Both Cheaper and More Profitable-Hatcheries Will Cause Great Increase in Run of Salmon.

F. A. Seefert, a canneryman of The Dalles, said vesterday that salmon pickling is destined to become a greater industry on the Columbia than salmon canning. Next year every cannery on the river will have a pickling plant. "Within ten years," he declared, "instead of each cannery, having a little pickling plant, svery pickling plant will have a little cannery."

About 15 years ago Mr. Seafert predicted

have a little cannery.

About 10 years ago Mr. Scufert predicted that a decade would make the Puget Sound salmon pack bigger than that of

in a day in tierces as S men can pack in tins. Yes, ten men in a pickling plant can take care of more fish in a day than S men can put in tins, for they can sprinkle the fish with sait and put them away temperarily until the rush is over.

The trend of the industry is plain. Anybody can see it. It's toward pickling. "When you go into a store and pay 35 cents for a steak of mackerel, you don't think about the price. And when the Germans go into a store and get a steak of salmon just three times as thick and bet-

supply of fish and makes the runs inter-every year by preventing the fish from ascending far inland to spawn. The fish are attracted to the mouth of the river-by the enormous efflux of fresh water. Whenever a salmon meets a web in dark, muddy water, such as pours out of the Columbia in a high freshet, he darts back. Whenever he feels such a web at the mouth of the Columbia he scurries back to sea. And vast schools of salmon that should enter the Columbia in May and line for scribt sewarites are divergence.

June for early spawning are driven away from the river.

"In 1890 the bar fishermen were on a strike until about June 6. That year more fish were in the river than ever before and the canneries packed more salmon in the three weeks after the strike than for a number of scasons preceding that time. And when we had the closed Sunday law, there were always more fish in the river on Monday than any other day of the

The pack of canneries this year is less than 306,000 cases, and the cold storage pack is the equivalent of approximately 260,000 cases more. The total puck, there-fore, represents less than 400,000 cases. "Just as many fish were caught in the

Columbia River this year as in the palm lest seasons of the canning industry," sold Mr. Seufert, "The biggest annual pack was in 1882. It was \$10,000 cases. But there were no cold-storage plans then. Few or no fish were shipped away fresh, and few were consumed locally. But now we pickle the fish, we ship them away on ice, and we consume large quantities ourselves. And yet look at the size of the neck

Within a few years the output of Columbia salmon will be the equivalent of 1,000,000 cases annually. This is no idle dream. It's not impossible at all. Hatch-eries will do it. See how they've been restoring the supply in the past three years. It won't be long until all our hatcheries will be turning out 50,000,000

fry a year. "Last year the output was 60,000,000. In 1399 it was less than \$0,000,000, and these are the fish that came back to us this year. We can turn loose 250,000,000 fry for \$40,000 a year. Cheap, isn't it? And a great investment of money. Does any-body know a better?

body know a better?

"But we've got to change our method of releasing the fry. They have been turned out all together heretofere. That makes big schools. When the schools come back, they clog the river. And because they have been released so near the ocean, they come back late in the season. That's why the big run came late this year.

this year.
"The fry should be transported to various headwater streams for their initial growth. Instead of releasing 20,000,000 or 40,000,000 fish in one place, we should make the schools smaller by releasing them at several places. By this method we should prevent salmon from entering the Colum-bia so late, and from coming back in such

vast schools,"
Mr. Seufert believes that the instinct of Mr. Seufert believes that the instinct of salmen is to return to the waters where the water fed and had their first growth. They're like a colt in that respect," he said. "Breed a colt in Portland, and rear him near The Dalles, and if you bring him down to Portland, he'll go back to The Dalles if he can. If the young fry a fed in the upper waters of the Columbia, they will enter the river earlier, in order to regain their old feeding grounds.

"It is well known that our hatcheries have been propagating the late fish. In 1830 the fish which were released by the hatcheries, and which returned this year went from the White Salmon and Kalama Rivers. The White Salmon hatchery produced about \$5,000,000 fry, the Kalama about \$5,000,000, and the Clackamas about 2,000,000.

Alliance Passenger List.

Alliance Passenger List.

MARSHFIELD, Or., Aug. 23.—(Special.)

—The steamer Alliance arrived from the south this afternoon. She had a passenger list of 25 for this port. She sails at 10 o'clock tonight with a full cargo of freight and the following passengers:

Captain Patterson, A. Scheil, Henry Stickels, Mrs. E. S. Griffin, E. L. Brock, E. S. Whitchill, Mrs. Whitchill, Helen Whitchill, L. A. Lavelle, W. E. Lee, Mrs. B. Fatterson, Hullia Patterson, E. B. Barnum, Mrs. Barnum, Miton Smart, Chris Peterson, J. H. Worsley, Mrs. J. Trainur, A. Jackman, F. D. Boott, M. Palmailler, George Adkinson, J. Hellmer, Miss L. Johnson, J. H. Robbins, Mr. Foulkes, S. E. Gordon, W. O. Cochran, Mr. Burton, F. P. Pekins, Miss McNair, Miss C. Grissen, Anderson, Ester Grissen, Martin Wallace, Mr. Paul, F. Abendroth, W. L. Harbrock, L. B. Prench, J. W. Durt, E. B. Wood, J. K. Knoil, Mrs. A. Bridges, Mrs. Nostier and

WILL PICKLE THE SALMON

two children, Mrs. Van Houten and two children, Mrs. M. E. Giller, Mrs. Demeles, Mrs. Campbell, Miss J. Lement, P. Hendrickson, H. Goldenberg, D. G. Van Houten, A. Stone, Frank Bridges, Mrs. Grant and two children, Miss Miller, Miss M. Rose, Mrs. Stockton and two children, Mrs. Hanniford, V. Leonard, A. Leonard, B. E. Nostler, Miss Carrey, E. B. Gordon, Vesta King, Mrs. Button and six steerage Vesta King, Mrs. Bunton and six steerage

> POWER OF WATER WHEELS Wide Difference Found Between Theoretical and Practical.

ONTARIO. Or., Aug. 18.-(To the Editor.) -Eastern Oregon and a great section of Idaho are bewalling the absence of ade-quate water power. Towns remain in the dark, mills of various kinds are run by engines operated with fuel, large tracts of excellent land remain undeveloped, sim-ply because fuel is too expensive further to be utilized. Gasoline engine near are durk, mills of various kinds are run by engines operated with fuel, large tracts of excellent land remain undeveloped, simply because fuel is too expensive further to be utilized. Gasoline engine men are vainly endeavoring to introduce their power on a large scale, and sundry inventors with divers machines are working on the irrigation proposition, all undertaking to find some way for cheaper water and water power, while all the time an almost unlimited power passes by the door of those who are in the threes of economic agony.

that a decade would make the Puget Sound salmon pack bigger than that of the Columbia.

"The finh can be pickled cheaper than they can be pocked in tina," he remarked, "and in they can be pocked in tina," he remarked, "and in thereos hey sell for a higher price. That's why the new industry is growing so fast. Salmon can be pickled easily at 1 cent a pound, but it costs 4 cents a pound to put them in tim. The price of salmon in therces is now if and 16 cents f o. b. Astroia. That of canned product is 12 cents, and it's hard to get. "So, you see, pickled fish sells for 3 and 4 cents a pound more than canned and costs 3 cents ica so put up. There's 7 cents a pound more than canned and tosts 3 cents ica so put up. There's 7 cents a pound in favor of the pickled process. Furthermore, the fish in therces find a big demand in flavoro, where they sell for 3 cents a pound. It's a big profit all along the line in pickled fish. "The more can be produced the pound. It's a big profit all along the line in pickled fish." The survey of the grossest quantity that the Columbia River can produce. This kind of fish is hardly known to the outside world, and yet the demand for it is enormous. No malmon can equal it, and it's outside of the competition of canned goods. Willin a few years you will see every chook salmon that welghs more than 2 pounds going into therees. And the cannel condition is the competition of canned goods. Willin a few years you will see every chook salmon that welghs more than 2 pounds going into therees. And the cannel conditions of the competition of canned goods. Willin a few years you will see every chook salmon that welghs more than 2 pounds going into therees. And the cannel of the competition of canned goods. Willin a few years you will see every chook salmon that welghs more than 2 pounds going into therees. And the cannel of the section of the section of the section of the produce. This kind of the competition of canned goods. Willin a few years you will see every chook salmon that welghs more than t tims. Test ten men in a pickling plant can take care of more fish in a day than 85 men can put in this, for they can sprinkle the fish with sait and put them away temporarily until the rush is over.

The trend of the industry is plain. Anybody can see it. It's toward pickling. "When you go into a store and pay 25 cents for a steak of mackerel, you don't think about the price. And when the Germans go into a store and get a steak of salmon just three times as thick and better flavored, they don't think about the price, either. That's why the Germans are sending out their money to invest in the industry. The money gets here every Spring before the salmon parties. It's German money that's building up the trade."

Mr. Seufert said that the shrinkage in the receive about the same as that in cases, namely, one-third. Two hundred pounds of the will make an 860-pound tierce and 66 pounds of fish will make 45 pounds of timed product, or four dozen one-pound tans.

"The great bane of the industry is fishing on the bar. It drives the salmon back from the river, keeps them outside, makes them late in coming in, diminishes the supply of fish and makes the runs later every year by preventing the fish form. Thirty feet below the wheels the

ditch is normal once more, and the retarding of the water has not diminished the flow an lota in any respect whatever. I am aware that these figures will be called into question by the theorists along these lines, and am also aware that it is time for theory to be called into question herself. In one piace in the Payette ditch is a wheel the same as mentioned above, but this time connected to a pump. This wheel is 12 feet in diameter and runs a three-way cylinder-lift pump with sprocket chain around the center of the water-wheel. This apparatus is lifting its gallons of water per minute and shoving it through 1900 feet of pipe end delivering. It 35 feet above the water in the ditch.

it through 190 feet of pipe and delivering it \$\overline{2}\$ feet above the water in the ditch. One hundred feet down the ditch from this wheel the ditch is again normal and a headgate at that point could be supplied with every gallon of water that would reach it if this wheel were not in existence. The water is backed up in the ditch

s after the undershot. Eastern Oregon and Idaho and any other the current, the current, might do well to paste in their current might do well to paste in their hats. A wheel 14 feet in diameter and calculates ditch would either a thour, will generate 120 actual working this in the same current will generate the case is bout 250 gal. Still another wheel 14 feet below the sec-Still another wheel 14 feet below the second wheel will generate still another 130 horse-power, and so on down the current until 49,000 horse-power to the mile has been given. The whole surface of a river may be covered with waterwheels hung on scows until all the power one desires has been attained. The expense of install-ing a plant in the river is no more expen-sive than the gasoline engine or the tur-bine wheel. Of course it goes without the saying that it must be put in properly and is no child's-play. Many plans or designs will at once suggest themselves to the mechanical mind. B. W. RICE.

LOW AUGUST RATES.

wheel, or about 12 seconds, for the hattery of four wheels, and then goes along down the ditch as of yore, only being retarded the vanishing part of a minute, once more to assume its original volume and motion. Thirty feet below the wheels the Washington.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

TONNAGE EN ROUTE AND IN PORT

d. Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees
Mar. 17 Port Patrick July 29 Windsor Park Apr. 14 Aimedia Aug. 6 Duns Law Aug. 12 Ninfa Apr. 15 Emeline Galline July 21 Australia May 16 La Bruyere Juns 16 Marschal Turen May 21 Montcalm April 16 Professor Koch May 18 Red Rock May 2 East African May 3 Cressington East African May 4 Europe July 21 Arthur Fitger June 11 Christel Germaine July 29 Arthur Fitger June 27 Francisco Guine Cromartyshire Kensington Berangere July 19 Marie July 18 Maries Rene Emelie Gen. de Sonis Invermay July 9 Chas. Gounod Clan Mackensie	Hr. bark Nor ship Hr. bark Hr. bark Hr. bark Hr. bark Hr. bark Fr. bark Fr. bark Fr. bark Ger. tark Hr. bark	Lavingston Lauro Jean Nichols Lauro Jean Norff Lauro Jean Norff Le Tonzos Roux Crequer Schutte Porter Legoff Porter Legoff Legoff Haumon Denker Wurthmann Medor Gray Wichert Rodinis Reed Boriand Montols Montols Montols Le Hulde Le Ruux Ricordei Mace Dahp Hempot Lamont	1409 1409 1531 1506 2007 1738 2007 1738 1644 1746 1756 1658 1651 1652 1658 1651 1652 1766 1658 1576 1651 1766 1576 1576 1576 1576 1576	Hamburg P. L. Angl's, Greenock P. L. Angl's, Greenock P. L. Angl's, Swansea Hamburg Swansea Hamburg Newcastle London Antwerp Newcastle Hamburg Howcastle P. L. Angle Cardiff Hamburg Shields Newcastle Antwerp Shields Negasaki Antwerp Honolulu Antwerp Honolulu Antwerp Honolulu Antwerp Honolulu Antwerp Honolulu Antwerp Honolulu Antwerp	255 1311 1435 259 259 1409 1409 1409 150 150 150 150 150 150 150 150 150 150	Girvin

Emelie Gen. de Sonis Invermay uly 9 Chas. Gounod			r. bark Ogert.		1728 Antwer 1746 Honolu 1337 Antwer 1717 Sourabe 1509 Hambu	p u p va	Taylor		
Tot	al tonnage en reu	te and liste	d, 60,530.						
	GI	RAIN TON	NAGE IN	THE	RIVER				
Arrived.	Name.	Flag and rig.	Master.	Tons	From.	Agents		Berth,	
uly 3	l Ardencralg 1 Nauarchos 6 Grand Duchess	Br. ship Ger. bark Fr. bark	Rowhl	2796	Rotterdam Hamburg Shleids	Balfou		Columbia Gr'nw'ch Gr'nw'ch	
Tot	al tennage in per	1, 6332,							
	GRAIN	TONNAGE	EN ROT	TE	TO PUGET	SOUNI	>		

Total t	onnage in port, &	152,						
GRAIN TONNAGE EN ROUTE TO PUGET SOUND								
Salled	Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees.	
April 20 Cambridge Street Stre	ustrasia ortez renada orteviot ide ide histiebank amoronna etavia Kilhecrankie ardomene Vilkommen Trania ndra Theodore aton Hall cottah Moors leuador larguerite Dellfus odore iarguerite Dellfus odore iarcore trathdon lan Roberts ietherby omia Theimen	Br. ship Br. bark Br. bark Br. bark Br. ship Br. cop Br. bark Ger. ship Br. bark Fr. bark Fr. bark Br. ship Ger. ship Ger. ship Br. ship	Spille Perry La Gloscheo	277 I 1715 A 277 I	Cardiff Cardiff Antwerp Nagos Antwerp Honolulu Fokohama Antwerp	116 86 86 141 150 150 150 150 150 150 150 150 150 15		

Netherby Br. ship Chellaw Aug. I Nomia Ger. skip Hasselman Br. ship Radeliffe Br. bark Rehburg			sn	1400 Honoluiu 1921 Yokohama 21 1525 Antwerp 118			
To	tal tonnage en r						
	GB	AIN TOX	NAGE ON I	PUG	ET SOUND		
Arrived.	Name.	Fing and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
July II July II July II July II July II Aug. 18 Aug. 18	Leicester Castle	Br. ship Br. ship Br. ship Br. ship Br. bark Br. bark Fr. ship Br. bark Br. bark Fr. ship Br. ship Ger. ship Br. ship	McKinnon Cormack Atklason Williams Crowe Forbes Langlois Latta Beattle Sauermilch Brice	21:09 21:06 21:07 22:11 21:22 1:09 21:00 2:00 2:00 1:41:0	Antwerp Greenock Yokohama Hamburg Cardiff Hiego Antwerp Hamburg Liverpool Rotterdam Roterdam	Disengaged Disengaged Disengaged Disengaged Disengaged Disengaged Disengaged N.W.W.Co.	Victoria P. Towns. Tacoma Esquimal P. Towns Vanc'ver Seattle Tacoma Tacoma
Tota	al en route and li	isted, 22,691	tons.				S SOUTH A

STOOD OFF A CONSTABLE

SHEEPMAN WANTED FOR ASSAULT ON DOUGLAS BELTS.

When the Shertff Went After Konker He Sold Mortgaged Property and Left the Country.

PILOT ROCK, Or., Aug. 28.-(Special.) Pilot Rock, Or., Aug. B.—(Special.)—A warrant was sworn out before the Justice of the Peace of Pilot Rock precinct on the 18th inst. charging Ernest Konker, a sheepman, with the crime of assault with a deadly weapon by Douglas Belts, the well-known stockman of this section. The warrant was placed in the hands of a Constable, but no arrest was made, for the reason that Konker declared that no living man would ever arrest him, and, with a Winchester in his hands, made for the brush.

hands, made for the brush.

Sheriff Taylor, of Umatilia County, was then notified, and that officer started in pursuit of the bad man, Konker, on Monday last, but could not find him anywhere. It is now learned that he has disposed of his sheep, and, with a team of horses, has left for parts unknown. The horses sheep and everything he had were mortinged.

He is reported to have been seen in the neighborhood of Granite, accompanied by

He is reported to have been seen in the neighborhood of Granite, accompanied by his brother, Carl. Both men are well known here, and Ernest is believed to be of unsound mind. Carl' is said to have killed a man in South Dakota some years ago, and Ernest was arrosted about one year ago for having chased a man some distance with a pitchfork. They have nevert a troublesome said for some time proved a troublesome pair for some time past in this section.

GAMBLING WAS HIS RUIN, Enstern Oregon Man Steals a Horse

to Recoup His Losses, ONTARIO, Ot., Aus. 23.—(Special.)— Sheriff Lawrence, of Vale, passed through Ontario resterday with Joe Sizemore in custody for larceny of a horse belonging to John Tomson, of Vale. Some time ago Sizemore came to Ontario with considerable money and was soon relieved of it by the saloon men and gamblers. Soon after he went to Vale and secured Mr. Tomson's horse, rode away and sold horse and saddle. Mr. Lawrence received news of his be-

ing at Whitney, so he hurrled to the place and obtained his man.

VALE, Or., Aug. 21.—(Special.)—Joe Stammore, who stole a horse, saddle and bridle, the property of John Tomson, from a hitching post in Vale, on the night of July 17, was brought to town yesterday by Sheriffe J. E. Lawrence. Sizemore was arrested in Sumpter by the Marshal of that town and held till Sheriff Lawrence's arrival. rence's arrival.

rence's arrival.

On being brought before Justice P. E. Phelps for examination the prisoner admitted that he took the horse, saddle and bridle and sold the property in Whitney, waived examination and was admitted to ball in the sum of \$1900, which he falled to produce and was remanded to the County Jail to await the October term of the District Court.

DUTCH COUNT FOUND DEAD. Fortune Dissipated, He Is Forced to Work as a Laborer,

SAN FRANCISCO, Aug. 23,-Count von der Valde, said to be a member of an aristocratic family of Holland, was found dead on the ocean boulevard this afternoon and it is presumed that he died from heart failure as he had been under medical treatment for such disorder. He was about 45 years of are.

medical treatment for such disorder. He was about 45 years of age.

Count you der Valde some years ago was left a fortune of \$300,000 upon the death of his father in Holland. He became interested in an Alabama colonization scheme and coming to America lost \$100,000 in the enterprise. Then he went to Australia and the balance of his fortune was lest in unlucky mining ventures. From Honolulu he came to San Francisco as a common sailor and had within the past ten months been engaged in various humble occupations.

ADVERTISED.

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

Direct plainly to the street and number of

Head letters with the writer's full address, including street and number, and request ab-swer to be directed accordingly. Letters to strangers or translent visitors in the city, whose special address may be un-known, should be marked in the left-hand corner "Transient." This will prevent their being delivered to persons of the same or similar

Persons calling for these letters will please state date on which they were advertised. August 24. They will be charged for at the rate of I cent for each advertisement called for

Akerman, Mrs Tilda	McLean, Lillian
Abel, Mire Clara	McNichols, C H
	Macintire, James
Adams, Mrs G	Madoie, Mrs Stella
Adams, Mrs Isaac	Mandole, Mare Stella
Adams, Verney	Marvin, Frederick Re
Allie, Albert-2	1636E
Allen, J T	Martach, Anton Majone, Thomas
American Voltage Co	Majone, Thomas
Anderson, Mrs C N	Mursella, Raffaele
Andreas Mer C A	Martin Mrs A W
Anderson, Mrs C A Anderson, Clarence	Martin, Mrs A W Martin, Walter-3
Anderson, Carence	Mandalasha Momis
Anderson, Miss Josie	Mendelsohn, Morris
Anderson, Mrs Murtha	Mason, Miss Dolly
Anderson, Porter	Mathews, J H-2 Meinecke, Erna
Anderson, Will C	Meinecke, Erna
Anderson & Crowe	Mechan, J P-3
Arm, Robert	Meyerowitz, H B
Aude, Miss Maria	Mealey, M A
Bahrenburg, William I	
Blakes Bolls M	Milliner, 8
Baker, Rolla M	Miller, Charles
Baker, Joseph C-I	
Baker, George	Miller, Mrs A B
Barber, Frank	Miller, George B
Barman, Miss Celeste	Miller, Miss Franch
Baumann, W K P	Miller, George W
Beard, Mrs Mary	Miller, Miss Della
Beach, Mrs O	Miller, L S Miller, Otto C
Beal, Lawrence M	Miller, Otto C
	Miller, W P
Beck, Joseph	Miller Deter
Beeman, Mrs Blanch	Miller, Peter
Heisher, Mrs Caroline	Miller, Peter B
Heeman, Mrs Blanch Beisher, Mrs Caroline Bell, M W	Miller Mrs Zarelda
Benton, E T	Miner, Fred
Benjamin, Morris	Miner, Mrs Addie
Bennett, Mrs. 802 2d	st Mitchell, Frank, 91
Heres, Miss Etta	Grand ave
Bergeron, Mrs Angelia	Monntford Miss M
Designation, Mary Augent	Montgomery, Miss !
Bidleman, W D	Montague, Miss Me
Bigelow, Mrs Della	
Bigelow, Mrs George	garet
Hiew, Mrs Ella	Moore, Mrs Jessie !
Bliss, Mrs.	Moore, Mrs, 206%
Black, H C	Morgan, William
Blake, Charlie	Morgan, I D
Blake, Mrs Grace	Mortensen, Jack
Blake, A H	Mortensen, Jack Morton, Peter
	Munro, Miss Bessle
Blakiston, Miss Emmi	Marco Drawn
Border, Joe	Musa, Hugo

ma Munro, Miss Bessie
Muss, Hugo
Multinomah Med Co
a Mullins, R
Multina, R
Multinath, R
Murray, Miss Corn
Murphy, Clarence
Myers, A E
Meler, Mrs David
Myers, H B
A Myers, H B
A Myers, H B
A Myers, W F
Yrance
Melver, Max
Mayer, Oscar
Nutting, W F
Nichols, John
Neuman, D E
Nelson, Miss Augusta
North, Miss Louise
Oppenheimer, A
Oliver, Lofton
Olson, Mrs Of
Olson, Mrs Of
Olson, Charles G
Olson, Croamery Co

Campbell, B L.
Canadian Emigration
Agent
Carison, Mrs Ida M
Carlisle, Wm
Carlisle, Wm
Carell, F R-2
Carr, Mise G
Cascade Sceam Laundry
Casterline, Mr
Clarke, Mrs M E
Clarke, Mrs M E
Clarke, Mrs M E
Clarke, Mrs M E
Clarke, Mrs A B
Coller, R
Coyle, Mrs A B
Coller, R
Cooller, R
Cooller, R
Coonett, E F
Conner, Mrs H A
Conner, Matt
Cooley, Ellis
Cook, Mr
Cook, C
Cook, Mr
Cook, Mr
Cook, C
Cook, Mr
Co Pennock, John
Pernar, William
Perrif Mrs J 8
Peitermen, Mrs Prank
Peterson, Miss Alma
Phelps, Mr and Mrs
Mark
Pickeral, Mrs Emma
Pintler, Dr Wilbur N-3
Probbiel, Media
Pritchard, Arthur
Prince, C B

Price, Miss May Puckett, Miss Tess Pullen, Mrs L S Quigler, Hai N Quick, George A Rhemberg, Mrs H Rhombers, Herman Rankin, J S Reminator, A L ulliman, Miss K ulliman, Miss K ullimblings, E C stily, R K (Venpoor ily, B K
wenport, Edward
wison, Mrs Helen
wis, Martha L
wis, John H
irich, Mss Maggie
iman, Mr and Mrs oo, Mrs Mar hathmond, J T hastrom, Axel hait, Mrs O L undy, Miss Anna berts, Dr R D ots, Capt R P wan, P mbaugh, Mrs Wm seell, Mrs C S thatein, Jacob lle, Sh ch, Miss Lydia

ir, Miss Anna B

Mrs D schooler, Adolph
Scholished, Miss Harriet E
Schraeder, Ben
Schweitzer, Philippin
Schweitzer, Philippin
Schweitzer, Philippin
Schweitzer, Prilippin
Schweitzer, Mrs E A
Schweit, Mrs E A
Schweit, Mrs E A
Schweit, Mrs Wm
Schefant, Charley
Shawer, J W
Shanton, Anna
Shehlon, John L
Sheafer, Predie
Shearer, Mrs Judith
Shoa, Miss Nora
Shepard, S
Sheppard, Mrs David
Siljan, Charles 2
Simmons Mes

W S E W Mrs Rosa Mrs Margaret most, T J mahan, James and Itsie creat, Mrs Mary creat, J G-2 mixenstein, Mrs ench, Glimar J ler, Mrs Lena wrd, Halph e, Charles W-2 b, John A ugh, Miss Ruby C C C A B

rmith, I.C.
inith, Joseph
imith, J. H.2
imith, J. H.2
imith, J. G.
imi Glasler, A B
Glashn, Mrs Ida
Glashn, Mrs Ida
Glashn, Mrs Ida
Gove, John
Gochrup, William
Gow, John
Gochrup, William
Gow, Lawrence M
Goldsmith, Citve
Gorner, Mrs George
Gortler, Henry
Gould, Mrs W R
Bravley, J A
Bravea, Miss Dawn
Braham, Miss Gertie
Bray & Leaner
Green, Mrs C C
Brob, John
Fulld, Mrs P S
Hart, Mrs C H
Jarris, Miss Bernice
Harrington, Mrs Bell
Hanson, A L
Janke, Clifford
Lanson, A L
Janke, Mrs E V
Jarrington, Mrs Bell
Hanson, A L
Janke, Clifford
Lanson, A L
Ja Stephenson, Miss Gelief
Stewart, Pat
Stuart, Mrs M B
Stiles, H A
Stilven, Miss Nellie
Stovall, B F
Stolte, C F
Stonking, Lee-2
Strahan, W
Strahan, W
Strawn, Manley
Sullivan, Mrs E N
Sweeney, Frank
Taller, Miss Charlotte
Tauffest, Benjamin
Tahar, S H
Tansen, Peter

rry, Mass Exhelt weerge, Seraphine oman, Mrs Anna ornen, J orn, Mary E omas, Miss Nellie ompson, Irwin J amore, Frank botts, A F tuen. Mrs Orlando ddleston, Miss Cora nter, Mrs Frank tchinson, Mrs

reiand, F H
ames, Mrs Mary P
fakesh, Miss Mildred
fakelsen, Herman
facobs, Mrs Vira
fedfrles, A D
fensen, Berthn
fennings, John F
fordon, Miss Heil
Johnson, C B
Johnson, Alfred J
Johnson, Alfred J
Johnson, Helena
Johnson, Helena
Johnson, Helena
Johnson, Helena stron, we shall be said one of the control of the c

Johnston, Affred J
Johnstone, Helena
Johnstone, Helena
Johnstone, Mrs Minni
Jones, Mars Minni
Jones, Harry-2
Jones, Harry-2
Jones, Harry-2
Jones, Harry-2
Jones, Harry-2
Jones, Harry-2
Jones, Harry-1
Jones, Harry-1
Karnell, P A
Kalin D S
Kestlin, Mrs Edw
Kaline, D e Z M
Kelley, Dr Z M
Kelley, Mrs A W
Kelley, Mrs Laura
Lendall, Mrs Joseph
Kent, Dr W J
Keritt, Mrs M A
Kinnand, Mrs T J
King, J R
Kirkpatrick, E M
Knapp, Miss Leslie
Korling, H F
Krestensen, Hanna
Kroll, G C
Kedder, P R Wallie, R W
Wallie, R W
Wallie, R W
Wallace, Miss Anna
Waltere, Mrs Elizabeth
Walton, Mila
Waltsberry, S P
Warner, Olive L
Warren, Edward
Warren, Edward
Warren, Edward
Warlington, Mrs Lizzle
Watts, Mrs W
Warkins, Miss Edina L
Watson, Iola Lille
Watkins, Miss Edina L
Watson, Iola Lille
Weble, Mrs Haley
Webb, Charles
Weils, Frank
Weils, Frank
Weils, Frank
Weils, Frank
Weils, Mrs George
Wert, George E
West, Mrs George
Wert, George E
West, Miss Allie
White, Mr
Willieughby, Raymond
Winnet, E
Windle, J E
Wirth, Miss May

Wilde, F. D.
Wilcox, Joe
Wilcox, Joe
Wilcox, Joe
Wilcox, Joe
Wilcox, Joe
Wilcox, Joe
Williams, Guy
Wilkinson, M. H.
Williams, Frank
Williams, Liewellyn
Williams, Miss Neille
Williams, Mary E, M. D.
Wilson, Adn
Wilson, Jack
Wilson, Jack
Wilson, Jack
Wilson, Zell
Wilson, M. D.
Wilson, M. D.
Wilson, M. D.
Wilson, M. S.
Wilson, Mrs. Dearl
Winslow, Mrs. Dearl
Wooley, Mrs. F. E.
Wooley, Jack
Woole, Samuel John
Wools, Samuel John
Wools, Samuel John
Woolf, Jackel, Mary kuntz, Billy Kuetermeyer, Chas A. acke, Miss Edith ambh, Miss Marion andon, Irens anenticid, Mell archer, Eugine arson, Nick Strenberg, Don inton, Walter

Linton, Walter
Linton, Walter
Long, Mrs Bertha
Lockwood, Charles El
Lockwood, Ray
Long Brus & Co
Lorauff, Fred
Lovelace, J W
Longfiridge, Robert
Lonell, J
McCumber, Mrs Abby Woods, Samuel John Wolff, J Wolf, Minnie Mary Wolf, Minnie Mary Worden, O.L. Wright, Mrs. J.M. Yacker, Miss. Mary Yerker, Claude Young, Charles Yerbe, Charles Yerbe, Charles Yelgier, J. W. Elimmerman, Miss. Es Lessell, J McCumber, Mrs Abby McIntire, Mr McCally, Charles McCarter, Mrs A McDonald, A McDonald, Hughto McGoldrick, J L McLeod, Mrs C R F. J

n, Mies Ente F. A. BANCROFT, P. M.

THE GREAT NORTHERN

TRAVELERS' GUIDE.

Ticket Office 122 Third St. Phone 680 2 TRANSCONTINENTAL 2

Direct connection via Scattle or Spokane. For tickets, rates and full information call on or address H. Dickson, C. T. A., Portland, Or.

JAPAN - AMERICAN LINE RIOJUN MARU For Japan, China and all Asiatic points, About September 5th,

For South-Eastern Alaska



WILLAMETTE RIVER ROUTE FOR SALEM

Altona and Pomona leave FOR OREGON CITY Biesmer Leone, isaves daily, 8:20, 11:30 A.
M. & 6:15 P. M. Leave Oregon City, 7, 10
A. M., 1:30, 4:30 P. M. Round trip, 46c.
Tickets good on Oregon City ears.
Dock foot Taylor at. Physic Main 40.

TRAVELERS' GUIDE. OREGON

SHORT LINE AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standard and tourist sleep-ing-cars daily to Omaha, Chicago, Spokane; tourist sleeping-car daily to Kansas City; through Pullman tourist sleeping-car (person-ally conducted) weekly to Chicago, Kansas City Reclining chair cars (seats free), to the East daily. UNION DEPOT. Leave. | Arrive. CHICAGO-PORTLAND 8.20 A. M. 4:30 P. M. BPECLA.
For the East via Hunt-ligion. FPOKANE FLYER.
For Easers Washington, Walla Walla, Lewiston, Ceeur & Aleceand Gt. Northern points

For the East via Hunt Da ly. 10:30 A. M. OCEAN AND RIVER SCHEDULE, FOR SAN FRANCISCO 8:00 P. M. 5:00 P. M. bteamer Geo. W. Sider, From August 10, 20, 30, Aliska Steamer Cotumbia, August 5, 15, 25. For Astoria and way 8:00 P. M. 5:00 P. M. Daily except of liwaoo and Sunday; except Hassalo, Ash-st. dock 10,P. M.

POTTER SAILING DATES (Ass. st. dock Aug. 25, 7 30 A. M.; Aug. 27, 0 A. M.; Aug 29 (Saturday), 12:30 P. M.; Sept. 1, 0:45 A. M. Sept. 3, 12 noon; Sept. 5 (Saturday), 1:30 P. M. FOR DAYTON, Oregon 7:00 A. M. 3:00 P. M. City and Yamhili River Tuesday bonday, Wedn'day dock (water permitting). Saturday Friday

FOR LEWISTON, Ida-ho, and way points, from Riparia, Wash, steamers Spokane of Lewiston. TICKET OFFICE, Third and Washington. Telephone Main 712 PORTLAND & ASIATIC STEAMSHIP COMPANY.

For Tokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghat, taking freight via connecting steamers for Manila, Port Ar-thur and Vladivostok. INDRAVELLI SAILS ABOUT AUGUST IS. For rates and full information call on or address officials or agents of O. R. & N. Co.



Union Depot. Leave OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, Sacramento, Montal train for Mount Angel, Silwetton, Brown swill & Springfloid, Wending and Natron. *8:30 A. M.

Albany passenger connects at Wood-burn with Mt. An-gel and Eliverton local. *4:00 P. M. Corvallis passenger. *5:50 P. M. 97:30 A. M. 14:00 P. M. | Sheridan passenger. ||8:25 A. M.

pendence.

First-class rebate tickets on sale from Port-land to Sacramento and San Francisco; net rate, \$17.50; berth, \$5. Second-class Saps, \$15, without rebats or berth; second-class herth, without rebats of owner.

2.50.
Tickets to Eastern points and Europe. Also
Japan China, Honolulu and Australia.
CITY TICKET OFFICE, corner Third and
Washington streets. Phone Main 112.



TIME CARD OF TRAINS

PORTLAND

Depart. Arrive,

A. D. CHARLTON, Assistant General Pas-senger Agent, 235 Morrison st., corner Third, Portland, Oc.

S. S. "Ohio" SAILS FROM SEATTLE ON OR ABOUT SEPTEMBER 2,

Nome and St. Michael CONNECTING FOR ALL POINTS 38

-FOR-

Yukon, Tahana and Koyukuk Rivers EMPIRE TRANSPORTATION COMPANY,

607 FIRST AVENUE SEATTLE.

Astoria & Columbia River Railroad Co.

UNION DEPOT. Daily. Classkanis. Westport. Daily. Classkanis. Westport. Stop. m. (Clatson, Astoria. War. T. 200 p. m. (Clat. Garden Fort. Harming Classes, Colly). Garden Fort. Stevens. Garden Fort. Stevens. Garden Fort. Stevens. Cally. Astoria Express. Daily. Astoria Express. Daily. Daily. C. A. STEWART, Comm'l Agent 245 Alder st. G. F. & F. & P. A. Phone Main 505.

THE PALATIAL OREGONIAN BUILDING



Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanita-tion and thorough ventilation; elevators run day and night.

AINSLIE, DR. GEORGE, Physician and AINSLIE, DR. GEORGE, Physician and Surgeon 600-607 ANDERSON, GUSTAV, Attorney-at-Law 602 ASSOCIATED PRESS; R. L. Powell, Mgr., 203 AUSTEN, F. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia 502-603 BANKERS' LIFE ASSOCIATION OF DES MOINES, IA.; F. C. Austen, Mgr., 502-503 BATES, PHILIP S., Pub. Pacific Miner., 215 BENJAMIN, R. W., Dentist 314 BERNARD, G., Cashier Co-operative Mercantils Co., 204-203

GEARY, DR. E. P., Phys. and Surgeon...406

| Secondary | Seco LITTLEFIELD & CORNELIUS. 212 LITTLEFIELD, H. R., Phys and Surg. 212 MACKAY, DR. A. E., Phys. and Surg. 711-713 MANHATTAN LIFE INSURANCE CO. OF

OREGON INFIRMARY OF OSTEOPATHY OREGONIAN BARBER SHOP, MARSCH

OREGONIAN BARBER SHOP, MARSCH

& GEORGE, Props. 129 Sixth strees
GREGONIAN EDUCATIONAL BUREAU;
J. F. Straubai, Manager 200
PACIFIC MERCANTILE CO. 205
PAUFIC MINER, Philip S. Bates, Pub. 215
PAGUE, B. S., Altorney-at-Law 518
PALMER BROSS, Real Estate and Business Chances. 417-418
PORTLAND EYE AND EAR INFIRMARY
Ground Floor, 125 Sixth Street
REED, C. J., Executive Special Agent
Manhattan Life Ins. Co. of New York 209
REED, WALTER, Optician, 125 Sixth street
RICKENBACH, DR. J. F., Eye, Ear, Nose
and Throat
ROSENDALES, O. M., Metallurgist and
Mining Engineer 310

ROSENDALES O. M., Metallurgist and
Mining Engineer 310
RYAN, J. B., Altorney-at-Law 515
EAMUELL L. Manager Equinble Lite, 300
SCOTT, C. N., with Palmer Bros. 417-418
SHERWOOD, J. W., State Commander K.
O. T. M... 517
SMITH, DR. L. B., Ostespath. 409-410
EMITH, GEORGE S., Cashler Equinble
Life 508
STOLTE, DR. CHAS. E., Dentist. 704-705
SURGEON OF THE S. P. HY, AND N. P.
TERMINAL CO 706
SUPPERINTENDENT'S OFFICE 201
TUCKER, DR. GEO. F. Dentist. 610-611
VESTEER, A. SPOCIAL Agent Manhattan
Life WARRIEN CONSTRUCTION CO., T. W.
Notingarm, Mgr. 226-217
WENDLING, DR. HOHT F., Dentist. 105
WILEY, DR. JAMES O. C. Phys. & Surg. 103-9
WILSON, DR. EDWARD N. Eye, Ear,
Nose and Throat
WILSON, DR. GEO. F., Phys. & Surg. 207-308
WILSON, DR. HOLT C., Phys. & Surg. 207-308
WOOD, DR. W. L., Physican, 411-413-414
Offices may be had by applying to

Offices may be had by applying to the superintendent of the building, room 201, second floor,

MEN HO CURE

THE MODERN APPLIANCE - A positive way to perfect manhood. The VACUUM TREATMENT cures you without medicate of all nervous or diseases of the generative organs, such as lest manhood, exhaustive drains, variouscle, impotency, etc. Men are quickly restored to perfect health and strength. Write for chroular, Currespondence confidential for circular. Currespondence confidential.
THE HEALTH APPLIANCE CO., rooms 47-44
Eat- Deposit building. Seattle, Wash,