for the new Alaska cannery of the Co-lumbia River Packers' Association. It CONDITIONS AT VALDEZ lumbia River Packers' Association. In was written from Dutch Harber, and states that the vessel was compelled to put back there twice on account of the ice and severe weather. At one time the Despatch was within 75 miles of her desti-

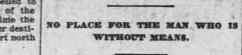
MONT

nation. It was the intention to start north again on May 5.

Domestic and Foreign Ports. ASTORIA, May 6-Salled-At 1 P. M., British bark Port Carlisle, for Queens-town or Falmouth for orders; at \$30 P. M., schooner Volunteer, for San Francis-co. Condition of the bar at 3:30 P. M., rough: wind northwent: weather cloudy. San Francisco, May S.-Arrived-Steam-er Horda, from Yokobama, via San

gran Aing, of our even registered tons. In sailing ships, the showing is nearly as good, there being 15 ships, with a total net regulater of 24,208 tons, compared with aix ships of 20,473 tons in April, 1980. But one of the fifteen sailing ships went down the river drawing less than 13 feet, and but five of them were under 11 feet draft.

but five of them were under II feet draft. The deepest draft ships were the Thislie and the Talus, each drawing 22 feet 10 inches, and the lightest draft the Craig-



#### Number of Oregonians There-Railroad to Eagle City Is All Talk Thus Far.

Constitution of the par at 3:0 F. M., rough; wind northwest; weather clouds. San Francisco, May 5.-Arrived Stame of the trans-beam of the trans

Umatilla, for Victoria. Hilo-Arrived April 35-Barkentine W. H. Dimond, from Honolulu. San Diego-Arrived May 5-H, B. M. Steamer Warspite, from Bosquimalt. Glaagow, May 4-Sailed-Sarmatian, for Montreal; State of Nebraska, for New Cherbourg, May 5-Sailed - Kaiserin

Slate Creak, and good results are believed to be assured this year. The gold is high grade, averaging \$15.70 to the ounce. Mr. Haslett, manager of the Chesna Mining & Investment Company, informs me that the country is suitable to the naising of hay, grain and the hardler veg-etables. Last year, he put up \$0 tons of good hay, at a cost of about \$20 per ton, employing laborers at \$5 per day and board. At present it costs about \$20 per ton, products can be easily seen. Oregonians in Evidence. Toregonians fre in evidence here. Judge Lyons, the United States Commissionet. Oregonians in Evidence here. Judge Dregonians äre in evidence here. Judge Lyons, the United States Commissioner, is from old Webfoot, and Phil Blumauer. of Portland, is pariner in a townsite called New Valdes. It is located at the mouth of Lowe River, at the beginning of the trans-Alaskan military road, and its pro-moters are confident that it will be the future erset terminus of the trans-Extending Bicycle Path.

Clackamas County has begun the con-struction of a new bicycle path from the Multnomah line to Cottrell, a distance of about two miles. It will eventually be ex-tended on to Sandy and from there to as near Mount Hood as possible. It is located on the road leading to the moun-tain resorts and will be deservedly popu-lar with wheelmen when finished. Brief Notes.

David L. Herring, of this place, has a Pekin duck which lays two eggs every day, regularly, including Sundays. She is from Professor Winchell's brood of prize-winners, and has been keeping her work up all the Spring. Hay has become a scarce commodity throughout all of this section. Merchanis from Protend bays been out here the

throughout all of this section. Merchanis from Portand have been out here the past week offering \$15 a ton, but there is very little for sale at any figure. The Odd Fellows' farm, at Fairview, has been leased for another year to Bur-ton Kroninberg, the same person who has had it for three years past. He pays \$250 a year rent, and cultivates about \$0 access

## CONDITIONS AT DAWSON. New Discoveries on Old Creeks-Cold

#### Winter.

DAWSON, Y. T., April 15 .- (To the Editor.)-There has been a vast change in this country since the Canadian Government threw the reserve land open for settiement. Stampeding is the order of the day to all parts of the country, and new discoveries are made almost daily on creeks that people believed worthless. In '97 and '98, the miners thought 25-cent dirt was useless. It must be rich, or they would not work it. But now by machin ery they can handle 3-cent dirt and make good money. When I say 25-cent dirt I mean 25 cents to the pan. Eldorado and Bonanza were pretty well

worked out it was thought, but there a couple of miners went through the present bedrock and at a depth of 70 feet they struck another old channel and got \$1 to the bucket. The property-owners are feeling elated over the discovery. No. 17 was two-thirds worked out, and it was sold for \$125,000. There are other creaks showing up well. Hunker, Dominion, Gold Run, Eureka and Last Chance are uncleant work. turning out well. We have located a great many good coal mines in the last year, but the government has put a royalty on coal, and men with capital don't like to take hold of it. Coal is selling for-

here this Winter, it being 78 degrees be-low zero for a few days, while a great deal of snow has fallen. The snow is about three feet deep yet, but the weath-er is getting warmer now, and it won't

have not been out since '98, I think I will take a little run down to Portland this Summer and see how the Sound is.

expenses, when is not chough even to be expenses, when you consider that the canneries have a number of men em-ployed at \$55 a month, and have an ex-pensive equipment. Only about half of the traps are in, and the selers have not yet commenced work. The fact is that the water is too cold yet for the fish to run well. When it gets warmer and the water becomes clear, the fish run right up the leads to the traps, and the boats that go out daily to empty the 'pots,' into which the fish are led, bring in good



colds in the lungs, colds in the bones,

but it wards off dangerous diseases

such as grippe, diphtheria, pneumo

nia, and consumption .- MUNYON.

MUNYON'S INHALES CURES CATABER.

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ATLANTIC EXPRESS. Leaves for the East, via Huntington, at 8:00 M.; arrives at 8:10 A. M.

THROUGH PULLMAN TOURIST SLEEPERS

OCEAN AND RIVER SCHEDULE. Water lines schedule subject to change with

 nia, and consumption. — fully on.
Munyon's Rheumatism Cure seldom fails to reliave in one to three hours, and cures in a few days.
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All the cures are sp cents, at any drug store.
Munyon's Guide to Health should be in the hands of every mother. It will help them to know the symptoms of every disease and tell them the proper treatment. Sent free to any address.
Munyon, New York and Philadelphia. Water Internet Vision - From Portland, leave OCEAN DIVISION - From Portland, leave Answorth Dock at S P. M.; sail every 5 days Steamer Elder sails May 2, 12, 22. Steamer Columbia sails May 7, 17, 27. From San Francisco - Sail every 5 days. Leave Spear - strest Pier 24, at 11 A. M. Steamer Columbia sails May 3, 13, 23; steamor Elder sails May 5, 15, 28.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA.

Steamer Hansalo leaves Portland daily, opt Sunday, at 8:00 P. M.; on Saturday 0:00 P. M. Beturning, leaves Astoria dai scopt Sunday, at 7:00 A. M. WILLAMETTE RIVER DIVISION.

FORTLAND AND SALEM, OR.

Steamer Ruth, for Salem, Independence an way points, leaves from Ash-street Dock at 4 A. M. on Mondays, Wodnesdays and Fridays Baturning, leaves Independence at 5 A. M. and Salem at 6 A. M., on Tuesdays, Thursday and Salemdays. CORVALLIS AND ALBANT.

Steamer Modoc leaves Portland at 6 A. M. on Tuesdays, Thursdays and Saturdays. Re-turning, leaves Corvallis at 6 A. M. on Mon-days, Wednesdays and Fridays. YAMHILL RIVER ROUTE.

## PORTLAND AND DATTON, OR.

Steamer Elmore, for Oregon City, Butteville, Champoog, Dayton and way iandinga, leaves Portland Tusedaya, Thursdays and Baturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

SNAKE RIVER ROUTE.
RIPARIA, WASH., AND LEWISTON, IDAHO Steamers leave Riparia at 3:40 A. M. daily, arriving at Lewiston about 3 P. M. Returning, leave Lewiston at 5:30 A. M., arriving at Ri- paria same evening.
A. L. CRAIG, General Passenger Agt.
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- MIPHO		
Leave	Depot Fifth and I Streets.	Arrino
*5:30 P. M. *8:30 A. M.	PHESS TRAINS, for Salem, Ross- burg, Ashland, Sac- ramento, Ogden, San Francisco, Mo-	97:45 A. 31
	At Woedburn (daily except Sun- day), morning train connects with train for ML Angel, Sil- verton, Browns- ville, Byringfield, and Natron, and Albany Local for Mt. Angel and Sil- verton.	
*4:00 P. M.   7:30 A. M.   4:50 P. M.		18:50 P. M.
	*6:30 P. M. *6:30 A. M. *4:00 P. M.   T:30 A. M.	Sciences



paper east of the Rocky Mountains has heard of Portland

Gibraltar, May 6-Arrived-Aller, from New York, for Naples and Genoa and proceeded.

a few weeks ago, and the American ship Shenandoah. The latter is one of Sew-all's American ships and has a capacity of 130,000 cases and will receive 25 pents from Liverpool. Port Ludlow-Salled May 5-Schooner Fred E. Sanders, for Cape Nome. Seattle-Balled May 5-Schooner Martha

W. Tuft, for Yakutat. Arrived May 5-Steamer Farallon, from Dyea, steamer Charles Nelson, from Dyea, Honolulu-Arrived April 24-Schooner Alice Cooke, from Port Gamble.

Alice Cooke, from Port Gamble. Port Hadlock-Sailed May 5-Steamer Robert Dollar, for San Pedro. New York, May 5-Arrived-Maasdam, from Rotterdam; Trave, from Naples. Havre, May 5-Arrived-La Gascogne, from New York. Cherbourg, May 5-Arrived-Barbaros-sa, from New York, for Bremen. Liverpool, May 5-Arrived - Ivernia, from Roston

placed in the water and proceeded under her own power to Wrangel. The gasoline engines on the boat were in charge of C. O. Young, of this city, and aside from

May 6-Arrived-Kais

Maria Theresia, from Bremen and South-ampton, for New York. Wawana, for Puget Sound: schooner Mary E. Foster, for Puget Sound. Southampton, May 5.-Salled-Kaiserin Maria Teresa, for New York, via Cherthere are not very many unemployed, and wages are good and the price of living quite reasonable. Good meals can be had as low as 25 cents, and board and lodging New York, May 5-Arrived - Georgia, from Liverpool. Port Ludlow-Sailed May 5-Schooner will boom again, and money will be the cheapest article in the market; but if the revense happens. Valdes will be the ren revense happens, Vaides will be the ren-dezvous of a small army of poverty-stricken and desperate men, who will re-quire the assistance of Uncle Sam to fice from the rigors of an Arctic Winter. I belleve, however, from all that I learn from reliable men, that good placer dig-gings have been discovered, and that their richness will be demonstrated their Sum-

to its location, the mine can be worked without invoking the ald of great cap. ital. My next letter will probably be from

Nome, as I intend to be there among the first arrivals of the season. E. H. FLAGG.

## ALL ARE WAKING UP.

#### A Boom for Rockwood-New School District.

GRESHAM, Or., May 6 .- Rev. Howard richness will be demonstrated this Sum-mer. One of the great needs of this town has been a good wharf, as at present vessels putting in here have been compelled to anchor and lighter their goods ashore. This has been very expensive and incom This has been very expensive and incon-venient. At a recent meeting of the Board loads. of Trade, it was decided to organize and incorporate the Valdez Wharf & Improve-ment Company, under the laws of Wash-ington; the Alaska Mail Steamship Com-pany taking the controlling interest in the stock, and the citizens of Valdez subscrib-ing the samaindar. Work will be been a divides the two existing districts, and the children of the place now have to go two miles to school, some in one direction, the remainder in another. It is highly probable that Mr. Osborne's efforts will meet with success in the mat-It ter of getting a school there. More Plank Road.

155 a ton. We have had some pretty cold weather

H. D. BEACH.

Salmon Harvest Light. Salmon Harvest Light. George Hibbert, editor of the Chi nuck Observer, was in Portland yes-terday. Asked how the fish were running in Baker's Bay, Mr. Hib-bert said: "The catches so far this season have been very light. This morn-ing the high boat brought in only 100 pounds, which is not enough even to pay arrenses when you consider that the

er is getting warmer now, and it won't last much longer. We have had a good deal of sickness thie Winter, but the most of it was caused by exposure. In the month of March there were 18 deaths, five births and nine weddings in the City of Daw-son. Provisions are somewhat cheaper now than they were a year ago. As I have not been out since '98 I think I will

# **MARINE TRAFFIC GROWING**

DEEP WATER BUSINESS FROM PORTLAND HAS DOUBLED.

10

Ships Making Better Time on the River-Nerens Now Londing in Portland Chartered for Oil.

Not all of the hig fleet of vessels that cleared from Portland in April salled that

month but enough of them crossed out of the river to make a remarkable show-ing in comparison with the corresponding month last year. This year the foreign steam freet included seven vessels, the

Universe, Norman Isles, Monmouthshire, Warfield, St. Bedn, Adato and Indravelli, with a net registered tonnage of 15,384. Last April the foreign steam fleet includ-

ed the steamers Monmouthshire and Bel-gian King, of but 4040 registered tons. In

isla, drawing 19 feet 6 inches. Last April the deepest draft was the Inverness-

shire, 22 feet 6 inches, and the lightest the Berwickshire, 18 feet 6 inches. The records of the movements of the sailing ships for April, 1901, and for the same month last year show that the state

pilots have been pretty well eliminated from the question, for but one of the fit, teen ships which sailed in April employed a state pilot on the river, while a year ago two of the six vessels took pilota.

The average time between Portland and Astoria for the sailing ships was 21 2-3 hours, and the Thistle, one of the deep-

est draft vessels that went down, made

the trip in 16 hours. The channel in the river has been steadily improving, and for the first time in many years the shal-low spot just off Tongue Point is in such

shape that 25-foot ships can cross easily

at high tide. Some trouble is experienced

near Harrington's Point, on the Washing-ton side, but the dredger W. S. Ladd is at work there now and will soon cut out

a channel that will admit of \$-foot ships

CHARTERED & YEAR AHEAD.

German Ship Nereus Now in Port-

land to Lond at Philadelphia.

The German ship Nereus will finish

loading her wheat cargo today and will

probably leave down the river tomorrow. The owners of this good German craft are not taking any chances on a slamp in rates or on having their vessel laid up

awaiting a charter, and they have al

ready mapped out a route for her that will keep her busy until May, 1902, and perhaps longer. The Nereus has been chartered to load 70,000 cases of coal oll

at Philadelphia next December for Japan ports. In order to fulfill this charter, the vessel will be obliged to sail fully 55,00 miles before she reaches a port of dis-

charge with her oll cargo. She goes from

Portland to Queenstown or Falmouth for orders, and after discharging her cargo of wheat will prohably be sent across the Atlantic to Philadelphia in ballast. She

receives 25 cents per case for oll, and her

receives is cents per case for oil, and her gross earnings for the wheat and oil car. goes which she will get away with in the year will total over \$40,000. The Magdalene and the Alsterschwan, now in this port for wheat loading, have also been chartered to load oil out of

Eastern ports for Japan in January, 1902, Other recent charters for oll are the An-

dromeda, which sailed from Puget Sound

LONG VOYAGE OF SMALL BOAT.

Launch Robert Barron Reaches

Wrangel, Alaska, in Safety. Captain W. H. Hobson, of Astoria, re-turned yesterday from a trip to Alaska

with about as small a craft as has made that long journey. He left Astoria last month with the new launch Robert Bar-ron, taking the diminuitye boat as far as Tacoma by rall. At that point she was

Der chee

going through without delay

on board was the cook. The Robert Bar. ron showed considerable speed and made the run of nearly 800 miles in 105 hours. Withelm der Grosse, from New York. Gibraltar, May 6.-Sailed-Hollenzore from Genoa and Naples, for New York. on open was the cook. The Robert Bar-ron showed considerable speed and made the run of nearly 800 miles in 105 hours. With only two men on board to look after win only two men on board to look after the movements of the vessel the work was rather severe at times, but they landed her at Wrangel in good shape. Capital Hobson will start North again in a few days with the steamer Electric, which is owned by the same company as the Robert Barron. The Electric will steam direct from Astoria to her destina-tion in the far North, and her engineering department will be in charge of Thomas Moran, the veteran engineer, who has been handling steambat engines on the Williamette and Columbia for the past generation.

ind captain

the only party

#### Three Big German Ships.

The three big German sallers, Magda-lene, Alsterschwan and Najade, which sene, Asterschwan and Nakae, which arrived in Astoria Friday, were lined up in the harbor Sunday morning and at-tracted considerable attention on the "front." This is the third trip of the Magdalene within the past four years. She came here the first time under the British flag as the Trade Winds, and last year appeared under her present name and flag. She will long be remembered in this port on account of her disastrous collision with the German ship Margretha, which was lying at Green-wich dock. Captain Susewind is still in command of the big salier and on his present voyage is accompanied by his

#### Shipbuilders' Trust Statement.

NEW YORK, May 6 .- The official statement promised in connection with the federation of the Union Iron Works, of San Francisco, the Bath Iron Works, of Bath, Me., the Newport News Shipbuilding & Drydock Company, of Newport News, and Lewis Nixon, of Elizabethport, was not made today. At the office of H. W. Poor & Co., who are financing the nection with a of bankers and brokers, it was said that the statement will be given out Wednes-day. It was denied that there is any hitch in the plan of construction, the statement being merely withheld until certain details were perfected.

#### Dora, for Nome, Overdne,

SEATTLE, May 6-The stamer Dora, the first vessel of the San Francisco the ansi vessel of the San Francisco steamship combine scheduled to sail for Nome is overdue. She left San Francisco last Thursday for Seattle, and is now two days behind time. No uncasiness is felt for her safety. The Dora was advertised to sail for Nome from Seattle today, but she will probably not get away before Thursday

#### Asks Clemency for Moran Bros.

WASHINGTON, May 6-It has been demonstrated to the satisfaction of Lord Fauncefole that Moran Bros., of Seattle, acted under a misapprehension of the law, and were not gulity of intentional tres-pass in sending the wrecking steamer data to the wreck of the Williameter Ajax to the wreck of the Willamette The Ambassador has intervened with the Dominion Government for the purpose of securing clemency for the wreckers

Honolulu-Sailed April 23-Schoone

### PERSONAL MENTION.

E. C. Sulter, an Olympia business man, at the Perkins

E. B. Cox, a Dayton, Wash., newspaper man, is at the Perkins.

Hugh Ross, a well-known merchant of Olympia, is at the Perkins.

Miss May McDonald will leave today to visit her brother at Lewiston, Idaho. Albert Bittner, of Uniontown, Pa., is visiting in this city, a guest of his son, Albert Bittner, Jr.

E Heister Guie, of Seattle, general counsel of the Washington & Oregon Railroad and ex-speaker of the Washington Legislature, is registered at the Imperial.

Captain Prescott, of Company F. Thirty. fifth Volunteers, arrived in Portland on the steamer Columbia Sunday night, ac-companied by his wife. He left for his home at La Grande yesterday.

LONDON, May 6 .- The White Star line steamer Oceanic, which is to sail from Liverpool May 8 for New York, will have among her passengers Sir Charles Rivers Wilson, president of the Grand Trunk Railroad, and Vice-Admiral Sir Cyprian A. Bridge, formerly commander-in-chief on the Australian station.

NEW YORK, May 5.-Northwestern people registered at New York hotels to-day as follows: From Portland-H. W. Scott, A. B. NEW YORK, May 5.—Northwestern people registered at New York hotels to-day as follows: From Portland-H. W. Scott, A. B. Scott, at the Albermarle. From Tacoma-W. P. Epper, at the Broadway Central. From Seattle-S. Gillespy, at the Man-hattan. hattan.

### Chickens by the Thousand.

At the annual meeting of the stockholders of the Mount Hood stockholders of the Mount Hood Poultry Farm Company, of Port-land, the following officers were re-elected for the ensuing year: President, A. E. Cooper: treasurer, L. B. Gorham; secretary and manager, F. M. Moore. Last year's business was good and the prospects for this year are equally bright. The company has so far this year hatched 5750 chicks and 570 ducklings, and has in the course of incubation 2000 hens' eggs and 490 ducks' eggs. This poultry farm is the largest poultry plant west of the ing, brooding hens, sitting continuously on nests, and the incubators are not rail-road incubators, either,

THERE IS & CLASS OF PEOPLE Dominion Government for the purpose of securing elemency for the wreckers Word From Despatch. ASTORIA, Or., May 6.-A letter was re-edived here today from a passenger on the steam schooner Despatch, which left here some time ago, with supplies and material

ing the remainder. Work will be begun early in May. The wharf will have a frontage of 100 feet, and will be over 1000 feet in length. The company has the mail contract from Juneau to Unalaska and way points, and will put a new fast steamer on the route this Summer to carry about 150 passengers and 1200 tone freight.

Valdes-Eagle City Railroad. The talk of a railroad from Vaidez Bay to Eagle City, on the Yukon River, is as yet nothing but talk; but it is based upon certain facts that are worthy of consid-eration. The Bay of Vaidez is a land-locked harbor, capable of affording safe anchorage for any reasonable number of vessels and is within one day's reavel by

anchorage for any reasonable number of vessels, and is within one day's travel by rail of Eagle City, on the Yukon River. The road would traverse and develop a country believed to be exceedingly rich in gold and copper. It would be an all-American route, and, therefore, there would be no bonding of goods and the consequent trobble and expense. If con-nected with a steamship line, it could land passengers and freight in the Yukon in about 10 days from Portland, and at a in about 10 days from Portland, and at a passenger rate of \$50 to \$75 and a freight rate of \$15 to \$20 per ton. There is good reason to believe that such a route would be as profitable as the White Pass & Yukon road, which is said to have given its projectors immense returns for their

Many here believe that the construction

may seem, there are people here who ob-ject to this programme, though it would undoubtedly confer a great blessing upon Alaska, and especially upon Valdez Bay. Chesna Mining District.

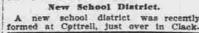
About 230 miles inland from Valdez is the Chesna mining district. Here the Chesna Mining & Improvement Company has invested about \$50,000 in a placer mining proposition, and it is employing quite a number of men. It has a sawmill, blacksmith outfit, and everything neces-sary for the thorough development of their property. The discovery was made and the ground tested in 1889. It took all is the largest poultry plant west of the Rocky Mountains and is situated six miles from Portland, out on the Base Line road. The incubator cellar miles from Portland, out on the Base Line road. The incubator cellar, when running at full force, will have 40 323-egg incubators, with a capacity of over 12,000 eggs at one "sitting." To turn out as many chickens by the slow methods of nature, it would take just 1000 cluck poses, and is so thoroughly impregnated with oil that it can be used for fuel in the camp fires. It expects to use two nozzles on its ground this year, and to handle, at a low estimate, 100 yards of earth per day. The company is organ. ised under the laws of West Virginia, and has ample capital. This is the only work-ings of any extent in this district, but all the claims for Cheens Creek are taken

ings of any extent in this district, but all the claims for Chesna Creek are taken up and awaiting the results of the work being done by the Chesna Mining & In-vestment Company. Slate Creek, in this district, is said to be very rich, and con-siderable shoveling is being done there. About \$15,000 has been brought out from

Through the efforts of the residents of Pleasant Home, Orient and Cottrel the Commissioners of Clackamas County have begun the construction of about five miles more of plank roadway, connecting the former place with Sandy. The coun-iv pays the mills \$2 per thousand feet ty pays the mills \$2 per thousand feet for lumber, which sum in turn is paid by the mill owners for hauling. It is ex-pected that about one-half the road will be finished this Summer and the remainder as soon as practicable. As every cost but the hauling is a donation fro the people, it is not expected that they can afford to do all the work in one

Extending Service.

Telephone service will be extended from Gresham eastward in a short time, the Pacific States Company now, having about secured sufficient subscriptions along the route to justify it in operating its system through Powell's Valley, Orient, Cottrell, Kelso and Sandy. At Orient, Cottrell, Keiso and Sandy. At each place a guarantee of \$5 per month for one year was secured for one 'phone, besides which numerous coupons were subscribed for, entitling the holder to service for the same period. The survey for poles will begin soon, and the line put up as speedly as possible.





the Bitters for strengthening the stomach, stimulating the liver and kidneys, cleansing

the entire system or to prevent Constipation, Insomnia, Nervousness, and Malarial Fever and Ague. TRY IT.

Woman Anided Fire-Fighters. Councilman Mulkey and Fire C Campbell distinguished themselves Chief a fire which broke out yesterday morging in a building at Elev-enth and Main streets. Mr. Mulkey saw the blaze first and turned in an alarm from box 56. Chief Campbell was passing at the time and he ran to the blazing roof, while a young wo-man in a nelghbor's house handed him buckets of water. The blaze was easily extinguished before the firemen arrived and the Chief said to the young woman who had behaved so gallantly: "You car have a position in the department when you like. You're a born fireman." The loss was slight.

**UP HILL, DOWN HILL** 

Q OR

ON THE LEVEL

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ces You Absolute Comfort and Pleasure in Cycling. wheel, Your wheel always under Security on hills. A luxury or

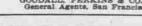
Pacific Coast Steamship Co. The magnificent new steel Steamship Senator will sall Car from Seattle and Tacoma

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FOR NOME

 P. W. CARLEDTON, M. Seattle, oma, Wash.
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C. W. MILLER, Asst. Gen'l Agent, Ocean
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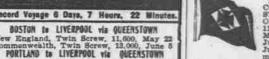
THOMAS COOK & SON, P. C. Gas'l Agents, \$21 Market St., San Francisco, Cal.

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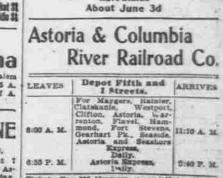
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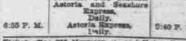




DR. BENNETT Electric Belt Co. Daily (er. Sunday) for Independence, Salera and all way iandings. Leave Portland 6:45 A. M.; leave Salern S A. M.; Independence, 7 A. M. Omes and dock, root Taylor at. 11 Union Block, Denver. Colo. 424

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Leave for Oswego daily at 7:20, \*0.49 A. M. 12:30, 1.55, 3:25, 4:40, 6:25, 8:20, 71:20 P. M. 21:30, 1.55, 3:25, 4:40, 6:25, 8:20, 71:20 P. M. 21:35, 3:10, 4:30, d:15, 7:40, 10:00 P. M. 12:40 A. M. daily except Monday, 8:30 and 10:36 A. M. on Sundays cally. Leave for Dailas daily except Sunday, at 8:05 P. M. Arrive at Portland at 0:30 A. M. Passenger train leaves Dailas for Airis Munday, at Returns Tuesdays and Fridays at '2.50 P. M. Returns Tuesdays, Thursdays and Saturdays. \*Except Sunday.