HEAVY WHEAT SHIPMENTS

GOVERNMENT STATISTICS SHOW PORTLAND MARKET NEAR HEAD.

Oopack and Magdalene Make Fast Runs From Portland to Astoria—Indrapura Brings Big Cargo.

There are but three ports in the United States that shipped more wheat than was exported from Portland during the month of April, and for the entire season, July 1 to May 1. This city shipped more than one-ninth of all of the wheat exported from the United States for the first 10 months of the current cereal year. We have exported more than double the amount sent out of Philadelphia or Baltimore, and are crowding Galveston and New Orleans hard for second and third place on the list of wheat ports. The monthly statement of the Bureau of Statistics, which has just been received from Washington, gives the shipments for the season to May 1 as follows:

Ten months ending April 30—

Port—	1901.	1900.
New York	17,664,142	18,549,120
Galveston	12,656,334	12,259,174
New Orleans	12,096,954	7,100,599
Portland	11,638,306	7,603,395
San Francisco	11,124,639	8,596,184
Boston and Charlestown	11,013,762	8,751,530
Puget Sound	7,537,560	2,967,525
Philadelphia	5,573,613	3,004,263
Baltimore	5,001,530	6,800,131
Newport News	1,575,390	706,803
Superior	760,114	3,032,271
Duluth	643,054	1,864,854
Mobile	75,662	50,239
Norfolk and Portsmouth	199	40,304
Other ports	5,406,155	2,323,973
Totals	102,777,677	83,652,305

From the above figures it will be seen that Portland has moved up from fifth place a year ago to fourth place this year. An even better showing is made for the month of April. A year ago Portland's shipments for that month kept her in sixth place, but this year she holds the same position for the month that she holds for the entire year, and makes a highly satisfactory showing. The Government figures for the month of April are as follows:

Port—	1901.	1900.
New Orleans	2,564,476	651,231
New York	2,420,231	923,949
Boston and Charlestown	1,932,835	700,924
Portland	1,580,839	589,561
Puget Sound	1,114,671	413,123
San Francisco	963,873	973,988
Galveston	941,360	1,167,760
Baltimore	908,046	360,395
Philadelphia	795,110	473,974
Newport News	167,780	137,902
Superior	22,431	258,001
Duluth	....	100,000
Other districts	423,251	665,241
Totals	13,834,888	7,406,649

BIG CARGO OF BAGS.

Mammoth Steamship Indrapura Arrives With Nearly 7,000,000.

The steamship Indrapura entered at the Custom-House today with the second largest consignment of grain bags ever received in a single shipment at this port. The big freighter brought to Portland 6,367,600 wheat bags, in addition to 200,000 larger gunny-bags. She also had 123 bales of hop sacks and 100 bales of twill cloth. While this was nearly a record-breaking bag cargo for Portland, it was only about half the amount which the steamer had aboard when she left Calcutta. She put into San Francisco before reaching here, and discharged a liberal portion of her big cargo. The steamer arrived up late Sunday evening, and commenced discharging yesterday. When her inward cargo is disposed of she will be turned over to her new charterers, the Portland & Asiatic Steamship Company, who will load her outward with a full cargo. The Indrapura will sail outward May 28, and some lively work will be done in loading her flour, as the rising water in the river is creeping up to the lower docks, where some of it is stored, at a more rapid rate than is comfortable. In order to get some of this flour out of danger as quickly as possible, a portion of it will be loaded on the steamer before all of her bags are discharged. The only vessel that ever brought a larger cargo of bags to Portland than that which came on the Indrapura was the famous MacDuff, which was so long on the way that 75 per cent reinsurance was paid on her.

MAKING FAST RUNS.

Magdalene and Oopack Go to Astoria in Almost Record Time.

Captain Archie Pease took the big transport Oopack through to Astoria in almost record-breaking time last Saturday evening. The big freighter left Portland about 4:30 in the afternoon, and anchored at Astoria at 11 P. M., making the 100-mile run without even slowing down for any of the sharp bends in the river. The steamer carried over 6000 tons of cargo, and passed on out to sea Sunday afternoon, less than 24 hours after leaving Portland harbor. An even better performance was made yesterday by the towboat Harvest Queen, with the mammoth German bark Magdalene. This vessel, loaded with 4850 tons of wheat, and drawing over 23½ feet of water, left Portland at 4 o'clock yesterday morning, and anchored at Astoria at 3 o'clock yesterday afternoon.

NEW PACIFIC COAST PORT.

Railroad Syndicate to Load Vessels at Manzanillo.

NEW YORK, May 20.—The Tribune says: The plans of a syndicate headed by H. Clay Pierce, of St. Louis, it is believed, aims at securing the bulk of transportation of that vast import and export trade between America and Asia which is as yet only in its infancy. The corner-stone of Mr. Pierce's scheme, as announced, is believed to be the establishment of a new Pacific Coast port for deep sea vessels at Manzanillo, on the southwest coast of Mexico; and one of the chief links in the chain was forged the other day when Mr. Pierce's syndicate secured control of the Mexican Central Railroad. Mr. Pierce's party already had control of the St. Louis & San Francisco, of the Fort Scott system and of the Fort Worth road.

The Western terminus of the Mexican Central is Colima, which is only 85 miles from Manzanillo, and which is described as a natural land-locked harbor, suitable for sea-going vessels of the heaviest draft. Large sums of money will be expended, it is said, to make this one of the finest ports on the Pacific Coast, and the extension of the Mexican Central lines from Colima to Manzanillo will be at once undertaken and be pushed rapidly to completion. After that two connecting links remain to be created between the St. Louis & San Francisco system and the Mexican Central in order to complete the chain between Manzanillo and St. Louis. The Mexican International Railroad will be one of these. It connects with the Mexican Central at Torreon.

A new line must be built to connect the Mexican International with the St. Louis & San Francisco. This new line will extend from Sherman, Tex., to Eagle Pass, on the Rio Grande. When it is built through freight can be carried from Manzanillo without trans-shipment to St. Louis and also to Birmingham, Ala., from which point direct connection may be made with Savannah, Ga., over the Southern Railroad. It is asserted that this route from Manzanillo to St. Louis, and thence to New York, will be fully 1200 miles shorter than from San Francisco to this city.

It is said that the Seligmans, of this city, are financing the deal. Isaac N. Seligman said:

"I cannot talk to you now about this. I may have something to say to you later."

But even that was more than his partners would vouchsafe. J. Stewart Mackie, vice-president of the Mexican International Railway, said it was too early yet to discuss the part which his road might or might not play in the enterprise.

Views of a Director.

BOSTON, May 20.—E. Rollings Morse, leading director of the Mexican Central, said last night:

"I know nothing of Mr. Pierce's plans for the future, or what he has already purchased, except that he has control of the St. Louis & San Francisco and the Fort Scott systems and the Fort Worth road. This gives him an easy connection with the Mexican Central which he has now taken over. When the Mexican Central has completed its line to the Pacific he will have an ideal line from the Pacific to St. Louis, and also to Birmingham, Ala., where he connects with the Southern Railway, and can go to Savannah, Ga., over their lines if he chooses. I presume I was retained on the Mexican Central board because I had been there for 15 years as the representative of the English holders, but I am not consulted as to Mr. Pierce's plans outside of that property.

"No American and few Mexicans know Mexico as well as Mr. Pierce, and his business ability has been proved by his scheme; so it will not surprise me if he turns up with a valuable transcontinental line, and one not necessarily antagonistic to others. But I am not in his confidence to the extent of knowing his plans."

Damaged by Squall.

ASTORIA, Or., May 20.—The pilot schooner San Jose was towed into the river last evening by the bar tug Wallula in a damaged condition. In a squall yesterday afternoon the head of her foremast was carried away and she could not use any of her foresails. A new foremast has been ordered and it will be placed in position in a few days.

Poltalloch Not Floated.

A letter received last evening from South Bend says that the attempt to float the stranded bark Poltalloch yesterday was unsuccessful for the reason that the mushroom anchor would not hold when the strain was put on the cable. The anchor will be moved to deeper water before another attempt is made to move the vessel.

Domestic and Foreign Ports.

ASTORIA, May 20.—Arrived in at 11:10 A. M. and left up at 3 P. M.—Steamer Elder, from San Francisco. Arrived down at 3 P. M.—German bark Magdalene. Sailed at 2:10 P. M.—British bark Hawthornbank, for Queenstown and Falmouth for orders. Condition of the bar at 5 P. M., smooth; wind, north; weather, cloudy.

San Francisco, May 20.—Arrived—Steamer American Maru, from Hong Kong; steamer Columbia, from Astoria; steamer Tellus, from Comox; steamer Norda, from Oyster Harbor.

Port Townsend—Arrived May 19—Ship Mary A. Troop, from Acapulco. Arrived May 20—Bark Royal Sovereign, from Valparaiso.

San Pedro—Arrived May 19—Schooner Glendale, from Tacoma; schooner Lucy, from Umpqua.

San Diego—Arrived May 19—Steamer Milton, from Nanaimo.

Port Townsend — Arrived May 19—Schooner Wano, from Honolulu; schooner Dauntless, from Guaymas.

Tacoma—Arrived May 19—Barkentine Northwest, from San Diego.

Honolulu—Sailed May 8—Steamer Moana, for Victoria. Sailed May 10—Schooner Robert Searles, for Port Townsend.

Eureka—Sailed May 19—Schooner Nellie G. Thurston, for Cape Nome; steamer City of Seattle, for Skagway.

Coos Bay—Arrived May 19—Schooner Repeat, from Santa Rosalia.

Yokohama—Arrived previous to May 18—Doric, from San Francisco, via Honolulu, for Hong Kong.

Gibraltar, May 20.—Arrived—Werra, from New York for Naples and Genoa. Sailed—Aller, from Genoa and Naples for New York.

Bremen, May 20.—Arrived—Lake Megantic, from Montreal for Liverpool.

Glasgow—Sailed May 18—Laurentian, for New York; Livonian, for Montreal.

New York, May 20.—Arrived—Tauric, from Liverpool; La Gascogne, from Havre.

Liverpool, May 20.—Arrived—Cevic, from New York.

New York, May 20.—Arrived—Amsterdam, from Rotterdam.

Yokohama, May 20.—Arrived—Empress of China, from Vancouver, B. C., for Nagasaki, Shanghai and Hong Kong.

PROMINENT IN BUSINESS.

Record of A. L. Maxwell, New Member of Board of Public Works.

A. L. Maxwell, whose appointment has been announced as a member of the Board of Public Works to succeed Walter F. Burrell, resigned, has been a prominent business man in Portland since 1880, when he came to this city with T. F. Oakes, afterwards president of the Northern Pacific, and the late Henry Villard. He was prominent in railroad circles as general agent of the O. R. & N. Co., and later as general passenger agent. He retired from railroading to go into the real estate business, which is his present occupation. He is also vice-president of the Oregon City Woolen Mills. Mr. Maxwell was chairman of Mayor Frank's police commission and was elected a Multnomad county representative to the state legislature in 1896 on the Republican ticket. He has held several important receiverships, among them that of the East Side Railway Company, recently reorganized.

A. L. Maxwell.

PERSONAL MENTION.

State Senator J. R. Welty, of Centralia, Wash., is at the Perkins.

Captain E. E. Caine, a prominent shipping man of Seattle, is registered at the Portland. He is accompanied by Mrs. Caine.

Mr. and Mrs. George T. Myers have returned from a two weeks' visit to California. They witnessed the launching of the Ohio and saw President McKinley.

NEW YORK, May 20.—Arrived from Portland: W. H. Raymond, at the Manhattan; Miss A. Filley, at the Kensington.

From Seattle: H. L. Eggert, J. P. Eggert, at the Criterion.

From Spokane: J. W. Douglas, at the Marlborough.

New Overland Ticket Office.

For all points East. Lowest rates. Superior attractions. Excellent service. Personally conducted excursions daily, via Rio Grande Western Railway, 122 A Third street, entrance new Failing building.

SHOULD BE CANCELED

W. D. FENTON'S OPINION ON DELINQUENT TAXES.

Impossibility of Making Collections After a Lapse of Thirteen Years.

W. D. Fenton is of the opinion that all delinquent taxes on the rolls prior to 1888 should be canceled by an order of the County Court. He expressed himself to that effect not long ago, and since has submitted an opinion to the County Judge and Commissioners upon the subject. The matter of canceling taxes due prior to 1888 was also taken up by the City Council last week. Mr. Fenton's reasons are:

1. A period of 13 years has elapsed since 1888, and in many instances the persons owing these unpaid claims for taxes, if any exist, have conveyed or disposed of the property to innocent third persons and have died or removed from the county, and their warranties are not available.

2. The county, through some of its Sheriffs and County Courts, has heretofore been extremely negligent of the rights of the taxpayers, and has permitted these unpaid taxes to stand without effort to collect, and a very considerable portion of the same concern alleged mortgage taxes upon satisfied mortgages that for more than 13 years have been regarded as wholly lost, and as not constituting liens upon the property.

3. These claims for taxes prior to 1888 arose over blocks and acreage tracts that have since been subdivided or conveyed to numerous parties, and an attempt to enforce collection would lead to innumerable suits and controversies between private parties and involve the county in extended and protracted litigation.

4. These claims for taxes by analogy of the statutes as to judgments have long since ceased to be liens upon the property affected, and it is doubtful whether the county, in any view of the matter, could enforce collection.

5. It was the general consensus of legal opinion prior to the recent decision of the Supreme Court as to mortgage taxes that taxes upon satisfied mortgages could not be collected, and were not liens upon the land affected thereby, and for this reason but few abstractors furnished a list of these taxes in abstracts furnished, and many innocent persons would be involved in liability and controversy if the county should now undertake to disturb the titles, and the amount of the tax to be recovered would not justify the County Court, in my opinion, in making this effort.

6. The delinquent sales heretofore made were based upon alias warrants in 1898 for the years commencing with that of 1888, and a very large sum of money was expended in the attempt to collect the taxes charged in the series under these alias warrants, and it seems to me that the taxpayers of the county would justify the County Court in confining its efforts at collection and its expenditures as to plat books to the year 1888 and subsequent years, and in passing a general order that all pretended claims for taxes prior to 1888 of every kind and character should be waived, abandoned and released. This practice has been observed in several counties of the Willamette Valley, and I think is a measure of justice not only to the taxpayers whose money would be lost in expense of litigation, but in justice to many innocent persons who labored under a misapprehension as to their rights and liabilities.

I take this method of expressing to the court frankly and openly my opinion, and I do so as a taxpayer and a representative of many persons, who would be greatly embarrassed if title should be disturbed prior to 1888. I think there would be very general acquiescence in and commendation of the action of the court in attempting to clean up all taxes from 1888 down to and including the present time.

DAILY CITY STATISTICS.

Marriage Licenses.

Pearl Bennett, 20; Nettie Deyor, 17.

Edward L. Wells, 28, Buchanan County, Mo., Effa A. Vanderpool, 28.

Building Permits.

Mrs. L. S. Taylor, 1½-story house, East Sixth street, $1000.

W. H. Gordon, alteration to house on Stanton street, $500.

William Seninsa, cottage, Division street, East Twenty-third and East Twenty-fourth, $1800.

Alfred Epperley, 2-story dwelling, East Sixth street and East Grant, $1050.

William Kirkpatrick, 2-story dwelling, Kearney street, between Twenty-fourth and Twenty-fifth streets, $3500.

Rudolph Kissling, 2-story house, Grand avenue, between East Yamhill and Belmont, $4000.

L. U. Costuer, 1½-story dwelling, East Alder street, between East Thirty-fifth and East Thirty-sixth streets, $1400.

Mary E. Estes, 1½-story house, San Rafael street, between Union avenue and East Third street, $700.

Victor Arrd, cottage, East Morrison, between Front street and river, $300.

Birth Returns.

May 5, boy to wife of Joseph Woffer, 81 Fifth street.

Contagious Diseases.

Alice Green, 257 Fifth street; scarlet fever.

Two cases of measles.

Death Returns.

May 16, David Steel, 57 years, 257 Chapman street; congestion of the brain.

May 16, Olaf S. Berg, 19 years, Rodney avenue and Russell streets; accidental electrocution.

May 19, Joseph B. Johnson, 45 years, St. Vincent's Hospital; cancer.

May 18, Leon You, 47 years; died at Astoria; brought here for burial.

May 18, Carl Gundlach, 24 years, 129 North Fourth street; suffocation from swelling of throat.

May 18, Katherine Schneitzler, 72 years, 605 Fourth street; heart disease.

May 18, Arthur E. Clarke, 25 years, 335 Clay street; cirrhosis of liver.

Real Estate Transfers.

Sunnyside Land & Improvement Co. to J. D. Mickle, lot 11, and east half lot 10, block 40, May 11	$ 500
John Gatchet and wife to F. W. Burkhardt, lot 5, block 2, Piedmont Park, May 4	50
William Holl to Byron T. Randall, 50x100, block 21, Wheeler's Addition, May 9	325
Connecticut Fire Insurance Co. to Catherine Brandes, east 23 feet lots 7 and 8, block 48, Portland, May 9	3500
Anna M. Maffett to Latourell Falls Lumber Co., flume at Latourell Falls and NE. ¼ of section 10, T. 1 S., R. 5 E., May 18	2000
Latourell Falls Lumber Co. to Marcus Hartwell, parcel land, Latourell Falls, May 18	1
R. E. Menefee and wife to Mary Toomey, lot 8, block 3, subdivision Proebstel's Addition, February 6	250
Robert Anderson and wife to Charles Fernau, 32x100, East Morrison, near East Twelfth street, May 18	900
Bank of British Columbia to Canadian Bank of Commerce, SE. ¼ of SW. ¼ section 27, and NE. ¼ of NW. ¼ of section 34, T. 1 S., R. 3 W.; also block 199, Couch's Addition; lots 7, 11, 12 and 13, block 66, Carter's Addition to Portland; also fractional block 35, Portland, April 16	1
L. M. Davis to Giovanni Desiata, lot 6, block 24, Central Albina, September 18, 1893	750
Chief of Police to Savings & Loan Society, lots 5, 6, 7 and 8, block 113, February 28	154
Sarah A. Shattuck to Susanna P. Mackinley, lots 13 and 14, block 10, Simon's Addition, May 18	435
Walter Davidson et al. to the Balfour-Guthrie Investment Co., lots 36 and 37, block 318, Couch's Addition, May 1	1
Ebenezer L. Davidson and wife to the Balfour-Guthrie Investment Co., undivided two-thirds of lots 36 and 37, block 318, Couch's Addition, May 17	350
Thomas Hunter to the Balfour-Guthrie Co., same, May 11	8300
Clara J. Williams et al. to executors Mary Tibbett's estate, lot 20, block 7, Masonic Cemetery, May 9	35
Deborah A. Bowen to Everill F. Palmer, 50x100, Johnson and Twenty-fourth strets, May 8	1

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Hood's Sarsaparilla is just the medicine to purify the blood and build up the whole system.

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MUNYON'S

Best Toilet Soap Made. It is more soothing than Cold Cream, more healing than any lotion, liniment or salve; more beautifying than any Cosmetic.

WITCH HAZEL SOAP.

CURES ALL SKIN DISEASES

Regular Size, Fifteen Cents. Trial Size, 5 Cents.

The success of my Witch Hazel Soap confirms the faith I had in it. I knew that it was the best toilet soap made. I knew it because the soap was the result of a long series of experiments, to secure at any cost the best. Yet, when about to launch it upon the market, I faced most discouraging reports from the wholesale and retail drug trade. Their advice was "drop it." Why? I was informed that "nearly every druggist in the land had a brand of his own soap, and the dry goods houses also had theirs, which they urged upon their customers." This was a familiar story. I went right ahead. I had a soap whose basis is Witch Hazel—real Witch Hazel—not Witch Hazel in name only; not watery Witch Hazel, but a scientifically concentrated Witch Hazel that has the solidity of jelly. When I told this to the trade I was met with "but that must make your soap very expensive." That was true. It is expensive. It possibly costs double that of any other toilet soap. Although the market is glutted with soaps, I knew that folks are always seeking the BEST. I proposed to give it to them. I am willing to stake my reputation and fortune upon the success of Munyon's Witch Hazel Soap—not the success that may come from extensive advertising, but that success which is always won by absolute merit. I offer to the public a soap that will soften the roughest hands, that will keep the pores in a healthy condition; that is absolutely free from all rancid fats and dangerous alkalies; a soap that will positively cure dandruff and all scaly diseases, allay itching and all skin eruptions, and a soap that every mother in the land should use on her baby. I feel that this soap will become a toilet necessity. Although but a few weeks before the public, the sales have been tremendous. The demand has surprised the drug trade. The flattering testimonials I have received from various parts of the country still further confirm my opinion that the people are ever ready to buy the best. The best is Munyon's Witch Hazel Soap. I had taught the public to look for the best. My Cold Cure, my Rheumatism Cure, my Dyspepsia Cure, my Kidney Cure, all my Cures, in fact, are THE BEST of their kinds. The civilized world knows this to be a fact.

If you have rheumatism, try Munyon's Rheumatism Cure; if you have dyspepsia, try his Dyspepsia Cure; if you have kidney disease, try his Kidney Cure; if you have a cold, try his Cold Cure; if you have a sore throat, try his Sore Throat Cure; if you have headaches, try his Headache Cure; if you have liver trouble, try his Liver Cure. Professor Munyon has prepared a special remedy for most every disease with which anybody can doctor and cure himself. They are mostly 25 cents each; at all druggists. If you have any disease of the head, nose, throat or lungs, try Munyon's Inhaler. It will positively cure Catarrh, Grip, Bronchitis, Influenza, Asthma. Two kinds—hard rubber and glass "Family." Price, $1 each (including all medicine).

If you need a doctor's advice it will cost you nothing if you write to

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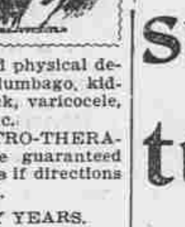
ELECTRICITY Properly Applied Is a Curative



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The DR. SANDEN ELECTRO-THERAPEUTIC APPLIANCES are guaranteed to cure the above weaknesses if directions are carefully complied with.

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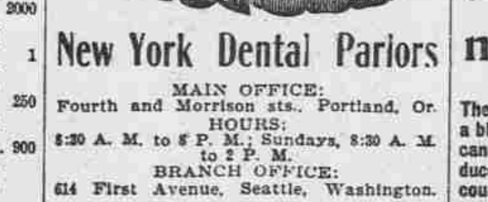

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C. GEE WO, The Great Chinese Doctor

Is called great because his wonderful cures are so well known throughout the United States and because so many people are thankful to him for saving their lives from operations. He treats any and all diseases with powerful Chinese herbs, roots, buds, bark and vegetables, that are entirely unknown to medical science in this country, and through the use of these harmless remedies. This famous doctor knows the action of over 500 different remedies that he has successfully used in different diseases. He guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver, kidneys, female trouble, and all private diseases. Hundreds of testimonials. Charges moderate. Call and see him. CONSULTATION FREE. Patients out of the city write for blank and circular. Inclose stamp. Address THE C. GEE WO CHINESE MEDICINE CO., 132½ Third street, Portland, Or. Mention this paper.

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at 5 CTS. positively excel any three=for= a=quarter cigar now sold.

The stock in Lucke's Imports is a blend of different South American grown leaf recently introduced to the markets of this country, though part of which has long been used in Spain, France and Germany. Experiment by Lucke & Co. revealed the remarkable effect of this blend. It gives the smoker a superb effect, distinctly surpassing anything but the very choicest and costliest Vuelta Abajos Havana in flavor.

Ask your dealer to get a box for you.

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KLAMATH HOT SPRINGS.

Finest fishing, hunting and health resort on the Coast. Climate perfect; no winds, no fog, no dusty roads. Situated on Shovel Creek at its junction with Klamath River. Both streams have long been noted for the numberless trout therein.

Good saddle horses and teams at reasonable rates. Carriages furnished at R. R. station when desired. No camping privileges, nor cottages for housekeeping granted.

Rates—$2 and $2.50 per day; $10 to $14 per week.

Anglers are advised to bring gum boots.

KLAMATH HOT SPRINGS, Beswick, Siskiyou Co., Cal.

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To all points East, via any line you desire. Call at our office or write for circular giving full particulars. Lowest rates, quickest time, best service.

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$60 for the round trip to Omaha, Kansas City, St. Joseph and many other points.

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The magnificent new steel Steamship Senator will sail from Seattle and Tacoma direct. From Tacoma 12 m., Seattle 9 p. m. May 30, '01.

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Ticket Office 618 First avenue, Seattle. M. TALBOT, Comm'l Agent.

C. W. MILLER, Asst. Gen'l Agent, Ocean Dock, Seattle, Wash.

GOODALL, PERKINS & CO., General Agents, San Francisco.

NORTHERN PACIFIC

Time Card of Trains

PORTLAND

	Leaves.	Arrives.
"North Coast Limited"	2:00 P. M.	7:00 A. M.
Twin City, St. Louis & Kan. City Special	11:30 P. M.	8:00 P. M.
Olympia, Tacoma, Seattle, South Bend and Gray's Harbor Exp.	8:35 A. M.	5:15 P. M.

Two trains daily to Spokane, Butte, Helena, Minneapolis, St. Paul and the East.

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Northern Commercial Co.

Nome---St. Michael---Yukon River

Sailing dates approximate only.

	From San Francisco.	From Seattle.
Conemaugh	May 25	June 10
Portland	May 25	....
St. Paul	June 1	June 8

Connecting at St. Michael for Dawson City and all intermediate points.

For rates of passage, freight and other particulars apply to

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Record Voyage 6 Days, 7 Hours, 22 Minutes.

BOSTON to LIVERPOOL via QUEENSTOWN

Commonwealth, Twin Screw, 13,000, June 5

New England, Twin Screw, 11,600, June 19

PORTLAND to LIVERPOOL via QUEENSTOWN

Dominion ....June 1 Cambroman ....June 8

Vancouver....July 27 Vancouver....June 22

THOMAS COOK & SON, P. C. Gen'l Agents, 621 Market St., San Francisco, Cal.

WASHINGTON & ALASKA STEAMSHIP CO

Fast mail, express and passenger service for SKAGWAY, calling at Port Townsend, Vancouver, Ketchikan and Juneau, connecting with White Pass & Yukon Route for Dawson, Atlin and all Yukon River points. Through bills of lading issued.

SS. CITY OF SEATTLE, May 18 and 28.

SS. VICTORIAN, May 13 and 23.

From Seattle at 8 P. M.

DODWELL & COMPANY, Ltd., General Agents.

252 Oak st. Telephone Main 96.

Oceanic S.S. Co. NEW TWIN SCREW 6000 TON S.S. SIERRA, SONOMA & VENTURA

SS. MARIPOSA, for Honolulu, Samoa, New Zealand and Australia .... Thursday, May 30, 10 A. M.

SS. ZEALANDIA (Honolulu only) .... Saturday, June 8, 2 P. M.

SS. AUSTRALIA, for Tahiti....About June 30

J. D. SPRECKELS & BROS. CO., General Agents, 327 Market St. Gen'l Passenger Office, 643 Market St., Pier No. 7, Pacific St.

Portland, Salem Independence

Strs. Altona and Pomona, daily ex. Sunday at 6:45 A. M. SUNDAY, to Oregon City, leaves 8 and 11 A. M., 2:30 and 5:30 P. M. Office and dock foot Taylor st.

WHITE COLLAR LINE

ASTORIA ROUTE.

STR. TAHOMA (Alder-street dock).

Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.

WHITE COLLAR LINE

STR. BAILEY GATZERT. DALLES ROUTE.

Daily round trips. Leaves foot Alder street every morning at 7 o'clock, except Monday. Arrive at The Dalles 3 P. M. Leave The Dalles 4 P. M. Arrive Portland 11 P. M. Telephone Main 351.

TRAVELERS' GUIDE.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE 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 9:00 A. 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.

ATLANTIC EXPRESS.

Leaves for the East, via Huntington, at 9:00 P. M.; arrives at 8:10 A. M.

THROUGH PULLMAN TOURIST SLEEPERS.

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: Steamer Elder sails May 2, 12, 22. Steamer Columbia sails May 7, 17, 27.

From San Francisco — Sail every 5 days. Leave Spear-street Pier 24, at 11 A. M.: Steamer Columbia sails May 3, 13, 23; steamer Elder sails May 8, 18, 28.

COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA.

Steamer Hassalo 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 Elmore, for Salem, Independence and way points, leaves from Ash-street Dock at 6:45 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 6 A. M., and Salem at 7 A. M., on Tuesdays, Thursdays and Saturdays.

CORVALLIS AND ALBANY.

Steamer Ruth leaves Portland at 6:45 A. M. on Tuesdays, Thursdays and Saturdays. Returning, leaves Corvallis at 6 A. M. on Mondays, Wednesdays and Fridays.

YAMHILL RIVER ROUTE.

PORTLAND AND DAYTON, OR.

Steamer Modoc, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland Tuesdays, Thursdays and Saturdays 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 8:30 A. M., arriving at Riparia same evening.

A. L. CRAIG, General Passenger Agt.

CITY TICKET OFFICE, 254 Washington St., Corner Third.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostock.

SS. INDRAPURA SAILS MAY 28.

For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and Albany Local for Mt. Angel and Silverton.	*7:20 P. M.
*4:00 P. M.	Albany passenger	*10:10 A. M.
‖7:30 A. M.	Corvallis passenger	‖5:50 P. M.
‖4:50 P. M.	Sheridan passenger	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *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 *6:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at *3:50 P. M. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

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

Pacific Coast Steamship Co.

FOR ALASKA.

The Company's steamships COTTAGE CITY, SPOKANE, STATE OF CAL. and CITY OF TOPEKA leave TACOMA 11 A. M., SEATTLE 9 P. M., May 5, 10, 15, 20, 25, 30; June 4, 9, 14, 19, 21, 24, 29; July 3. For further information obtain folder.

The Company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or. F. W. CARLETON, N. P. R. R. Dock, Tacoma; Ticket Office, 618 First ave., Seattle, M. TALBOT, Comm'l Agt., C. W. MILLER, Asst. Gen'l Agt., Ocean Dock, Seattle; GOODALL, PERKINS & CO., Gen'l Agents, San Francisco.

THE GREAT NORTHERN

Ticket Office 122 Third St. 'Phone 680

LEAVE		ARRIVE
No. 4 6:00 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP IDSUMI MARU

For Japan, China and all Asiatic points will leave Seattle

About June 3d

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express. Daily.	11:10 A. M.
6:55 P. M.	Astoria Express. Daily.	9:40 P. M.

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