



For 122 Years  
**JAS. E. PEPPER**  
Has been the favorite whisky among connoisseurs.  
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**The S. B. Headache and Liver Cure**  
Will wake things up for you. Shakes up your torpid liver and makes you feel like a new man. Guaranteed to be the best spring tonic on the market. Try a bottle for your liver's sake.  
**Blumauer-Frank Drug Co.**  
Wholesale and Manufacturing Druggists

## EQUITABLE LIFE

Assets \$330,862,861.14 Surplus \$71,549,937.86  
"STRONGEST IN THE WORLD."  
L. Samuel, Manager, 306 Oregonian Building, Portland, Oregon.

**Imperial Hotel Co.**  
SEVENTH AND WASHINGTON STREETS, PORTLAND, OREGON  
CHANGE OF MANAGEMENT.  
European Plan: \$1.00, \$1.50, \$2.00 per Day

**SHAW'S PURE MALT**  
America's ORIGINAL MALT WHISKY Without a Rival Today  
**BLUMAUE & HOCH**  
108 and 110 Fourth Street  
Sole Distributors for Oregon

**Russian Hand-Cut Brasses**  
A FULL LINE OF GENUINE  
At fair prices. The first time this kind of a line has been shown. A large assortment of novel electrical shades.  
Call and see us. Phone Main 122.

**THE JOHN BARRETT CO.**  
Corner Sixth and Alder Sts. NEW STORES Opposite the Oregonian Bldg.

**We make no claim for our furbances that we cannot substantiate. We install them in no building where we are not confident of success. We use no underhand methods to sell them.**  
**W. G. McPHERSON**  
Heating and Ventilating Engineer 47 FIRST ST., PORTLAND, OR.

**PRETTY SPRING PATTERNS**  
In the newest carpets that are good to look at and better to buy, on account of their splendid quality and money-saving prices.  
**EXCLUSIVE CARPET HOUSE**  
**J. G. Mack & Co.**  
86 and 88 Third St.  
Opposite Chamber of Commerce.

**GOING TO BUILD?**  
To householders and persons about to build, our EXCLUSIVE DESIGNS in Gas and Electrical Fixtures  
Are now on sale at PRICES NO OTHER CONCERN CAN DUPLICATE.  
PARQUET FLOORING, INTERLOCKING RUBBER TILE.  
**American Tank & Fixture Co.**  
Visitors welcome. Estimates given. Illustrated catalogue free.  
**Welch & Riser, Sole Northwest Agents,**  
175 Fourth St., near Yamhill.

IN A WORLD WHERE "CLEANLINESS IS NEXT TO GODLINESS" NO PRAISE IS TOO GREAT FOR  
**SAPOLIO**  
**Closing Recital**  
TONIGHT'S RECITAL AT AEOLIAN HALL will be the best for the present season. The programme will be made up of selections from the following composers: ROSSINI, SCHULHOFF, MENDELSSOHN, GOTTSCHALK, HATTON, MOSZKOWSKI and MASSENET.  
SEATS ARE FREE. ALL ARE WELCOME.  
**THE AEOLIAN COMPANY,**  
E. B. Wells, Sole Northwest Agt. 353-355 Washington st., cor. Park.

## CUT TO 3 CENTS

**Mr. Harriman Reduces Passenger Fares.**

**ON ALL LINES IN OREGON**

**Clearwater Valley Open to O. R. & N. Company.**

**JOINT LINE DOWN TO WALLULA**

**President Harriman Advises Portland to Solve Columbia Bar Problem—President Mellen Tells About Vancouver Bridge.**

Mr. Harriman says that passenger fares on all his lines in Oregon will be reduced to 3 cents a mile. He also says that the arrangement made between him and President Mellen involves letting the Northern Pacific, as well as the O. R. & N., down the Snake River from Lewiston to Wallula, and it gives the O. R. & N. full benefit of the feeders of the Northern Pacific in the Clearwater Valley. Speaking of the Columbia Valley route to the sea, Mr. Harriman says the only grade in the whole route is the bar at the mouth of the river, and he recommends that Portland give its attention to the problem of removing that grade.

President Mellen says the Northern Pacific will bring its passenger trains into Portland over the Vancouver bridge as soon as that structure can be completed, in about two years, but the Kalama ferry will continue to transfer freight trains.

"Yes, there is one bit of news that I suppose you would like to know," said President Harriman last night in his incisive way, as he was talking with a reporter. "We shall reduce passenger fares on all our lines in Oregon to three cents a mile. This will be done just as soon as the machinery of our traffic department can work tomorrow for aught I know. This matter was brought up to me on this visit here and the decision to reduce rates has just been reached."

The O. R. & N. Co. reduced its rates to the three-cent basis something more than a year ago, at the time when the Northern Pacific and Great Northern took the same action, so this decision of Mr. Harriman affects rates on the Southern Pacific's Oregon lines only, where fares are now four cents a mile.

In your speech at the Arlington Club dinner you said the O. R. & N. and the Northern Pacific would use the proposed line between Lewiston and Riparia jointly. How will the Northern Pacific get out of Riparia?"

"Oh, that is all arranged," responded Mr. Harriman, quickly. "The Northern Pacific will use the O. R. & N. track down the Snake River from Riparia to Wallula, where it will reach its own tracks. At the other end of the route the O. R. & N. will get full benefit of the Northern Pacific feeders already operating above Lewiston in the Clearwater Valley. All that country will have access to the Columbia Valley route to the sea."

"Which company will build the Lewiston-Riparia cut-off and which will have trackage rights on the road?"

"That is a mere matter of detail that will be worked out in its time. The important thing is that the road will be built and operated in the common interest of the producers and business men as well as of the railroads serving this important country. The details will be arranged so as to get the most effective service for all the interests at stake—so there will be encouragement for the development of the country."

"The new road will be built just as soon as the men and materials can be assembled for it. But this is no easy matter. You must know that it is hard to get the rails and it is hard to get the necessary labor in these times. Not only are the prices high, but it is hard to get them at any price. Therefore the construction of those 75 miles of new road is a considerable undertaking. But we're going to do it and have it completed at the earliest practicable moment."

"We had a delightful trip down the Columbia River today. And I must say that the only grade in the Columbia River route to the sea is at the mouth of the stream. There is where Portland needs to apply its energy in order to protect its commercial interests, and it should keep after that matter and see to it that the bar is kept passable for big ships."

"All the business interests of this region should work together—should get closer together and have more faith in each other and strive more unitedly for the advancement of the country. The producers, the transportation companies, the consumers—all the people—have large interests in common, and when they can work together rather than against each other there will be greater prosperity and happiness. That's what we are after. We are so adjusting affairs as to give the best service possible at the least cost possible, and with justice to all. We need support in this great effort. I would like to impress upon the people of the Columbia Valley the great advantage that will follow a better understanding and greater co-operation among the various business interests. The railroads need this, all need it."

The position of some of the other rail-

road properties and projects of Oregon was mentioned—the Corvallis & Eastern, the Astoria & Columbia River, the Columbia Southern, the Sumpter Valley, the Nevada-California-Oregon, and the Nehalem project—and Mr. Harriman was asked if there was any prospect that they or any of them would become identified with his line. He said that those matters had not come before him, and that he had no knowledge of them in any such relation.

Mr. Harriman said his train would leave this morning for the East, going over the Union Pacific. He intimated, however, that he might stop at points along the way.

## Down the Columbia River.

About 6 o'clock yesterday morning the Harriman train left the Union depot for Astoria. The O. R. & N. steamer T. J. Potter had previously left down the river, and at Goble the Harriman party, accompanied by President Moller and President Hammond, boarded the Potter and covered the remainder of the trip to Astoria by water. There they again boarded their train, which had been run deadhead down the Astoria & Columbia River track, and continued the excursion to Seaside.

After a view of the ocean the party returned by train to Portland, arriving here shortly after 6 o'clock in the evening.

At 7:30 Mr. Harriman had a number of Portland business men and President Mellen at dinner in his car. The Portland guests were: Hon. H. W. Corbett, William D. Wheelwright, S. M. Mears, Theodore B. Wilcox, W. J. Burns, A. L. Mills, W. B. Ayer and Dr. K. A. J. Mackenzie. Mrs. Harriman and her guests, Miss Clarke, Miss Livingston and Miss Wilson, and the Misses Harriman, were also present. It was a quite informal social affair. After the meal in the dining-car the

## STRIKE IS ORDERED

**Building Trades Men to Carry Out Threat.**

**WILL NOT GO TO WORK TODAY**

**Lockout Will Affect 2500 Men and Paralyze Building Enterprises—The Union Contention—Mill-Owners Firm.**

In the neighborhood of 2500 men will go on a strike this morning, and all work in the building line will be stopped until the Planing Mill Men's Union is granted its demand for a nine-hour day. The strike will call out 15 unions—the electricians, carpenters, painters, plumbers, bricklayers, labors, sheet metal workers, shinglers, bridge and structural iron workers, hod carriers, sand and fuel drivers, glaziers and plasterers—and will seriously affect industries of every class.

The planing mill owners are firm in their determination not to grant a nine-

## FRENCH BATTLE-SHIP GAULOIS.

**ARRIVES IN THE COLUMBIAN BAY TO PARTICIPATE IN THE ROCHEMONT CELEBRATION.**

BALTIMORE, Md., May 20.—The French battle-ship *Gaulois*, which was sent to this country in connection with the unveiling of the Rochambeau statue at Washington, and the American squadron of escort, the *Kearsarge*, *Olympia*, and *Albatross*, anchored off Cove Point, 80 miles down the bay, at 4 o'clock today. The vessel will remain at anchor until 9 o'clock tomorrow morning, when they will weigh anchor and proceed to Annapolis, it being the intention to reach the rocks off the Naval Academy at 11 A. M.

The *Gaulois* is a first-rate battle-ship and was launched at Brest in 1893. Her tonnage is 11,275; horse-power, 14,500; speed, 18 knots; cost, \$3,460,000; complement, 322 officers and men. She carries four 12-inch guns in turrets.

gentlemen went to Mr. Harriman's private car and spent a couple of hours very pleasantly. Then Mr. Harriman accompanied some of his guests uptown to the Arlington Club, where he remained until quite late.

**Northern Pacific and Vancouver Bridge.**

President Mellen, in the course of conversation last night, said that it was the purpose of the Washington & Oregon Company to complete its road, now built between Kalama and Vancouver, into Portland as soon as the necessary arrangements could be made. He evidently regarded it as an enterprise entirely subsidiary to the Northern Pacific. He said work on the bridge across the Columbia River at Vancouver would soon be begun, and that it would require about two years to complete that structure. After that the Northern Pacific will run its passenger trains into Portland over the Vancouver bridge, still using the ferry at Kalama for freight trains, however. Mr. Mellen said the route between Portland and the Columbia River had not yet been selected, though three lines had been surveyed.

President Mellen left in his special for Puget Sound at 12:30 this morning. Mr. Harriman's special will start up the Columbia at 8:30 this morning.

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## CUBAN REPUBLIC

**Formal Transfer of the Island Takes Place.**

**A SCENE OF ENTHUSIASM**

**General Wood Hands Over His Authority.**

**CEREMONY AT THE PALACE**

**At Its Conclusion, the American Troops at Havana Boarded Ship and Sailed for Home—Evacuation of Santiago.**

Mounting the roof of the palace at Havana, General Leonard Wood, amid a great demonstration by the mass of Cubans assembled in the streets below, lowered the American flag and raised that of Cuba, being assisted in the performance by General Maximo Gomez. Then the warships in the harbor and the forts thundered out their salutes, the United States cavalrymen marched about the plaza, the Government General and his staff embarked on the Brooklyn, the cruiser and the troops gave steam away to the north, and the American occupation of Cuba came to an end.

HAVANA, May 20.—The United States has redeemed her promise to the world. Havana and Santiago de Cuba were today evacuated by American troops, the reins of power were handed over to President Palma and the Government of Cuba is free, and tonight the whole island is delicious with joy.

Dramatic as was the remarkable demonstration when the flag of the United States was lowered and the flag of the new republic hoisted in its place at noon today on the palace, whence Suñer had ruled the island for centuries, it was hardly more stirring than the magnificent friendly demonstration which attended the departure of the cruiser Brooklyn as she sailed out of Havana harbor a few minutes before 4 o'clock this afternoon. A flotilla of harbor craft, loaded to the guards with people and dressed with bunting from stem to stern, escorted her to sea. The water front was a solid mass of people, and the magnificent friendly demonstration which attended the departure of the cruiser Brooklyn as she sailed out of Havana harbor a few minutes before 4 o'clock this afternoon. A flotilla of harbor craft, loaded to the guards with people and dressed with bunting from stem to stern, escorted her to sea. 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