BARS TO BE PUT UP

Quarantine to Be Imposed Against Woodland.

TRYING TO KEEP OUT SMALLPOX

Dr. Zan Announces That He Will Take Vigorous Action—Washington Authorities Are Silent.

"I have fully decided that it is necessary to quarantine against the Woodland district," said City Physician Zan yesterday, "and, if the boat companies do not refuse to land there, I will quarantine every one that has taken passengers from that district." Dr. Zan expected that all of the boat companies would refuse to take passengers from the country about Woodland as soon as they were notified that there is smallpox there. None of them have absolutely refused, but some whose business is the most affected say that it is an unnecessary measure. "There is no doubt that there is smallpox there," said Dr. Zan, "and it has been very poorly handled. It is a dangerous thing for us to allow people from that part of the state to come here, and I shall insist that it be stopped."

Yesterday being Sunday, nothing farther was done, but the statement made by Dr. Zan shows a decision on the part of the health board not before manifested. At first they were somewhat in doubt as to what the best step would be and did not officially announce any plan of action. In his conference with the boat companies, the city physician met considerable opposition to his law, and Saturday night did not speak with marked determination. Yesterday, however, he said he had fully decided, and that the place would be quarantined.

Health Officer Biersdorf has written a letter to the health department of the State of Washington informing them of conditions at Woodland, but yesterday had received no response. It is hoped that as soon as the Washington officials know of the careless manner in which smallpox is being handled at Woodland a close quarantine will be imposed upon the place until the disease is entirely stamped out.

The health department will be backed up in its action by the medical fraternity here, and all of the doctors seen regarding the matter are of the opinion that stringent means should be adopted to keep the people from the Upper Lewis River country from coming to Portland.

THE COUNTRY'S GROWTH

Tremendous Strides Shown in Official Statistics Just Issued.

One of the most fascinating official bulletins ever issued by the Government has just made its appearance in the annual report of the Bureau of Statistics of the Treasury Department. It is entitled "Progress of the United States in Its Area, Population and Material Industries." The story it tells is perhaps the most marvelous to be found in the history of all the nations. It shows in compact tabular form the development of the United States to a great and wealthy nation, all the material facts being arranged by decades, beginning with 1800 and ending with 1900. Of course, any comparison of the end of the century conditions with those found at the beginning of the century would show a development from almost nothing to the great American empire of today.

Of far greater importance and interest is the growth of the United States during the last 20 years. Probably no other nation ever made such rapid strides as the United States has made since 1880. The official figures which measure this growth are simply amazing. Remember that the period under consideration is only 20 years, a trifle in the life of a nation. At the beginning of this period the United States was already one of the greatest nations. Its population had swept across the continent. It had recovered from the disaster of the Civil War. It had enjoyed years of large crops and uninterrupted prosperity. Yet the development since that time reads almost like a fairy story rather than a tale culled from the sober figures of census and other official statistics.

Since 1880 the population of the United States has increased by 50 per cent.

The aggregate wealth of the country, "the true valuation of real and personal property," has more than doubled—from $42,000,000,000 to $94,000,000,000.

Wealth per capita has increased 50 per cent—from $850 to $1236.

The public debt, less cash in the Treasury, has decreased nearly one-half—from $1,919,000,000 to $1,107,000,000.

The debt per capita has dropped from $38 27 to $14 52.

The annual interest charge has diminished more than one-half—from $80,000,000 a year to $32,500,000, and per capita from $1 59 to 44 cents.

The amount of gold coined has increased more than 50 per cent—from $62,000,000 a year to $79,000,000.

The amount of gold in circulation has nearly trebled—from $225,000,000 to $611,000,000.

The amount of silver in circulation has more than doubled—$69,000,000, as compared with $142,000,000.

The total circulation of money has more than doubled—$973,000,000, compared with $2,055,000,000. Circulation per capita has increased only 50 per cent—$19 41, compared with $26 93.

The number of national banks has nearly doubled—2006, compared with 3606.

Deposits in national banks have wellnigh trebled—$1,006,000,000, compared with $2,674,000,000.

Deposits in savings banks have almost exactly trebled—$819,000,000 to $2,450,000,000.

The number of depositors in savings banks has increased from 2,235,000 to 6,108,000.

That the farmers of the country have shared in this wonderful increase of wealth is clearly shown by further comparisons of 1880 with 1900.

The value of farms and farm property has grown from $12,000,000,000 to $20,500,000,000.

The value of the yearly products of farms has increased from $2,212,000,000 to $3,764,000,000.

The value of farm animals has increased from $1,882,000,000 to $2,982,000,000.

The number of manufacturing establishments in the United States has doubled—from 253,000 to 512,000.

The value of the output of these establishments has increased 2½ times—from $2,282,000,000 to more than $12,000,000,000.

The number of employes in these establishments has more than doubled—2,732,000 to 5,719,000. The wages of these employes has almost trebled—$948,000,000 to $2,735,000,000.

Exports of merchandise have increased more than 54 per cent. Exports of agricultural products have increased more than 25 per cent. Exports of manufactures have more than quadrupled.

Imports of all merchandise have increased 30 per cent, but imports per capita have fall from $12 51 to $10 88.

The production of gold has more than doubled—from $36,000,000 a year to $79,000,000.

The production of silver has nearly doubled—$49,000,000, compared with $74,500,000.

The production of coal has almost quadrupled—64,000,000 tons, compared with 241,000,000.

The production of petroleum has nearly trebled—1,100,000,000 gallons, compared with 2,661,000,000.

The production of pig-iron has nearly quadrupled.

The production of steel has multiplied eight times—1,247,000 tons to 10,188,000.

Prices of steel rails have fallen from $67 50 per ton to $32 25.

The production of copper has increased tenfold—27,000 tons to 270,000.

The production of wool has increased 25 per cent, of wheat 5 per cent, of corn 40 per cent, of cotton 65 per cent, of sugar 60 per cent.

The consumption of sugar has more than doubled—907,000 tons to 2,219,000.

Cotton taken by American mills has doubled, and cotton exported has increased 75 per cent.

Miles of railway in operation have more than doubled—93,262 miles, compared with 194,321.

The number of passenger cars has more than doubled—12,788, against 26,786. The number of freight cars has increased 2½ times—544,000 to 1,258,000.

Tonnage of American vessels built has more than doubled, tonnage engaged in foreign trade has diminished 40 per cent; tonnage engaged in domestic trade has increased 60 per cent, and tonnage on the Great Lakes has multiplied 2½ times.

Tonnage passing through the Sault Ste. Marie Canal has multiplied seven times.

Freight rates on wheat, Chicago to New York, have fallen from 12.27 cents per bushel to 4.42, lake and canal; from 15.7 cents to 5.05, lake and rail, and from 19.9 cents to 9.38, all rail.

Freight rates per ton mile on all the railways of the United States have dropped from 1.30 cents to 0.75 cents.

The receipts of the Federal Government have increased from $373,000,000 to $567,000,000.

The number of postoffices in the United States have increased from 44,000 to 77,000.

The receipts of the Postoffice Department have trebled.

The number of telegraphic messages sent in the United States has more than doubled—29,000,000,000 to 63,000,000,000.

The number of newspapers and periodicals published has more than doubled—9273 to 20,866.

Salaries paid in the public schools have more than doubled $80,000,000 to $136,000,000.

The number of patents issued has almost doubled—14,000 a year to 26,500.

Complaint About Bridge-Closing.

PORTLAND, Aug. 23.—(To the Editor.)—I see by the report of closing up of the bridge over Sullivan's Gulch that Mr. Elliott informed the Council that "its closing up will not cause any great inconvenience, except to the residents of the vicinity." Now, if he calls "the vicinity," from the bridge to Gravel Hill, northeast of Irvington, it is true, otherwise not.

It is a very great inconvenience to persons doing business in East Portland who live northeast of Holladay avenue, not to be able to reach their places of business by cars without being taken over the steel bridge to Glisan street, thence up Third to Yamhill street, thence over Morrison-street bridge to Grand avenue, taking from three-quarters to one hour of time, when it would be made in 10 minutes, could the cars pass over the gulch. Then, again, every storekeeper doing business between Holladay avenue and Belmont street is inconvenienced financially to a greater or lesser extent, and real estate will not be bought by East Side business men so readily northeast of Holladay avenue while the bridge is closed. If only 50 persons used the bridge every day, it is to them as much an inconvenience as if 50,000 persons were passing over the bridge every hour. The bridge is no doubt in a bad condition, but as for the bucket-of-water test, why if that be proof of its unsoundness, then place a bucket of water on the second span of the east side of Morrison-street bridge when a boat passes through the draw, and the ripples it makes strikes the piers, you'll see where the water will flop. There is but one good traffic bridge in the city, and that is the Burnside bridge. The steel bridge is strong, but too narrow for general traffic.

Twenty years ago, when the city revenue was less by half than it is now, streets were improved and bridges built, but now they can't even keep them in repair.

Today closed-up bridges and fenced-up streets speak anything but favorably for the 1905 fair. First make the streets passable then talk fair. P. J. SMITH.

Thousands of people praise the medicinal merits of Hood's Sarsaparilla to their friends.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Sailed.	Name.	Flag and rig.	Master.	Tons.	From.	Days out	Consignees.
Jan. 10	Cypromene	Br. bark	Bond	1750	Antwerp	226	Balfour
May 14	Holyrood	Br. ship	Findley	1992	Antwerp	104	Balfour
April 24	John Cooke	Br. ship	Quayle	1758	Liverpool	132	Meyer
Apr. 3	Semantha	Br. bark	Crowe	2211	Hamburg	143	Balfour
June 7	Matterhorn	Br. bark	Warren	1839	Hamburg	78	Girvin
April 29	Copley	Dan. ship	Strickman	1696	Antwerp	117	Taylor
July 4	Bidston Hill	Br. ship	Jones	2431	Antwerp	51	Balfour
July 24	Musselcrag	Br. bark	Johnston	1871	Antwerp		Balfour
	Nal	Ger. bark	Schutte	2627	Nagasaki		
	Ecuador	Ger. bark	Dieckmann	2188	Orient		
Aug. 6	Chile	Ger. ship	Spille	2064	Hiogo	18	
May 25	Christel	Ger. ship	Wurthmann	1777	Antwerp	91	Taylor
	Magdalene	Ger. bark	Susewind	2732	Yokohama		
	Flottbek	Ger. ship	Zingler	1861	Yokohama		
May 3	Port Logan	Br. ship	Adams	1996	Algoa Bay	113	
	Tasmania	Br. bark	Rhode	2083	San Diego		
Aug. 13	Nereus	Ger. ship	Baake	1714	Nagasaki	11	
	Isle of Arran	Br. ship	Carse	1759	Orient		
	Nantes	Fr. bark	Ricordel	2029	Nagasaki		
June 16	Madagascar	Br. bark	Smith	1996	Algoa Bay	69	
	Mozambique	Br. bark	McCone	2306	Algoa Bay		
Aug. 4	Dowan Hill	Br. bark	Davies	1978	Algoa Bay	20	
July 15	Clan Galbraith	Br. bark	Barker	1983	Algoa Bay	40	
April 23	Foyledale	Br. ship	Kerry	1066	Liverpool	126	
May 29	G. W. Wolff	Br. ship	Butler	1589	Swansea	87	
	Norma	Br. bark	McLaughlin	1999	Honolulu		
July 2	Ventura	Br. bark	Rehburg	1581	Antwerp	53	
July 12	Emilie	Ger. ship	Dahn	1728	Antwerp	43	Meyer
	Hutton Hall	Br. ship	Thurber	1980	Antwerp		Meyer
July 11	Cornellie Bart	Fr. bark	Cavelan	1730	St. Nazaire	44	
June 12	Gr. Duchess Olga	Fr. bark	Guirin	1067	Shields	72	
June 28	Herzogin Cecelia	Ger. ship	Warneke	2840	Hamburg	66	
May 25	Lodore	Br. bark	Killey	1268	Newcastle	91	
July 7	Riverside	Br. ship	McCully	1590	Hamburg	48	Girvin
July 9	Wiscombe Park	Br. ship	Power	2075	Newcastle	48	Balfour
July 9	Jean Bart	Fr bark	Goesat	1734	London	46	Taylor
	Marechal de Gonta	Fr bark	Guillon	1742	Mauritius		
June 26	Gen'l. de Sonis	Fr bark	Hemyot	1746	Cape Town	59	
June 6	Allerton	Br. ship	Toye	1938	Barrow	79	Balfour
	Thirlmere	Br. ship	Radcliffe	1625	Valparaiso		
	Formosa	Br. bark	Korff	1474	Townsville		
	Oceana	Ger. bark	Breckwoldt	2747	Shanghai		
	Castor	Br. bark	Campbell	1863	Antwerp		Balfour
	Octavia	Ger. bark	Butz	2308	Sta. Rosalia		
Aug. 20	Scottish Minstrel	Br. ship	Mellin	1511	Antwerp	4	
	Alster	Ger. ship	Saelzer	2935	Antwerp		
	Werra	Ger. bark	Gerdes	867	Honolulu		
	Wega	Ger. ship	Fennekohl	1946	Hiogo		
	Aster	Ger. ship	Dummer	1397	Lota		
	Ingeborg	Dan. bark	Kaas	1079	Mazatlan		
	Daniel	Fr. bark	Bacheller	1819	P. L. Angeles		
	Bayonne	Fr. ship		1897	Hobart		
	Marie	Fr. bark	Monmoine	1709	Table Bay		
July 25	Riversdale	Br. ship	Porter	2067	Hamburg	30	
	Gael	Fr. bark	Agnierag	1707	Hobart		
	Wallacetown	It. ship	Russo	1626	Honolulu		
Aug. 2	Oregon	Ger. ship	Hashagen	1775	Hiogo	21	
	Crown of Denmark	Br. ship	Millman	1987	Sta. Rosalia		

Total tonnage en route and listed, 110,836.

GRAIN TONNAGE IN THE RIVER

Arrived.	Name.	Flag and rig.	Master.	Tons.	From.	Agents or Charterers.	Berth.
July 15	Sierra Estrella	Br. ship	Farmer	1392	Liverpool	Kerr	Astoria
July 23	Dimsdale	Br. ship	Archard	1799	Newcastle	Balfour	Oceanic
July 27	Eskasoni	Br. ship	Townsend	1715	Yokohama	Balfour	Stream
Aug. 3	Routenburn	Br. bark	Roberts	1933	Sta. Rosalia	Kerr	Stream
Aug. 10	Euphrosyne	Br. ship	Thomson	1472	Newcastle	Kerr	Ankeny
Aug. 11	Brambletye	Br. ship	Mullan	1799	Newcastle	Kerr	Gas dock
Aug. 11	Elba	Ger. str	Bruhn	2634	Shanghai	Stevens	Albina
Aug. 18	Khyber	Br. ship	Rothery	1927	Hong Kong	P. F. M. Co.	Elevator
Aug. 19	Forrest Hall	Br. bark	Logan	1999	Hong Kong	P. F. M. Co.	Stream
Aug. 21	Peter Rickmers	Ger. ship	Waken	2825	Hiogo	Balfour	Astoria
Aug. 22	Austrasia	Br. bark	Ewart	2586	Hong Kong	N. W. Co.	Astoria
Aug. 17	Cambronne	Fr. bark	LaGloschec	1420	Leith	Balfour	Mersey
Aug. 23	Polamhall	Br. str.	Heppel	2597	Singapore	Kerr	Astoria

Total tonnage in port, 25,278.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Sailed.	Name.	Flag and rig.	Master.	Tons.	From.	Days out	Consignees.
April 21	Celtic Chief	Br. ship	Jones	1709	Liverpool	125	
Mar. 25	Slieve Roe	Br. ship	George	1608	Antwerp	149	
June 5	Solway	Br. bark	James	1599	Antwerp	80	
June 10	Pengwern	Br. ship	Griffiths	1492	London	75	
April 22	P. of Killiecrankie	Br. bark	Vint	1609	Antwerp	124	
April 27	Powys Castle	Br. bark	Jenkins	2249	Hamburg	119	
May 20	Lord Elgin	Br. bark	Sangster	1497	Leith	96	
April 26	Wynnstay	Br. ship	Parry	1573	Cardiff	120	
June 14	Muskoka	Br. bark	Crowe	2259	Liverpool	71	
June 17	Pass of Melfort	Br. bark	Hansen	2196	Hamburg	68	
June 15	Tarpenbek	Ger. ship	Houston	1799	Hamburg	70	
June 23	Ancenis	Br. bark	Salter	1700	Table Bay	62	
	Anemone	Ger. ship	Agartz	1669	Sydney		
June 19	Celticburn	Br. bark	Davidson	2100	Newcastle	66	
June 28	Elfrieda	Ger. ship	Meyer	1649	Hamburg	5	
July 15	Lamoriciere	Fr. bark	Sauvignon	1471	Antwerp	40	
	Anna	Ger. bark	Bohlmann	1499	Yokohama		
	Thistle	Br. bark	England	2192	Sta. Rosalia		
July 31	Kenilworth	Am. ship	Taylor	2147	Hamburg	25	
June 20	Allonby	Br. ship	Owen	1400	Melbourne	65	
	Penthesilea	Br. ship	Manson	1053	Newcastle		
Aug. 4	Glenlui	Br. ship	Scott	1841	Hamburg	20	
	Wendur	Br. ship	Nicoll	1896	Antwerp		
	Gertrud	Ger. ship	Henke	1627	Honolulu		
June 12	Alice Marie	Fr. bark	Saintlo	1780	Hobart	73	
	Eaton Hall	Br. ship	Evans	1671	Callao		
June 20	Pass of Brander	Br. bark	Rider	1993	Algoa Bay	65	
July 19	Arthur Fitger	Ger. ship	Denker	1696	Hakodate	35	
Ju- 31	Linlithgowshire	Br. ship	Anderson	1357	Melbourne	25	
Aug. 1	Lyderhorn	Br. bark	Weston	2087	Hong Kong	23	
	Largo Law	Br. ship	Henderson	1787	Freemantle		

Total tonnage en route and listed, 54,187.

GRAIN TONNAGE ON PUGET SOUND

Arrived.	Name.	Flag and rig.	Master	Tons.	From.	Agents or Charterers.	Berth.
May 19	Brodick Castle	Br. ship	Olsen	1770	Shanghai	McNear	Tacoma
July 19	Alsterschwan	Ger. ship	Giertz	2309	Honolulu	Balfour	Tacoma
July 21	Carnarvon Bay	Br. ship	Griffiths	1793	Glasgow	Disengaged	Victoria
July 29	Yola	Br. ship	Pennicnick	1407	Honolulu		Van'cvr
June 21	Queen of Scots	Nor. bark	Sorenson	1374	Sydney	Balfour	Tacoma
July 29	Najade	Ger. ship	Hasselman	1677	Yokohama	P. F. M. Co.	Tacoma
Aug. 2	Glenholm	Br. ship	Williams	1506	P. L. Ang'ls	Balfour	Tacoma
Aug. 16	Alice A. Leigh	Br. bark	Davidson	2817	Shanghai	Taylor	Pt. Tnsnd
Aug. 16	W. J. Pirrie	Br. ship	Jenkins	2398	Shanghai	Balfour	Tacoma
Aug. 19	Slieve Roe	Br. ship	George	1608	Antwerp	Balfour	Seattle

Total tonnage in port, 18,959.

ADVERTISED.

Unclaimed Letters Remaining in the Postoffice at Portland, Or.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised, August 25. They will be charged for at the rate of 1 cent each

WOMEN'S LIST.

Allen, Mrs C W
Allison, Miss Ethel-2
Andrews, Mrs Lucy
Baber, Mrs H M
Barron, Mrs Clara
Bell, Miss Grace
Bier, Mrs Nettie
Blalock, Mrs L A
Bogue, Miss Nellie
Bradford, Miss Irma
Brener, Mrs Byllon L
Bristow, Mrs J W
Buch, Mrs Sadie E
Burrage, Mrs Chas W
Cahill, Miss Addie
Cambal, Mrs M
Creeden, Miss Nellie
Crouch, Mrs J A
Cunningham, Mrs J R
Davis, Miss Bessie
Deering, Mrs Belle
Estes, Miss Nora
Fitzgerald, Mrs E M
Fisher, Mrs Harvey
Francis, Miss B
Gwyn, Mrs Tillie
Gu, Mrs
Gothrup, Mrs Minnie
Good, Miss Helen
Gould, Dr Elizabeth
Grotefund, Mrs Geo
Grafton, Mrs May
Graves, Miss Violet
Gray, Emma
Gray, Edith
Gregg, Miss Belle
Hyams, Mrs H P
Houghton, Mrs
Halvorson, Carrie
Hamlin, Mrs Edward
Hamilton, Minnie
Hanshew, Miss D M-2
Haney, Mrs Mollie
Harrington, Miss Frances C
Harris, Mrs H
Hight, Miss Emily
Hobbs, Miss Della
Holenbeck, Miss Lizzie
Holman, Mrs B K
Hoster, Miss Mabel
Hourn, Miss June
Howell, Miss B H
Isted, Mrs W I
Janes, Mrs
Jacobs, Mrs Emma
Jackson, Miss Grace
Jasper, Mrs Nellie
Johnson, Miss Serafine
Jones, Mrs A W-2
Jones, Mrs J
Johnes, Miss Madge-2
Jones, Miss Mae
Jones, Mrs W A
Klein, Mrs J D
Kavinaugh, Mrs G
Kelly, Miss Sereta
Kigins, Mrs M
King, Miss Lylas
Knowles, Laura
Knight, Miss Vesta
Kuhn, Miss Maud
Kulm, Mrs Emma
Lattin, Mrs O B
La Flesh, Mrs S J
Leland, Elizabeth M
Lieman, Mrs Minnie
Lensen, Mrs Olive
Letts, Mrs D
Loop, Miss Nannie Lewit
McCorquodale, Mrs Archie
Michel, Miss Marie
Miller, Miss Leona
McDonald, Mrs Minerva
Magger, Miss Alice
Mathers, Mrs M J
Michael, Miss Mina
Miller, Mrs H C
Mountain, Miss Louise
Moore, Miss Retta
Morgan, Miss M A
Needham, Miss Stella
Older, Miss Stella
Palmer, Dr John C
Pearl, Mrs Sarah
Pegg, Miss Beryl
Perkins, Mrs Elvira
Perkins, Mrs J E
Peterson, Miss Jennie
Pierce, Mrs Emily
Pearson, Miss Olive
Plummer, Mrs Emma B
Prouty, Mrs C Belle
Prior, Mrs Melinda
Price, Millie
Raley, Mrs Addice
Rabeneick, Mrs Carl
Reynolds, Mrs G E
Royd, Miss E J
Robson, Miss Florence N
Roberts, Miss E S
Rose, Mrs Sarah A
Rowan, Mrs Gratia
Rugg, Mrs Alice
Sultse, Jennie-2
Seders, Jennie
Sherwood, Mrs Lilly Bemine
Sigsby, Miss Etta
Sigsworth, Mrs Lora
Sigsby, Miss Nettie
Sigrand, Miss Julia
Smith, Miss Essie
Smith, Mrs Emma
South, Mrs Frank M
Striebel, Mrs L C
Stuchler, Miss Martha
Stadelmann, Miss Pearl
Stuart, Mrs J L
Stock, Miss Anna
Strong, Mrs
Schollhamer, Catharine
Strauss, Miss Emma
Strauss, Mrs H B
Taylor, Mrs G
Thibem, Miss L
Thompson, Mrs B W
Thompson, Mrs Paul B
Townley, Mrs Louise Brasell
Townsend, Miss N B
Trigg, Mrs Emma
Turner, Miss M
Vincent, Mary
Wagner, Mrs Della
Waldocks, Miss Vetta
Wolbridge, Mrs John
Walker, Miss Lillian
Wallace, Mrs J J
Ward, Mrs M E
Watson, Miss Dorothy
Welch, Miss Rosa L
Whitney, Mrs Mark
Wilbur, Mrs Charlie
Walker, Mrs Henry
Walker, Mrs Hedwig
Wilkins, Mrs Sarah
Williams, Mrs Estrella
Williams, Mrs D
Wanamaker, Miss Beautie
Wilson, Mrs J G
Winesett, Miss Myrtle
Wilson, Grace
Wise, Mrs E A
Wise, Mrs Geo
Wisbeg, Mrs Ross
Woods, Miss Jessie
Wright, Miss Annie
Wynore, Mrs Dora
Whydel, Miss Gertrude
Wilcox, Miss Mary
White, Mrs Olicti

MEN'S LIST.

Adcox, J E
Allen, Henry J
Allen, I H
Apperson, A B
Andersen, Gjeruld
Anderson, Aron
Armstrong, Mr
Ashe, Henry
Atkinson, W B
Baklinger, J O
Bailey, Chas M
Ball, Albert
Barackman, Rev R L
Bass, Fred P
Beck, W H
Beck, John
Berries, B
Berggren, Wilhelm
Bond, Clarence
Booth, J B P
Bowen, C P
Broadwell, C C
Brooks, J D
Brown, R P
Brown, Rev Geo H
Brunnan, J L
Burrus, Walter
Burks, S P
Butler, Russell
Caine, Thos
Chesterfield, Prof Grant
Catlin, Jas C
Chandler, G L-2
Chapman, L J
Cohn, Louise
Cook, H J
Crofton, Wm
Curtis, U C
Dawson, C E
Davidson, Prof Jas
Davis, W F
Deschler, Wm
Deering, F J
Dearing, Dr
Dulce, W R
Durin, Fred-2
Dustin, Geo W
Eisenberg, Fred
Erksen, Alle
Evans, Ed
Fisher, Darnus
Fleming, Wm
Forster, W
Foster, Richard
Fox, E A
Frank, M I
Frey, D M
Gallien, C L
George, J C-2
Geer, L
Gilbert, Chas
Gilchrist, Rev Alex
Goodnin, Rev S H
Gould, C N
Graff, Mrs Jas F
Greiner, Jos
Gulberson, Jim
Haas, J C
Hanaker, S M
Hansen, Chas
Hanson, Rudolph H
Harvey, Chester
Harvey, Walter
Hargrove, Floyd
Harrington, Billy
Hoffenden, A H S
Helipe, H L
Hollar, Elmer
Howe, F E
Hufford, Judge M M
Hughes, David J
Hunter, J H
Hunter, W M
Huntingdon, Hal A
Jacobs, Henry
Jackson, C S
Jennings, Ed
Johnson, Geo
Johnston, Jack L
Johnson, J L
Jones, C E
Kline, Jos
Koley, Harry
Kaup, Henry
Ketcham, D B
Kester, H T
Ketchum, Geo W
Kellogg, J
King, B R-2
Knapp, G B
Kohn, Arthur
Lovett, Frank M
Leod, D L
Lambart, Eddie
Lard, J R
Lengel, Monroe
Leighter, E C
Likens, James
Livingston, A E
Lingle, M
Lindsey, Mr & Mrs Bert
Lindsey, Walter E
Lobon, Oswald
Long & Sweek
Lucus, Will
Montague, B G
McCutchon, H L
McClelland, M
McCovich, M
McDonal, James
McGlviney, James
McGinn, John
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Ziegler, J I

PACKAGES.

Allison, Miss Ethel
Gibson, Mrs U C

A. B. CROASMAN, Postmaster.

German Lutherans Celebrate.

SALEM, Or., Aug. 24.—(Special.)—An excursion party of German Lutherans from Portland and Mount Angel came to Salem today and attended the annual mission festival of the Missouri Synod of German Lutheran Churches. The festival was held at Eastwood Park, near the Asylum, under the auspices of Rev. H. Loessner, the pastor, and the congregation of St. John's German Lutheran Church, of this city. Addresses were delivered by Rev. Mr. Gihring, of North Yakima, Wash., and Rev. Mr. Schmelzer, of Everett, Wash. The excursionists, some 65 in number, represented the Portland Zion and Trinity Lutheran Churches of the metropolis, and also the congregation of the same denomination at Mount Angel. The visitors departed on the afternoon train for their homes.

CHICKASAW IN OKLAHOMA

And a Legal Battle Over City's Location Is Expected.

GUTHRIE, Okla., Aug. 24.—Advices from Washington to the territorial officials state that the Interior Department has approved the Johnson and Kidder survey of the 98th meridian, which places it four and a fraction miles east of the present boundary between Oklahoma and the Chickasaw Nation, Indian Territory, thus adding to Oklahoma the City of Chickasaw, the most important commercial and railroad point in that part of the Southwest. A long-drawn-out legal battle is expected to follow this decision, and the matter must ultimately be passed upon by the United States Supreme Court.

TIME CARD, STEAMER T. J. POTTER

This week the O. R. & N. Co.'s steamer T. J. Potter will leave Ash-street dock for Astoria and Ilwaco as follows: August 26, 9 A. M.; August 27, 9 A. M.; August 28, 9:45 A. M.; August 29, 11 A. M.; Saturday, August 30, 1 P. M. Baggage must be received at Ash-street dock 30 minutes before departure. Ticket office, Third and Washington. The Potter will make her last trip this season, leaving Portland, Saturday, September 13, at 1 P. M.; returning, leave Ilwaco Sunday, the 14th, at 8 P. M.

When you suffer from sick headache, dizziness, constipation, etc., remember Carter's Little Liver Pills will relieve you. One pill is a dose.

Many self-styled

SPECIALISTS

Give written guarantees to cure their patients, but our guarantee is: **Not to Ask for a Dollar Until a Cure Is Effected.**

We pay special attention to **Varicocele** Contagious Blood Diseases and Acute and Chronic Urethral and Prostatic Inflammation. Consultation free.

Home Treatment a Specialty. If you cannot call, write to us.

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TRAVELERS' GUIDE.

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Omaha, Chicago, Kansas City, St. Louis—EVERYWHERE East.

TICKET OFFICE: Cor. Third and Stark Sts. R. W. Foster, Ticket Agent.

WHITE COLLAR LINE

STR. BAILEY GATZERT.
PORTLAND-ASTORIA ROUTE.
Round trip daily except Sunday.
TIME CARD.

Leave Portland .... 7 A. M.
Leave Astoria .... 7 P. M.

THE DALLES-PORTLAND ROUTE.
STRS. TAHOMA AND METLAKO.
Daily trips except Sunday.
STR. TAHOMA.

Lv. Portland Mon., Wed., Fri. .... 7 A. M.
Lv. Dalles Tues., Thurs., Sat. .... 7 A. M.

STR. METLAKO.

Lv. Portland Tues., Thurs., Sat. .... 7 A. M.
Lv. Dalles Mon., Wed., Fri. .... 7 A. M.

BAILEY GATZERT EXCURSION

Every Sunday for Cascade Locks; leave 9 A. M., arrive back at Portland 7 P. M.

STR. METLAKO EXCURSION

Every Sunday from The Dalles, 8 A. M., to Cascade Locks and return, connecting with Bailey Gatzert, making through connections between Portland and The Dalles both ways every Sunday.

Sunday excursions Portland to Vancouver and return. See local "ads."

Landing foot of Alder street, Portland, Or. Both phones, Main 351.

E. W. CRICHTON, Agent, Portland, Or.

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.
7:00 P. M.	Astoria Express, Daily except Saturday.	9:40 P. M.
2:30 P. M.	Portland-Seaside Express, Saturday only.	

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

Willamette River Route

Salem and way landings—Strs. Altona and Pomona, 6:45 A. M., daily, ex. Sunday.

Dayton and McMinnville—Monday, Wednesday and Friday, 7 A. M.

Oregon City boat leaves Portland 9 A. M., 1 and 5 P. M.; leaves Oregon City, 7, 11 A. M., 3 P. M. Round trip, 25c.

OREGON CITY TRANSPORTATION CO., Dock foot of Taylor st.

TRAVELERS' GUIDE.

O.R.&N.

OREGON SHORT LINE AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:00 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern points	6:15 P. M. Daily.	7:00 A. M. Daily.
ATLANTIC EXPRESS For the East via Huntington.	8:50 P. M. Daily.	8:10 A. M. Daily.
OCEAN AND RIVER SCHEDULE.		
FOR SAN FRANCISCO. SS. Geo. W. Elder—Aug. 10, 20, 30. SS. Columbia—Aug. 5, 15, 25.	From Ainsworth Dock. 8:00 P. M.	5:00 P. M.
FOR ASTORIA and way points, connecting with str. for Ilwaco and North Beach, str. Hassalo, Ash-street Dock.	8:00 P. M. Daily ex. Sunday. Sat., 10 P. M.	5:00 P. M. Daily, ex. Sun.
For SALEM and way points, str. RUTH, Ash st. dock. (Water permitting.)	6:45 A. M. Mon., Wed., Fri.	6:00 P. M. Tues., Thurs., Sat.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-street Dock. (Water permitting.)	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

STEAMER T. J. POTTER.

For Astoria and Ilwaco, daily except Sunday and Monday. Leaves Ash-Street Dock this week: Tuesday, 9:00 A. M.; Wednesday, 9:00 A. M.; Thursday, 9:45 A. M.; Friday, 11:00 A. M.; Saturday, 1:00 P. M.

TICKET OFFICE, Third and Washington. Telephone Main 712.

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.

INDRAVELLI SAILS ABOUT AUGUST 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, 5th and Hoyt Sts.	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.	*7:00 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.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street. Leave Portland daily for Oswego at 7:20 A. M., 12:30, 1:55, 3:25, 4:40, 6:25, 8:30 P. M. Daily except Sunday, 5:30, 9:40 A. M., 5:05, 11:30 P. M. Sunday only, 9 A. M.

Arrive at Portland daily at 8:30 A. M., 1:35, 3:10, 4:30, 6:15, 7:40, 10 P. M. Daily except Sunday, 6:35, 10:50 A. M.; except Monday, 12:40 A. M.; Sunday only, 10:05 A. M.

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

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates, $17.50 first class and $14 second class. Second class includes sleeper; first class does not.

Tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA.

CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 712.

TIME CARD OF TRAINS

NORTHERN PACIFIC

PORTLAND

	Leaves.	Arrives.
Puget Sound Limited..	7:25 A. M.	6:45 P. M.
Kansas City-St. Louis Special	11:10 A. M.	11:10 P. M.
North Coast Limited...	3:30 P. M.	7:00 A. M.
Tacoma, Seattle Night Express	11:45 P. M.	3:05 P. M.

Take Puget Sound Limited or North Coast Limited for Gray's Harbor points. Take Puget Sound Limited for Olympia direct.

Take Puget Sound Limited or Kansas City-St. Louis Special for points on South Bend branch.

Double daily train service on Gray's Harbor branch.

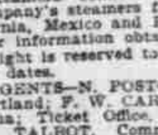
Four trains daily between Portland and Tacoma and Seattle.

A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison st., Portland, Or.

Pacific Coast Steamship Co.

For South-Eastern Alaska.

Leave Seattle:



Steamships Cottage City, City of Seattle, or City of Topeka, 9 P. M., August 3, 7, 11, 15, 19, 23, 27, 31; September 4, 8, 12, 16, 20, 24, 28.

FOR SAN FRANCISCO—Leave Seattle at 9 A. M. every fifth day.

Steamers connect at San Francisco with company's steamers for ports in Southern California, Mexico and Humboldt Bay. For further information obtain folder.

Right is reserved to change steamers or sailing dates.

AGENTS—N. POSTON, 246 Washington st., Portland; F. W. CARLETON, N. P. dock, Tacoma; Ticket Office, 113 James st., Seattle; M. TALBOT, Commercial Agent, Seattle; GOODALL, PERKINS & CO., General Agents; C. D. DUNANN, General Passenger Agent, San Francisco.

THE GREAT NORTHERN

Ticket Office 122 Third St. Phone 680

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No. 4 6:15 P. M.	The Flyer daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M.

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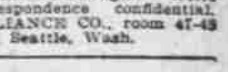

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