Express Internation found in the American Hoquiam, Cusmopolit, Outputs, Tacolin, fratile, North Yakima, Ritaville, Sposace, Fullman, Mescow, Lewiston, Cassiand, B. C., Burn, Billings, Fargo, at Paul, Minneapolit, Chrocago, Boston, Vashington, D. C., New York, and all polinicat and southeast.

No. 6.

Express City St. Leuit

Sant and southeast.

Kansas City-St. Louis
Special for Tacoma, Seactic. North Yashma,
Ritzwille. Spokane,
Rossland, Lewiston,
Helens, Butte, Hillings,
Deadwood, Denver,
Omaha, St. Joseph,
Kansas City, St. Louis,
Chicago, Washington,
Haltimore, New York
Hoston, and all Points
east and contheast.

Baggage checked to destination of tickets. Unless Depot connections in all principal cities. Through car service via Northern Pacific-Burlington Houte, train No. 4, for timaha, St. Joseph, Ransas City, St. Louis Guick time and unequated accommodations. The only flow running Pullman standard and Pullman uphoistered tourist sleepers, the finest in the world. Portland to Minneapolis and St. Paul without change.

For any additional information, tickets alsoping-our reservations, maps of routes, sta-call on or write to

Portland, Oregon.

A. D. CHARLTON Assistant General Passenger Agent, 255 Morrison St., Cor. Third,



Makes No Difference

Whether you want to go East via Denver, St. Paul or Billings. The Burlington ticket office is the place to buy your ticket.

The Burlington works with all railroads renning trains out of Portland, and offers a greater variety of routes than any other line to the Enst.

Easy to reach our office. "Streetcars run right past the door."

TICKET OFFICE: Cor. Third and Stark Sta., R. W. Fester, Ticket Agent.

-FOR-Manila, Singapore, Colombo LONDON, ENGLAND

Via Japan and Hong Kong and Suer Canal. SH. GLENFARG (Ser uses register), FROM TACOMA ABOUT JANUARY 28, 1901. Through bills of lading issued. For cargo space and rates apply to DODWELL & COMPANY, LIMITED.

WASHINGTON & ALASKA STEAMSHIP CO. The fast mail steamship "CITT OF SEAT-TLE," sailing from Seattle every 16 days for Skangway, calling at Port Townsend, Keitchikan and Juneau.

Steamers "ABERDEEN" and "RUTH," Seattle to Skangway, and Intermediate points, every seven days.

Through tickets to Dawson, \$70, first class; and \$56, second class.

DODWELL & CO., Ltd., 252 Oak at. Tolephone Main D6.

WHITE COLLAR LINE

STR. HERCULES takes the place of BAILEY GAZZERT (Alder-street Dock), Leaves Portland daily every morning at o'clock, except Sunday. Returning, leaves As oria every night at 7 o'clock, except Sunday Oregon plane Main 251. Columbia phone 21

Steamers Altona and Pomona THAVELERS' GUIDE.



AND UNION PACIFIC

Union Depot, Sixth and J Streets

THREE TRAINS DAILY FOR ALL POINTS EAST "CHICAGO-PORTLAND SPECIAL"

Leaves for the East, via Huntington, at \$100 SPOKANE FLYER,

Spokupe. Eastern Washington, and Great Chern points, leaves at 0 F. M.; arrives at M. M. ATLANTIC EXPRESS. Leaves for the East, via Huntington, at \$100 P. M.; arrives at \$100 A. M.

THROUGH PULLMAN AND TOURIST OCEAN AND RIVER SCHEDULE, OCEAN AND RIVER SCHEDULE.
Waiter lines schedule subject to change without noffen.

OCEAN DIVISION — From Portland, leave Ainsworth Dick at a P. M.; sail every 5 days: Goo. W. Eider, Jan. 2, 12, 22, Feb. 1, 11. Columbia, Jan. 5, 17, 27, Feb. 6, 16.

From San Francisco — Sail every 5 days.
Leave Spair-street Pier 2a at 11 A. M.; Oblumbia, Jan. 5, 13, 23; Feb. 2, 12. Geo. W. Eider, Jan. 5, 18, 28; Feb. 7, 17.

COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA Steamer Hassaile leaves Portland daily, except Sunday, at \$100 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 Ruth, for Salem, independence and
way points, leaves from Ash-street Dork at 8
A. M. on Mondays, Wednesdays and Fridays,
Returning, leaves Independence at 5 A. M.,
and Salem at 2 A. M., on Thesdays, Thursdays
and Saturniavs.

CORVALLIS AND ALBANT. Steamer Modoc leaves Portland at 6 A. M. on Tuesdays, Thursdays and Saturdays, Re-uurning, leaves Covraille at 6 A. M. on Mon-lays, Wednesdays and Fridays.

YAMBILL RIVER ROUTE. PORTLAND AND DAYTON, OR. Steamer Elmore, for Oregon City, Butteville, Champoer, Dayton and way landings, teaves Portland, Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Bondays, Wednesday and Fridays at 0 A. M.

SNAKE RIVER ROUTE. SIPARIA WASH, AND LEWISTON, IDAHO Steamer Spokane or steamer Lewiston leaves Riparia daily at 5:40 A. M., arriving at Lewiston about 8 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 5:30 A. M., arriving at Riparia same evening.

W. H. HURLBURT, General Passenger Agent.

V. A. SCHILLING, City Ticket Agent. Telephone Main 712. W Third st., cor. Oak. STEAMSHIP LINE

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Depot Fifth and I Streets. OVERLAND EX-PRESS TRAINS, for Salem, Hose-burg, Ashland, Sac-r a m en to, Ouden, San Francisco, Mo-*8:30 P. M. jave, Los Anguiss, El Paso, New Or-leans and the East, *7:00 P. M.

At Woodturn thally except Sunday, morning train connects with train for Mt. Angel, silverton, Brusma-ville, Springle I d. and Natron, and evening this for *4:00 P. M. Albany passenger *10:10 A. M

||T:30 A. M | Corvallia passenger ||5:50 P. M. ||4:50 P. M. || Bherldan pass'gr ... ||8:25 A. M. *Daily. ||Daily except Eunday.

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Passenger Depct, foot of Jufferson street, Leave for Onwego daily at 7:20, 90:40 A. M. 12:30, 1:50, 3:25, 4:40, 0:25, 8:30, 11:30 P. M. and 0:30 A. M. on Sundays only. Arrive at Portland daily at 9:30, 8:30, 10:30 A. M. 12:5, 3:10, 6:30, 6:10, 5:30, 10:50 P. M. 12:40 A. M. daily, except Menday, 8:30 and 10:50 A. M. On Sundays only.

Leave for Daila daily, except Sanday, at 5:30 P. M. Arrive at Portland at 9:30 A. M. Passenger train leaves Dailass for Afric Mondays. Wednesdays and Fridays at 2:45 P. M. Returns Tucsdays, Thursdays and Saturdays. *Except Sunday.

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