All Oriential Liners Are Running Light.

POOR OUTLOOK FOR J. J. HILL

Last Four Steamships Sailing From Pacific Coast Carried in Aggregate Less Than One Cargo for His Big Steamers.

The announcement that the first of the Great Northern mammoth freighters would leave for the Pacific Coast in a few weeks, has awakened renewed interest in wondering where Mr. Hill will cargoes for them. In view of the fact that it is impossible for the transporta-tion companies to secure cargoes for the much smaller carriers now plying to the Orient the universal sentiment seems to be that the mammoth liners will sall for a long time in very light ballast trim, or else remain at the docks. The condition of the Oriental business out of Pacific Coast ports is pretty well illustrated by the cargoes taken out by the last steam ers leaving San Francisco, Portland and Puget Sound. The last yessel to leave Ban Francisco was the mammoth Mongolia, the largest ship on the Pacific

This vessel is several thousand tons smaller capacity than the big Hill liners. and despite the fact that a special effort was made to fill her on the maiden trip, she sailed from San Francisco Saturday with less than half a cargo. From Port-land the Indrasamha, an 8000-ton steamer, sailed last week with but little over 2500 tons. From Puget Sound the British steamer Agamemon, a 12,000-ton carrier, salled a few days ago with but 2800 tons, and a small portion of this was for Europe and Australia. The showing made by the Puget Bound ports is all the more remarkable when it is considered that the Japanese line which has been sending from two to three steamers a month to Senttle, has been withdrawn so that the Agamemnon had a clean field for the freight of both Scattle and Tacoma. In ection it might be mentioned Canadian Pacific steamer Empress of China, which salled from Vanconver a few days ago, carried 750 tons of flour from Scattle and Tacoma.

These four steamers left the respective ports, San Francisco, Portland, Seattle and Tacoma and Vancouver and their ag-gregate cargoes were insufficient to fill one of Mr. Hill's big steamers, which it is now stated he will send to the Coast within a few months. Admitting that Mr. Hill will have a clean sweep of the Puget Sound freight and will drive the ers now there from the route, and he must still face the competition of the adian Pacific, the Portland & Asiatic and the Pacific Mail Steamship Com-panies. These lines will continue to operate boats of a size that will admit of a frequent service and to meet this competition, Mr. Hill must have an equally frequent schedule. It is reported that he will have a schedule which will admit of a steamer every three or four weeks and to do this will take over the mammoth freighters Shawmut and Tre-mont now on the route. If his two big roads are now unable to rustle up more than one-fourth of a cargo for a 12,000ton steamer, it will be interesting to learn

how he will fill up his 30,000-ton carriers.

The Puget Sound lines will never again have the opportunity to draw flour shipments by rail from Portland for transshipment to the Orient, as Mr. Harriman has made arrangement for vessels from his San Francisco line to come north and belp out the Portland & Asiatic line whenever freight offerings are in excess of the facilities of the regular line. The improved facilities here will also draw to Portland considerable business that in the past has been diverted to Scattle by rea-son of better facilities there. Altogether the outlook for full cargoes for the Min-

### THE HISTORIC DOVENBY.

Vessel Bearing the Name of an Old-

Timer Headed for Portland. The British bark Dovenby sailed from Iquiqui for this port last week, presum-ably "seeking," although there is a possibility that she has been chartered for lumber. The Dovenby is a historic name along the Portland waterfront, and formerly adorned a vessel that made a record for carrying more cargoes from Portland to Europe than were ever taken out by any other vessel before or since her time. The old Dovenby which preceded the one now en route for Portland, first came to this port in 1871, and in the suc-ceeding 17 years carried to Europe 11 cargoes of wheat flour and salmon. Henry Hewitt, still prominent in marine circles in this city, dispatched the Dovenby on her first voyage from Portland in October, 1871 with 45,770 bushels of wheat valued at 363,162. Her next trip was in November, 1874, when she was cleared by Savier & Co. with 13,635 bushels of wheat and 10,000 barrels of four. (he Salver to be savier to the Salver to th 10,000 barrels of flour. The Salem Flour-ing Mills dispatched here in February, 1876, with 17,305 bushels of wheat and 8652 barrels of flour, and again in March, 1877, with a full cargo of 14,260 barrels of

W. S. Sibson, the dean of all wheat exporters still in the service in this dispatched the vessel in July, 1878, with 3496 barrels of flour and 25,500 cases of salmon, and Henry Hewitt again sent her out in October, 1879, with 46,945 bushels of wheat valued at \$50,620. In February, 1871, she was cleared by Sibson, Church & Co., with flour and salmon, and in October, 1883, Balfour, Guthrie & Co. loaded her. The Dovemby's last three voyages from Portland were in Pebruary, 1885; March, 1886, and October, 1888. C. Caesar & Co. dispatched her on all three of these voyages, and she carried 46,473, 46,406 and 46,443 bushels respec-

The records at the Merchants' Exchange show quite a number of old-time vessels which carried from seven to nine cargoes from this port, but the old Dovenby's record stands alone, and will probably never be touched by any other grain-ship in the trade. The new Dovenby was It about ten years ago and has never visited Portland.

### THE DISAPPEARING SAILERS.

Lose Their Identity, but Retain Their Earning Capacity Under New Flag.

The Norwegians seem to have more faith in the value of sailing ships at the present time than is displayed by any other country and they are buying them wherever they are obtainable. The Norwegians always change the name with the flag, and for that reason a great many well-known vessels annually drop out of eight and are never recognized under their new names. The Norwegians have been strictly impartial as to flag in their recent purchases of vessels well known in the Portland grain trade, Mr. Hansen bought Portland grain trade. Mr. Hansen bought the German bark G. H. Wappaus and renamed her the Guldregn. Mr. Olsen purchased the French bark Jules Verne and she is now the Norwegian bark Francis Hagerup. The old-timer Peebleshire, which was a frequent visitor in the early

FREIGHT WANTED days in the grain trade in this port, has been sold to Mr. Jacobson, and is now the Bergioit, and the County of Caithness has se the Sofia is now the Nordstjernen, and the City of Ning Po, an iron bark built more than

40 years ago, is the Valhal. German shipowners made fortunes dur-ing the last previous depression in ship-ping, by buying up all of the British vesenjoy a similar piece of good luck when the periodical revival in freight

Domestic and Foreign Ports. ASTORIA, May 8.—Salled at 6:20 A. M.—Schooner C. S. Holmes, for San Francisco.
Arrived down at 3 A. M. and salled at 6 A. M.—Steamer Aurella, for San Francisco. Arrived down at 6:20 A. M.—American bark Hosper,
Arrived at 11 A. M.—Steamer Elmore, from Tillamook. Condition of the bar at 5 P. M. Tillamook Condition of the bar at 5 P. M. smooth; wind northwest; weather cloudy. San Prancisco, May 8.—Salled—Steamer Chilkat, for Comok; schooner Maris E. Smith, for Puget Sound; schooner Viking, for Gray's Harbor; United States steamship Gedney, for Seattle, steamer Charles Nelson, for Seattle. Arrived—Steamer Prentise, from Portland; ship Glory of the Seas, from Comok; steamer G. C. Lindauer, from Portland; ship Indauer, from Gray's Harbor. New York, May 8.—Arrived—Celtic, from

Liverpool and Queenstown; St. Paul, from Southampton and Cherbourg; Umbria, from Liverpool and Queenstown,

### REVISITS OLD SCENES.

Pioneer Comes From Far East and Talks of Gold-Mining Days.

"The first job I got in Portland was cutting cordwood," said C. C. Gardiner, of Charlottetown, P. E. I., at the Perkins yesterday, "and my partner and I cut down several trees right around where the Portland Hotel is now. I remember the trees were very big."

Mr. Gardiner came to Portland in 1858

from San Francisco, on his way to the Fraser River gold fields, and, although he has not been engaged in business for 30 years, he makes periodical visits from his home in the Gulf of St. Lawrence to

the scenes of his early labors.
"Yes, sir," said Mr. Gardiner, "my partner and I didn't know just what to do ner and I didn't know just want to when we reached Portland. We had in-when we reached Portland. We had intended going up into British Columbia by cutting across country from The Dalles, but when we got this far we heard that Colonel Steptoe had just been defeated by the Indians, and that there was no chance to make our journey in safety by this route. So we walked to Olympia and from there we salled in the Constitution to Port Townsend, thence to Seattle, which didn't exist at all then, and thence to Bellingham

Bay, "At Bellingham Bay, where Whatcor At Bellingham Bay, where Whatcom and Fairhaven are now, there were at least 10,000 people camped, mostly from San Francisco, and all on their way to the new gold fields. It was hard to get transportation, but a party of us finally bought a canoe for \$135, loaded it with provisions and started for the Fraser River Somewhere along the way. River. Somewhere along the way we me a Hudson Bay trader, who told us that a route called the Harrison River route was the best, and we went this way.

"At that time the Indians of the Interior were not afraid of the whites, and were in many cases openly hostile. We met some Indians, who before they would ferry us across a lake stole our kettle and then made us bring it back. As soon as we had done this they stole it again, and we had to buy it back several times before they would leave it with us. Finally we got to the Fraser, and while we found gold, we didn't find it in sufficient quan-tities to do more than pay wages. So we returned to California."

With his wife, Mr. Gardiner has been spending the Winter in Los Angeles. He is now returning to the less hospitable climate of Prince Edward Island, but proposes to come to the Pacific Coast again

"I made some money years ago in Cali fornia," said Mr. Gardiner, "and I have frequently visiter Portland and the South ern cities since. The last time I was here was four years ago, and the changes sinc then are quite marked. Los Angeles, towever, has changed more than Port-and. She harvests a crop of tourists then are every year that pays her big profits without the investment of any capital on her part except as regards hotels and good roads."

WORLD'S FAIR Excursion rates May 11, 12, 13, Great Northern Rallway, City ticket office, 122 Third street.

Name.

Total tonnage en route and listed, 39,643.

Apr. 19 Laennec Apr. 20 M'chai Noailles Apr. 26 Rajore May 2 Nai Fr. ship | Turbet Fr. ship | Robard Fr. ship | Garrick Ger. bark | Schutte

Total tonnage en route and listed, 27,775.

Name.

Total tonnege in port, 13,520.

Nov. (Elfrieda Sept. 19 Emille Dec. 15 Holt Hill Feb. 4 Carpare

Dec. 15 Holt Hill
Feb. 4(Carnarvon Bay
Apr. 15 Nomla
Mar. 16 Hampton
Apr. 20 Glaucus
Mar. 28 Brizeux
Apr. 15 Anna
Mar. 25 Dunifriesshire
Apr. 18 Dupicix
Asie
Carl
Apr. 25 Crillon
Lonsdale

Lonsdale
Ruthwell
Apr. 9 Cambronne
S. Celeste

Apr. 23 Fairport invermark

Name

Total tonnage in port, \$127.

Dec. 11 Celtic Monarch Feb. 27 Oranasia

Feb. 27 Oranasa

Mertha
Apr. 11 Aldebaran
Balmorai
Mar. 22 Anaurus
Mar. 10 Edouard Detaille
Mar. 21 Wandabek
Mar. 28 Bertha
Corunna

Apr. 25 Dudhope
Klidalton
Queen Elizabeth

Sept. 26 Dunfermline July II Dunstaffnage Sept. 14 Samaritan Mar. 16 Hougomont Apr. 14 M. Doellfus Apr. 29 Turgot

### **AUTOS TAKE TO THE ROAD**

PUFF MACHINES RUN OUT TO TWELVE-MILE HOUSE.

First Meet of the Season Draws Big Crowds to Base Line Road--Precursor of Many Others.

The sides of the Base Line road were fringed with rows of craning necks during the early part of yesterday afternoon because it had been announced in The Ore-gonian that there would be an automobile run to the Twelve-Mile House. All the commuters in that locality took the notice to mean there would be a race, so that when the first machine, a compact touring car, came bowling down over Mount Tabor at something under 35 miles an hour, drivers shied their horses into the fances, mothers grasped their children and fied within their gates, and small boys, a Circus." Nor should he skip "useful arts" for if he ever wants to build a yacht, he first machine in the run and it was will find in that department a book on

evening on her initial trip. She will, it is said, make regular semi-monthly trips hither, expecting to build up a passen-ger trade between San Francisco and Puget Sound, via this place.

NEW BOOKS AT THE LIBRARY Many Volumes in Various Fields of Literature Ready for Patrons.

Of the making of books there is no end. Of the making of books there is no end. From the stream that is daily pouring from the publishers' presses, the librarian of the Portland library has selected the following which have been catalogued and placed in the shelves ready for the call of the library patrons. It will be noted that the departments of useful and noted that the departments of useful and fine arts are being strengthened so that the library's effectiveness as an aid to students and ambitious artisans is greatly increased. The juvenile reader who scans the list for books should not ne-

# ELECTED PRINCIPAL OF

M'MINNVILLE PUBLIC SCHOOLS M'MINNVILLE, Or., May 8 --

son who has been elected to the principalship of the McMinnville public schools, was educated at Pacific College, Newberg, and began teaching school in 1897. For the past two years he has been High School,

sor Wilson it an educator of recognised ability, and was the unan-imous choice of the School Board.

not racing at all. The driver was trying out slowing down. Next came five in a bunch, eating one

another's dust, and they were hooted for being second. By and by came a long white machine without a muffler on, and the noise it made was something fleroe. A professional chauffeur was at the helm professional chauffeur was at the neim and seemed to have an engagement at fifteen minutes past the hour. He only stopped at the roadhouse long enough to swab the machine and pour some water down its throat, then back he came, shooting fire between the spokes and making it puff louder than ever. He was halled as victor by the crowd, being the first to re-

As a matter of fact, quite a crowd had a good run over good reads. Going out over tht Burnside-street bridge, they worked over to the Base Line road, following it to the destination. The average run was between 15 and 40 minutes. Some ran on out to the Sandy bridge, and most of them returned by the Section Line road one mile to the south This is on its road, one mile to the south. This is on its outer reaches better than the Base Line, but does not give such easy access to the city.

This run being only one of many where automobiling can be enjoyed thoroughly, other runs will follow later. The roads of this country have been much maligned. They are very good and 25 miles an hour can be made over many of them for miles at a time. This speed may horrify horsomen, but automobilists are not so bad as they are painted, and they slow up when passing teams and stop alto-gether when they see a horse is frightened. There are now about 50 private automobiles in town, most of which have been bought during the Winter. Double the number will come in during the Sum-

Initial Trip of the Chehalis. SOUTH BEND, Wash., May 8.—(Special.)

—The new steamer Chehalls, of the Christianson & Sudden Line, arrived in this

From.

1789 P. L. Angeles 1714 Rotterdam

1738 Antwerp 2200 Hamburg 1796 Hamburg 1921 Shields

1981 Shields 1579 Antwerp 1909 Hamburg 1717 Dunkirk 2499 Cuxhaven 2493 Swannea 1708 Hull 2046 San Pedro 1916 Hamburg 1734 Antwerp 1681 Newcastle 1420 Cardiff 1896 Antwerp

1806 Antwerp

1733 P.L. Angeles Disengaged Coloma 1821 Hamburg Balfour Bunkers 1946 Shields Disengaged Col. 1 2627 Ban Fran. Port. G. Co. Banfield

From.

1981 Rotterdam 2565 Antwerp 2613 Rotterdam 1636 Antwerp

1781 Glasgow 2198 Hamburg 1561 Antwerp 2208 Antwerp 1566 P. L. Angeles 1591 Hamburg 1700 Hong Kong

From.

Con-signees.

McNear 185 Balfour 186 Balfour 95 Girvin 14 54 Taylor 19 McNear 42 Balfour 27 Meyer 44

35 Balfour

... Girvin Il Meyer E. Girvin

MJ.J.Moore

16 Meyer Balfour

Berth.

150

28 Girvin

& E. Baker

Berth.

Disengaged Disengaged Disengaged Balfour

Disengaged Tacoma Balfour Tacoma

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From

the Northwest.

Master.

FOR PORTLAND

Ger ship Kuimen
Ger ship Kuimen
Ger ship Kuimen
Ger ship Wilns
Br. bark Parker
Br. ship Griffith
Ger. bark Hasselman
Br. ship Macdonald
Br. ship Crystal
Fr. bark Gowrie
Ger. bark Brunnings
Br. bark Jones
Fr. bark Lemerle
Fr. bark Collivand
Ger. ship
Br. bark Lesage
Br. ship
Br. bark Carson
Fr. bark
It. ship
Br. bark
Br. ship

GRAIN TONNAGE IN THE RIVER

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Lewis Greig Heineke Vonden Os

bark Roop ship Henderson bark Drillet

GRAIN TONNAGE ON PUGET SOUND

Master.

Br. ship
Br. verk
Forbes
Fr. bark
Forbes
Br. bark
Fr. bark
Fr. bark
Gezery
Br. bark
Gezery
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Gezery
Br. bark
Fr. bark
Gezery
Br. bark
Fr. bark
Gezery
Br. bark
Fr. bark

Br. ship Cummi Br. bark Jones Br. ship Fulton

Fing and rig.

Br. ship Br. berk Ger. bark Ger. ship Br. bark

Fing and rig.

"Small Yachts, Their Design and Cor struction," a book peculiarly well chosen for a city which has such a fine stream to the Willamette. the Willamette. Even the politician might find rest and recreation in a book with the title "Friction and Lubrication," and the rising young lawyer might de worse than to read Hill's "Care of Estates," which is introduced under "So-clology," The farmer will find a book on "Barn Plans," while the peaceful Quaker may take consolation in J. S. Block's excellent treatise on 'The Future of War.

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B R522M Charlemagne, Emperor of the West. Life of Charlemagne, Emperor of the West. Life of Charlemagne, by Eginhard.

B C473E Maxwell, J. C. Junes Clerk Maxwell and modern physics, by R. T. Glaschrook.

B M564G Rainsford, W. S. Freacher's story of his work.

FICTION.

About, E. F. V. (Lee) mariages de province.

About, E. F. V. (Lee) mariages de province.

About, E. F. V. (Lee) mariages de province.

B About, E. F. V. L'oncle et le neveu. F. Al56m About, E. F. V. L'oncle et le neveu. F. Al56m Bairac, Honore de. (Le) medecin de campagne.

F B H98cm Bairac, Honore de. (La) recherche de l'absolu.

B Rawr, Mme. A. S. (C. de C.) de Recel J. 2004e.

Bawr, Mme. A. S. (C. de C.) de Recel J. 2004e.

Bawr, Mme. A. S. (C. de C.) de Recel J. 2004e. Bawr, Mme. A. S. (C. de C.) de Raoul F B354r Bawr, Mme. A. S. (C. de C.). Robertine Bawr, Mms. A. S. (C. de C.) Soires des jeunes personnes Pield, R. M. Bondage of Ballinger P B354s Field, R. M. Bondage of Ballinger Pv557b Hebel, J. P. Schat-kastlein des rheinischen haustreundes G H44ss. 

BOOKS FOR CHILDREN. 

# NO STRIKE OF BUILDERS Gerl. Roscoe Greller. William Griffith, Montgome Griffith, Roy Griffith, Roy Griffith, L M (4)

PEACE PREVAILS FOR THE FIRST TIME IN SEVERAL YEARS.

Plenty of Men and Plenty of Work-Disorganized Building Trades Cannot Cause Trouble.

This is the first Spring in several years that builders have not stood in hourly dread of strikes until they got them. May s well launched and, though there is much building, there is no talk of strikes. Reasons given for this situation are numerous, but the most conclusive is that the building trades do not see it to their advantage to demand more than they are getting, and failing to enforce their de-mands. nands. The supply of carpenters, painters, lath-

ers, plasterers and all the other trades that have to do with building is good just now, and contractors can get pienty of men to do their work. Men have come in here from the East and the Sound, drawn by the prospect of big wages during the construction of the Fair. And as there has not been such a great deal of employment there as yet, they have sought work elsewhere and found it. There are few idle men, but as work of this kind is elastic there has been no shortage. When there are plenty of men and good wages, there is not likely to be a strike. The only possibility that way is furnished by the floating, "tramp" mechanics, who, falling to find jobs, try to kick up a meas. But, the conservative element ruling in the unions, they are not gen-erally successful.

Another and the most potent reason why Another and the most potent reason way strikes are unlikely in this line of work is that the Building Trades Council is in a disorganized condition. Last year it was very powerful, and when the painters went out, ruled over the others. But this year the Federated Trades Council has taken up the functions of that body and does not favor hostile movement.

There has been fear of trouble at the Fair grounds, but as laborers and con-tractors alike have taken up arms against J. E. Bennett, whom they accuse of

working his men nine and ten hours a day, they are now lying down together and purring upon each other. They are all hot after Bennett, and he being squelched, the good feeling caused between them in fighting for the eight-hour day, a cause contractors were not known to have been active in before, will put them on very friendly terms, and that will help them tide over small unpleasantnesses that may arise.

### SURVIVORS OF SCHOONER. Arthur McArdle Was Wrecked on Egg Island, Bahamas.

NEW YORK, May 8 .- The Ward Line steamer Santiago, which arrived today from Tampico, Havana and Nassau, brought Captain J. H. Shepherd and seven scamen of the American schooner Arthur McArdle, which was wrecked on Egg Island. Bahamas, on April 23, and became a total loss. The McArdle was bound from Philadelphia for Havana with

a cargo of petroleum.
Other passengers on board the Santiago
were Sir Gilbert Carter. Governor of the
Bahamas; Lady Carter and daughter.
They are in transit to London. The steamer Celtic, from Liverpool and Queenstown, arrived here today bringing Dr. Roswell Park, the Earl of Stamford, and Sir Charles H. Tupper.

### ADVERTISED.

Free delivery of letters by carriers at the esidence of owners may be secured by oberving the following rules: Direct plainly to the street and number of

including street and number, and request answer to be directed accordingly. Letters to strangers or translent visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Translent." This will prevent their being delivered to persons of the same or similar names. similar names.

Persons calling for these letters will please state date on which they were advertised, May 9. They will be charged for at the rate of 1 cent for each advertisement called for. MEN'S LIST

Ables, W H
Adams, Harry
Adams, T.
Albany Market
Alexander, Dr J
Andrew, Mrs Cha
Anderson, Arthur Lindsey, Al Livengood, Horace Lavisson, J L Longhead, Wm L Langiole, F Deorginis, Fred Louce, Marion Anderson, Arthur Allen, Mrs H S Allen, Ira B Anderson, N O Arment, Joseph A Bales, D A Baughner, Roy Barden, J T Barcosen, Peter with canaw.
McAlister, Guy
McCurdy, A
McCallum, Alex
Cowan, A F
collum, H R
gal, W
Frr Bargesen, Peter Bath, Baffigo Gi-Batchelder, Nelson Beutjen, I Beals, Frank McCollum, H R
McDowall, Frank
McDowall, Frank
McDowall, Frank
McDowall, S
McIntire, A W
McKowen, J H
Maio, James
Martin, S
Mason, Abel & Stevens
Mattin, S
Mason, Abel & Stevens
Mattonni, Vialle
Maynihan, T
Maxson, A J
Menzies, J A
Mercantile Credit Co
Miller, D J
Mogan, E E
Moore, J M
Moriarty, Myles
Moriarty, Myles
Moring Tribune
Morria, C L
Morria, H E
Moster Trading Co
Murch, George H (4)
Muray, Frank
Murphy, Jas
Meyer, Oscar J
Nanson, Fred
Neison, John A
Newberry, Birt
Newsom, Dr Gale S
Newman, Geo W
Nickeisen, James A
Niatson, E
yNicholis, Jesse L
Noble, J R
North Cosst
North Cosst
North Cosst
Co-op.
Lumber Co.
Ostberg, Arvid
Openiander, Fred
OBrien, Glen
O'Brien's Trouser
Press Mig. Co (3)
O'Brien Mig Co Bryant, A M
Hoyle, D W
Pornatedder, M V
Broantedder, M V
Brog, Miss Ellas
Brooks, C E
Brown, Miss H
Hruce, Dr W W
Hump, B J
Buffington, Robert
Buck, Geo W
Buckler, William
Bules, Jas M
Bargesen, Peter
Butorvick, Sam
Carpenter, J M
Carver, Jim (2)
Caril, Frank
Clarke, E N
Clarke, E N
Clarke, James A, Rev
Contes, J I.
Cotter, W B
Cox, T V
Cox, W O
Lougherty, Archie

Prices Mig. Co (3)
O'Brien Mig Co
Paup, George
Painndri, Angelo
Painner, Hourrard
Parke, S O
Parker, George W
Pennington Hotel
Pendre, A
Perkins, Charles
Peterson, Gust
Peterson, Gust
Peterson, O C
Plening, C A
Pingree, D H (2)
Pope, W M
Porter, Jack
Portiand Nursery Co
Portland Nursery Co
Portland Athletic Club
Portiand Chittem
Bark Co
Potter, B A
Pier, A C
Price, H A
Puariea, C A
Quinlan, J J
Rasmussen, L
Ray, C S Day, D 8
Dazel, Paul
Dazel, Paul
Deiner, Conetein
De Lano, Guy J
Dowlin, Ambrone
Desmond, Edward
De Sainte, De Sainte
De wyr, M
De Vries, P N
Dietz, William J (3) De Vries, P. N.
Dieti, William J. (3)
Doida, Arthur
Doland, F. P.
Drake, Frank
Dryden, C. B.
Dugan, J. P.
Easom, Claude
Egert, Wilve Maria
Kratt
Elbert, Ben F
Ellis, G. H.
Emmrich, Wm
Enos, T. N.
Ervin, H.
Eversham, Jack
Eversham, Jack
Eversham, Jack
Fevrin, Thos
Faulkner, H. K.
Farrell, Geo O
Pannan, F. A.
Pittagerald, Mike
Flitpatrick, F. B.
Fittagerald, Mike
Flitssekonn, Gustav
Wilhelm

Quinian, J J
Rasmussen, L
Ray, C S
Ray, C S
Ray, C S
Ray, Wade H (T)
Randon, J S
Reagen, Jack
Redican, John
Reed, F (2)
Reist, A
Rigley, F
Ridyard, Tom
Rice & Rice
Rork, W O
Robovsky, Mivoy
Roland, Mr
Hosenfield, J S
Rosenbery, F G
Ruhl, H
Ryan, Major T C
Sansom, Lawrence
Scheufler, Henry
Segart, David
Geabolt, Mr
Servik, Edvard
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Boge, Thomas

Hogan, Jack

Rolder, James

Hodner, James

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Huber, Jesse

Huber, Jesse

Hull, BS (2)

Bahreman, N H

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Atwood, Abbie L Louis, Madame
Adwards, Mme Libbis, Miss
Altman, Mrs Annie Long, Emma
Alger, Miss Dora McAllster, Miss Irene
Anderson, Miss Julia McPride, Mrs Neille
Arnold, Miss Emilita McCartney, Miss Anna
Akins, Mrs Kate McDaniel, Lenna
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Emily

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Bye, Mrs Oiga
Hailard, Mrs May
Hauer, Margaret
Hailard, Mrs May
Hauer, Margaret
Hanning, Miss La
Belle
Hailey, Miss JosephineMaguire, Mrs C
Hailey, Miss La
Berlie
Harnhart, Mrs Lij
Harnhert, Mrs Lij
Hestion, Mrs NB
Hodayla, Miss Annie Morse, Mrs Hattie
Bestior, Mrs Grace M Midalston, Mrs Anna
Bettiaon, Mrs R B
Hodayla, Miss Annie Morse, Mrs Hattie
Beraunna, Mrs Berthiamorris, Mrs Maud
Brandt, Mrs E
Hown, Mrs M G
Horrie, Mrs Maud
Brandt, Mrs E B
Hown, Mrs May
Horrie, Mrs Maud
Brandt, Mrs E B
Hown, Mrs Miss Holm, Mrs Abbie
Burne, Mrs Mrs John
Oliphant, Miss Abbie
Burne, Mrs Mrs Mande
Perry, Mrs JC
Conley, Miss Eliabethphillipa, Mrs I L
Cove, Miss Gliabethphillipa, Mrs I L
Cove, Miss Gliabethphillipa, Mrs I L
Cove, Miss Belia Rabyor, Miss Selia
Darling, Miss Besten, Mrs Doisy
Darling, Miss Besten, Rabyor, Miss Sadie
De Poe, Miss Clisabethphillipa, Mrs I L
Cove, Miss Belia Rabyor, Miss Sadie
De Poe, Miss Clara Ratiney, Mrs A
Diamond, Miss B
De Foe, Miss Belia Rabyor, Miss Sadie
De Poe, Miss Clara Ratiney, Mrs A
Diamond, Miss B
De Foe, Miss Clara Ratiney, Mrs A
Diamond, Miss B
De Foe, Miss Clara Ratiney, Mrs A
Diamond, Miss B
Belle Reiff, Mrs Effle
Elwood, Mrs Geo
Reynolds, Nora L
Erickson, Miss Helenhobinett, Mrs Nettle
Cove, Miss AnnellaRoth, Mrs C
Erickson, Miss Helenhobinett, Mrs Nettle
Cove, Miss AnnellaRoth, Mrs C
Benell, Mrs Suan
Durken, Miss AnnellaRoth, Mrs C
Benell, Mrs Homashon, Miss Miss Helenhobinett, Mrs Mary
Fulton, Mrs Ms
Homer, Mrs Ms
Homer, Mrs Ms
Homer, Mrs Ms
Howltt, Mrs Luiu
Highes, Miss Emma
Hunt, Mrs Mary
Holton, Mrs Ms
Holton, Mrs Ms W Bye, Mrs Oiga Bailard, Mrs May Bauer, Margaret Banning, Miss La Belle

Holeomb, Mrs M
Hollmes, Mrs M
Howliti, Mrs Lulu
Highes, Miss Emma
Hunt, Mrs Mary H
Hurbert, Mrs Dode
Hutchinson, Miss MinIo
Johnson, Mrs Y H
Johnson, Mrs A H
Keens, Mrs A H

Van Allen, Mrs B

Keene, Mrs A H
Knowis, Mrs Alice
Knowis, Mrs Alice
Kup, Mrs
Leaman, Mrs
Lee, Miss Nellie
Lee, Miss Nellie
Lee, Miss JenetieWorthness, Miss Lizzie
Levison, Mrs P
Lewis, Mrs Della FOREIGN LETTERS. Wey Sun Co Balvasparre,
Shimoyama, T apo
Steffano, Marko Milasasena; Louis
Rozzie, Luigi Balvasparre, Compt

Tommaso, Dascoti PACKAGES.

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Ballard, Mrs May Thomma, Mrs J O
Ferrell, Mrs C S Wade, Mrs A B
Hickey, G Wastervelt, Mrs MatLovetans, Mrs Letha tie
Murphy, A J Young, Miss MarguerShaver, Mrs E W (2) lie F. A. BANCROFT, Postmaster.

Time of Danger Is at Hand.

Independence Enterprise.

As the time for fishers, hunters and campers to take to the woods is near at hand, it is well to be reminded of the forest fire evils. Commissioner Richards has issued circulars warning people against carelessness in starting fir gainst carelessness in starting fires, and view of the great devastation of only two years ago, leniency cannot be asked and will not be granted one who permits a fire to get started in the woods. The Federal law provides a maximum fine of \$5090, or imprisonment for two years, or both, if the fire is due to carciemenss. It also provides that the money from these fines goes to the school funds of the county in which the offense is commit-

LOW-RATE TICKETS EAST. O. B. & N. Names Seiling Dates for May, June, July, August, September, October,

October.

May 11, 12, 13, June 16, 17, 18, July 1, 2, 3, August 8, 9, 10, September 5, 4, 7, and October 3, 4, 5 the O. R. & N. will sell 90-day return trip tickets to St. Louis for \$61.50; to Chicago, \$72.50. Stopovers allowed going and returning. Going time ten days from date of sale. Full particulars of C. W. Stinger, city ticket agent, Third and Washington streets.

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Stammati, Constantin
Statson, Geo
Stevene, Geo
Stevene, FA
Stroet, George F
Stroet, George F
Stroet, George F
Strong, Orno
Taude, George
Taylor, Jim
Thurbor, Joo
Thompson, O W
Toblas, David S
Tribley, Ed T
Turnbull, Dick
Vaughn, FB
Van, John W E
Vittham, Joe A
Wynan, L S
EWaidwick, Capt A
Wynan, L S
EWaidwick, Capt A
White, William
Williams, E F
Wett, S
Wether, A
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Williams, Earl
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Daily. OCEAN AND RIVER SCHEDULE. FOR SAN FRANCISCO 8:00 P. M. 5:00 P. M. 8. S. Geo. W. Elder From May 8, 16, 26, 8, 8, Oregon— May 1, 11, 21, 81. FOR ASTORIA and 8.00 P. M. way points connecting Daily with stanger for H-waco and North Beach, Sunday, steamer Hassaio, Asb-street dock. FOR DAYTON, Oregoo City and Yamhili
filver points steamers
Modoo and Elmore
Ash-street dock (water
per.). FOR LEWISTON, 1:40 A. M. About 1daho, and way points baily from Riparis, Wash, Steamers Spokane and Saturday.

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||4:00 P. M. || Sheridan passenger. ||8:25 A. M. \*Daily, ||Daily, except Sunday, PORTLAND-OSWEGO SUBURHAN SERVICE

TAMHILL DIVISION,

Leave Portland daily for Oswego at 7:30 A.

M. 12:50, 2:05, 3:25, 5:20, 6:25, 8:30, 10:10 P.

M. Daily, except Sunday, 5:30, 6:30, 8:35, 10:25 A.

M. 4:00, 11:30 P. M. Sunday, only, 9 A. M. 9 A. M.
Beturning from Oswego, arrive Portland daily
8:30 A. M., 1:55, 8:05, 4:25, 6:15, 7:25, 8:55,
11:10 P. M. Daily, except Sunday, 6:25, 7:20,
9:30, 10:20, 11:45 A. M. Except Monday, 12:25
A. M. Sunday only, 10:00 A. M.
Leave from same depot for Dailas and intermediate points daily except Sunday, 4:00 P. M.
Arrive Portland, 10:29 A. M.
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