POPS ENTER FIELD

File Electoral Ticket With Secretary of State.

WILL SPLIT THE DEMOCRACY

Oregon Leaders Accuse Former Partners in Fusion of Betraying Them—Will Bring Watson to Stump the State.

To the Hon. F. I. Dunbar, Secretary of State, Salem, Or.: Dear Sir—The undersigned, legally qualified electors of the State of Oregon, hereby certify that we nominate as our candidates for the office of Presidential Electors to be voted for on November 8, 1904, P. E. Phelps, Vale, Malheur County; Dr. J. L. Hill, Albany, Linn County; L. H. McMahon, Salem, Marion County; G. F. Schmidtlein, Woodville, Jackson County, to be designated on the official ballot as People's party for Watson and Tibbles.

The Democrats thought that the resurrection could not be accomplished, but they were mistaken, as the above petition shows. In the breasts of a few at least the Populist spark has slumbered for all this time. It was thought to have been quenched by the salve of fusion and extinguished by the joyful tears of a reunited Democracy, but the breath from the golden utterances of Hill and his friends and the eddying circles of wind from the flourishes of the Parker telegram have fanned the dying spark to life and kindled a conflagration extending from the edges of the country to the center, fatal to the hopes of the worshipers of the Jeffersonian creed.

Last week at Salem, while the rural spirit of the fair brought all hearts into communion, a little gathering was held and a little wedge was driven into the ever-widening crack extending close to the vitals of the Oregon Democracy.

All of those who attended the meeting are not known, but some of them are, and among the number were: Judge W. D. Hare, of Hillsboro; Professor T. C. Jory, L. H. McMahon, R. P. Boise, John P. Robertson, John B. Waldo, D. E. Swank and Amer Wood, of Marion County; George Ogle, of Clackamas County; William Smith and John C. Young, of Baker County; J. K. Sears, of Polk County; A. P. Nelson, E. Kroner and Dr. Barton, of Multnomah County. There may have been others present at the meeting but they have not been announced.

These men, most of whom were formerly prominent as state committeemen during the time that the Populist party was in power in the state, discussed the matter and came to the conclusion that it was time for them, as the leaders of the faith, to show to the world at large that they did not accept the sop thrown those of Populistic belief by those who are now in control of the Democratic party. At that meeting it was decided to reorganize the Populist party in the state and put an electoral ticket in the field.

The gentlemen named in the petition above were chosen to represent the party on the ticket and the petition is now being circulated throughout the state for the signature of the number of legal voters necessary for indorsement before they can be placed on the ballot.

It was intended to hold a convention at which the electoral ticket would be nominated, but it was found that the time was too short and the petition was substituted. The names will be secured and the petitions will be filed with the Secretary of State at least 30 days before the date of the election.

But the plans of the Populists do not stop with the filing of the petition. They feel that they have been betrayed by the Democrats and they have come back into the arena to stay.

A. P. Nelson, of Portland, has been chosen chairman of the executive committee of the State Central Committee and this executive committee will lay plans for the campaign. Mr. Nelson was asked yesterday what plans the committee had in mind and explained the situation.

Tom Watson to Come West.

"I do not know just what course we will pursue as yet," he said, "and will not until after the meeting of the executive committee, which will be held in Portland in a short time. The members of the executive committee have been named, but it is not desired to announce them at this time. They are now at work on the membership of the State Central Committee, having been empowered to fill the committee by appointing one man from each county in the state. This work will be completed in a short time and then the active work of the campaign will be commenced.

"I do not know how the campaign will be carried on, for the committee has at this time no campaign fund. Tom Watson, the standard-bearer of the Populist party, will be brought to Oregon for a number of speeches, and it is the intention of the committee to bring other Eastern speakers to the state before the campaign closes.

"It is no idle movement on the part of the Populists and is not a scare that will die out, but it means the reorganization of the party in Oregon, just as it is being brought back to life in the other states of the Union. We are coming back to stay. And if we are given half a chance," concluded Mr. Nelson, "we will split the Democratic vote of the state in two."

Mr. Nelson gives it to be understood that the executive committee will have its plans laid in a few days, when it will be possible to make some definite statement of what the party expects to do in the coming month. He is sure that the Populists will arise in their old-time strength and show to the management of the Democratic party that they do not approve of the actions of the party in betraying the Populists after having inveigled them into fusion. He says there will be great things doing before the end comes.

HARBINGERS OF RAIN.

Barometer's Fall and South Wind Are Favorable Indications.

The current month comes near to being a record-breaker for its lack of rain. Up to this time there has been but the slightest trace for September, and if conditions were to hold out for a week longer, September of 1904 would come second in the list of dry Septembers noted by the weather man since 1875.

September, 1875, holds a record that cannot be more than equaled for dryness in any climate, for during the month there was not a drop of rain in Oregon.

September, 1878, comes next on the list of dry Septembers, for during the month but .06 inches fell up to the 20th. The spell was broken on that day, however, and it rained every day for the rest of the 30.

In recent years the least rainfall noted for September was in 1890, when .10 inches fell on the first day of the month, after which there was no rain until October.

The September during which the greatest amount of rain fell that has been noted by the Weather Bureau was in 1884, when there was a precipitation of 4.25 inches during the month, 12 of the days being rainy.

Last month there was .30 inches of rainfall during the 31 days.

But from the indications noted at the office of the weather man, September, 1904, is not to be a record month. During yesterday there was a southeast wind blowing, and everything pointed to a rain within the next 24 hours.

The general conditions are rapidly changing, and point to rain over a large part of the Northwest. It has been cloudy in Eastern Oregon and Washington for the past two days, while in Southeastern Idaho there was a heavy thunder storm on Monday afternoon. There has been a steady fall in pressure throughout the Pacific Northwest in the past 24 hours, while it remains high along the California Coast.

A disturbance of moderate energy is now central over British Columbia, and all taken the conditions are more favorable for showers and rain in this district than at any time during the past month.

It is announced, then, by the Weather Bureau that showers may be expected for Portland and vicinity either this afternoon or tonight.

CITY LEADS RACE.

Portland's Good Chance of Winning Convention.

J. W. Adams, of San Francisco, the Pacific Coast passenger agent of the Nickel Plate road, and the first vice-president of the American Association of Traffic Passenger Agents, was a Portland visitor yesterday and left in the evening for his home in San Francisco.

Mr. Adams has been traveling through the Northwest in company with a party of traffic agents and has been familiarizing himself with the Northwest field and the men here in the employ of his company. While on his trip he has been stirring up interest in the proposed convention to Mexico City on December 10, when the association holds its thirty-fifth annual meeting.

At the last meeting held in New Orleans there was an attendance of 450 members of the association, and it is expected that fully as many will be in Mexico this year.

Mr. Adams is enthusiastic in support of Portland as the 1906 convention city of the association, of which he is the second officer and is doing all in his power to influence the delegates to act according to his views.

"I was in Spokane the other day," said Mr. Adams, "and all of the traffic men in that city are in favor of Portland as the next place of meeting. From the present indication a full carload of delegates will leave Portland for Mexico City about the last of November. More will be picked up along the road and a large crowd will leave San Francisco for the south.

"California traffic men will all work for Portland," continued Mr. Adams. "Los Angeles has had the convention once and is now ready to use all of the influence of its delegates to throw the meeting to Portland. If we are able to send a large working force to the convention from the Northwest, I think that there is no doubt but that the convention will be held in Portland in 1906.

"The people of Washington, of California and of the other states adjacent to Oregon know that the visitors will stop at all of the principal cities of the Northwest if the convention is brought to Portland, and as all of them wish to visit the fair themselves there is no doubt but that they will work as a unit for Portland.

"Besides this, an agreement was practically reached at the New Orleans convention that the 1905 meeting should be held in Portland if the Northwest would vote for Mexico City for 1904."

Mr. Adams explained that the conventions of the association were educational in their tendency. The agents met for the purpose of improving themselves and of enlarging their business capacity. It was desired that the meetings be held in different sections of the country in order that the delegates would be able to visit all of the territory with which they had to deal. They were the direct representatives of the rail lines and came in personal touch with the traveling public more than any other class of railroad officials. It was necessary for them to be well acquainted with all parts of the country for this reason so that they could tell of the resources and advantages of each section from personal experience.

A great many of the traffic men never had been able to come to the Pacific Coast and for this reason the convention would be of great advantage to Portland and vicinity. The men, after the meeting, would be able to appreciate the possibilities of the coast and their advertisements would bear rich fruits in the future.

COLONISTS FOR OREGON.

Four Carloads a Day Come West Over the O. R. & N.

Four carloads of colonists reached Portland yesterday from the East over the O. R. & N., and each train brings an equal number.

As the rates apply for these colonists only as far as Ashland on the South, the larger number of those coming to Portland will remain in Oregon, provided they decide to settle in the West.

It is reported that large numbers are coming over the Northern lines into Washington, while many stop off before coming this far West. The traffic is so far as heavy as that of last year, and many new settlers are being brought into the country through the efforts of the railroads.

New Railroad in Guatemala.

SAN FRANCISCO, Sept. 20.—The Examiner says today that Mrs. Jane Stanford, the Crockers, Edward Searles and General Thomas Hubbard, as owners through the Pacific Improvement Company of the Guatemala Central Railroad, have made a deal with Sir William Van Horne and his Eastern syndicate by which they have become interested in an overland railroad in Guatemala. It will be 270 miles long from ocean to ocean, and will be completed within 12 months. It is proposed to run a line of steamers connecting with New York on the Atlantic side and another line on the Pacific connecting with San Francisco.

Earnings Falling Off.

MINNEAPOLIS, Sept. 20.—At the annual meeting of the Soo Line today the old directors and officers were re-elected. President Thomas Lowry reported the gross earnings of the year showed a decrease of 2.9 per cent.

MAY BUILD THEMSELVES.

Subscribers to Peninsula Railway Subsidy Determined to Have Line.

A new company will be formed for the purpose of building another electric railway down the peninsula to St. Johns, provided the Consolidated Car Company does not care to build the branch from North Albina. This announcement was made yesterday by F. I. McKenna, of the Portland & St. Johns Railway Company, which raised the $28,000 subsidy for the branch last Spring, which now hangs fire.

"A lot of property-owners have decided to have another electric railway down the peninsula," said Mr. McKenna, "even if they have to build it themselves. They don't want to go into the street-car business, but they want car facilities, and are willing to put their money into the line to get what they want."

The new company will not follow the route of the Portland & St. Johns Company from North Albina to Macrum avenue, which intersects the City & Suburban Railway Company's line at two points, but its route has not yet been fully decided upon. It is expected it will touch close to Columbia University and the great oil depositories and sawmills on the water front. What will become of the North Portland branch remains to be seen. The franchise which had been hanging fire was recently delayed by the Council, and nothing further has been done to it.

Summer weakness can be avoided if the blood is purified by Hood's Sarsaparilla.

HIS LICENSE SUSPENDED

INSPECTORS ACT ON CASE OF ENGINEER OF LOOMIS.

Result of Investigation of Explosion on Oil Steamer at Portsmouth—Senator Foster's Trip.

As a result of their investigation into the causes of the explosion on the oil-tank steamer George Loomis at Portsmouth last Saturday, Local United States Inspectors Edwards and Fuller yesterday suspended for 30 days the license of Martin Cradrich, chief engineer of the steamer. The engineer's suspension was not because of the accident, but rather on account of the condition in which the inspectors found the steamer's engine-room. As for the real cause of the accident and who was to blame for it no findings were made. The one man who could have thrown light on the mystery, John Whelan, the second assistant engineer, is dead, having succumbed to the injuries received in the explosion.

The inspectors took the testimony of W. C. Badger, master of the vessel, Chief Engineer Cradrich, Chief Mate Edward Kitts and Paul Tittman, the fireman, who was standing within a foot of the unfortunate engineer who lost his life. Both the master and the chief engineer were absent from the vessel when the explosion occurred. The fireman described the accident as he saw it, but could not explain the cause. Later the inspectors visited the steamer and thoroughly investigated the condition of the engine and fire-rooms. They were not pleased with the condition in which they found the engineer's department, oil-rags and waste lying around, which caught fire when the burner blew out. His license was accordingly suspended for 30 days. It was found that the fire had caused but little damage, only burning the paint off the woodwork in the engine-room.

No facts could be arrived at as to the real cause of the explosion, owing to the death of Mr. Whelan. The theory of the inspectors is that after the oil was shut off some drippings fell on the hot bricks and, instantly forming into gas, exploded.

SENATOR FOSTER EXAMINES

Member of River and Harbor Committee a Passenger on Columbine.

The lighthouse tender Columbine will start up the river from Astoria this morning to attend to some buoy work and will carry a United States Senator as a passenger. Senator Addison G. Foster, of Washington, chairman of the sub-committee of the Senate river and harbor committee, which is inquiring into improvements needed in this district, will take this means of studying conditions on the Lower Columbia. He will be accompanied by Major John Millis, Gerald Bagnall, assistant engineer in Major Langfitt's office, and Captain Harry Emken, the Columbia River pilot.

The Columbine is at present in the service of the United States Engineers, but Captain C. G. Calkins, lighthouse inspector, has requested the use of her in making a few necessary changes in buoys, range lights, etc. Two or three days will be required to do the work, which will give Senator Foster ample opportunity to see what has already been done in improving the river below Portland and what is necessary in order to complete and keep up the work.

CARGO FLEET DUE.

Change in Wind Will Probably Bring in a Bunch.

The change in weather and wind that is forecasted is likely to bring a bunch of sailing ships into the Columbia in the next week or so. About a dozen vessels are due, nearly every one of them bringing part or full cargoes. Among these that can be looked for first are the Hartfield, 33 days out from San Diego; Eskasoni, 20 days from the same port, and the Wray Castle, which is a month out from San Pedro. The vessels from European ports that may be classed as due and their sailing dates are as follows: Cambronne, Cardiff, April 9; Crillon, Antwerp, April 27; Glaucus, Antwerp, April 19; Hampton, Antwerp, March 16; Nomia, Shields, April 25, and S. Celeste, Antwerp, May 20. The Pierre Loti, which sailed from Honolulu August 25, and the Langdale, from Hongay August 18, will also be showing up at an early day.

Derelict in Astoria Harbor.

ASTORIA, Or., Sept. 20.—(Special.)—A barge loaded with 300 tons of rock was lying at anchor near the black spar buoy off the Co-Operative Cannery last evening, when it filled and swamped. As the barge went down it toppled over and the rock slid off. The barge then drifted ashore and was partially wrecked. The rock, which was to have been taken to the Desdemona lighthouse to keep the piling from washing out, is now a menace to navigation, as it is near the anchorage ground for vessels, and will have to be removed.

Howard Collision Investigated.

ASTORIA, Or., Sept. 20.—(Special.)—A board, consisting of officers from the forts about the mouth of the river, held an investigation today of the circumstances surrounding the collision that occurred yesterday between the Quartermaster Department's steamer Major Guy Howard and the dredge Chinook, and the board's report will be submitted to the department. The steamer Miler has been engaged to take the Howard's run between Astoria and the forts.

Umpqua Buoy Moved.

Captain Calkins, light-house inspector, yesterday issued the following notice to mariners:

Umpqua River Entrance, outer buoy, a PS, second-class can, was moved September 17, and is now in 51 feet of water about one-quarter mile south-southeast of its former position; Umpqua River life-saving station, north-northeast, ⅝ east; tangent, southern head, Winchester Bay, northeast, ½ north; Umpqua River lighthouse, east, ¾ north.

Cruiser's Launch Blows Up.

SAN FRANCISCO, Sept. 20.—The steam launch of the United States cruiser Marblehead blew up today while lying alongside the ship. Two of the five men on board were rendered unconscious for a time, but came around all right in the ship's hospital. The launch, which was quite old, was saved before it sank.

Captain Darragh Goes to Defiance.

ASTORIA, Sept. 20.—(Special.)—Captain John W. Darragh, formerly mate on the bar tug Wallula, has been appointed mate on the tug Defiance, at San Francisco. He will leave at once to accept the position.

Marine Notes.

The thick fog and smoke yesterday morning was responsible for a slight collision in the lower part of the harbor between the steamers Regulator and Lurline. Both boats were under slow bell at the time, which prevented the damage being greater. As it was, the Lurline knocked off the head-blocks of the Regulator. Both steamers proceeded on their way.

The Brizeux moved yesterday from Mersey dock to Montgomery No. 2 to lie up. The Dupleix shifted from Holmes dock to Mersey, where she will begin discharging coke today.

The Anna will be moved today from Greenwich dock No. 2 to the coal-bunkers.

Domestic and Foreign Ports.

ASTORIA, Or., Sept. 20.—Arrived down last night—British ship Beacon Rock. Arrived down at 8 A. M. and sailed at 3 P. M.—Steamer Geo. Loomis, for San Francisco. Condition of the bar at 5 P. M., smooth; light northwest wind; weather, clear.

New York, Sept. 20.—Arrived—Minnetonka, from London.

San Francisco, Sept. 20.—Sailed—Steamer Korea, for Hong Kong, via Honolulu and Yokohama. Arrived—Schooner Glenn, from Coos Bay. Sailed—Schooner Alpha, for Coquille.

BRING BACK TRAINOR.

He Is the Man Who Hit Glazier in the Winter Garden.

Police Sergeant Hogeboom departed for San Francisco last night to bring back Frank Trainor, wanted in this city for a murderous assault on Clarence Glazier, which occurred in the Winter Garden at the corner of Third and Morrison streets over a week ago. Trainor was arrested by the San Francisco police early yesterday morning, and stated that he was willing to return to Oregon without requisition papers.

The true story of the assault, which was suppressed by the police, came to light yesterday. It appears that Trainor, Glazier and a party of friends walked into the Winter Garden late Tuesday night. They ordered several drinks, and, it is alleged, Glazier became intoxicated. A discussion arose over the question whether nickels were ever coined in odd years. Trainor placed some change on the bar and selected several nickels to prove his side of the question.

Glazier handled the coins, and a little later was accused by Trainor of purloining a $5 gold piece. Glazier denied the charge, and Trainor struck him in the face. He fell to the cement floor and his skull was fractured. He was removed to his home and later taken to St. Vincent's Hospital, where he is at present in a critical condition.

As soon as it became known that Glazier's injuries were liable to prove fatal Chief Hunt caused a warrant to be issued, charging Trainor with assault with intent to kill. He was apprehended in San Francisco, where he was playing in a vaudeville house. Trainor had made no efforts to conceal his whereabouts, even writing letters to Portland friends after arriving in the California city.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., Sept. 20.—Maximum temperature, 70 deg.; minimum, 43 deg. River reading at 11 A. M., 2.0 feet; change in 24 hours 0.0 feet. Total precipitation, 5 P. M. to 5 P. M., none; total precipitation from September 1, 1904, to date, trace; normal from September 1, 1904 to date, 0.95 inch; deficiency, 0.95 inch. Total sunshine September 19, 1904, 9 hours; possible sunshine, 12 hours and 24 minutes. Barometer (reduced to sea-level) at 5 P. M., 29.99.

PACIFIC COAST WEATHER.

STATION.	Maximum tem.	Precipitation past 12 hours.	Wind. Velocity	Wind. Direction	State of weather
Baker City	76	0.00	*	NW	Cloudy
Bismarck	52	0.00	6	SE	Clear
Boise	76	0.00	..	....	Cloudy
Eureka	60	0.00	*	W	Clear
Helena	64	0.00	*	NW	Clear
Kamloops, B. C.	68	0.00	..	....	Clear
North Head	60	0.00	*	NW	Clear
Pocatello	80	T	8	SE	Pt.cloudy
Portland	70	0.00	*	S	Smoky
Red Bluff	84	0.00	*	SE	Pt.cloudy
Roseburg	76	0.00	*	N	Clear
Sacramento	82	0.00	10	S	Pt.cloudy
Salt Lake City	80	0.00	6	NW	Pt.cloudy
San Francisco	66	0.00	18	W	Cloudy
Spokane	72	0.00	*	NE	Cloudy
Seattle	66	0.00	*	W	Clear
Tatoosh Island	58	0.00	6	SW	Clear
Walla Walla	68	0.00	*	SW	Cloudy

*Light.

WEATHER CONDITIONS.

A thunder shower with light rainfall occurred today in Southeastern Idaho, while elsewhere in the Rocky Mountain and the Pacific Coast States fair weather has prevailed.

There has been a general fall in pressure in the Pacific Northwest during the last 24 hours, and a disturbance of moderate energy is central this evening over British Columbia. The barometer is highest off the California coast. This distribution of pressure is the most favorable indication of a change to rainy conditions that has occurred in this district for over a month and showers may be expected throughout Western Oregon and Western Washington by Wednesday afternoon or night.

FORECASTS.

Portland and vicinity—Increasing cloudiness, followed by showers; south to west winds.

Western Oregon and Western Washington—Increasing cloudiness, followed by showers; slightly cooler, except near Coast; south to west winds.

Eastern Oregon and Southern Idaho—Partly cloudy.

Eastern Washington and Northern Idaho—Cloudy, with propably showers.

A. B. WOLLABER,
Acting District Forecaster.

SPECIAL ST. LOUIS CAR.

Monday, October 3, the O. R. & N. will run a special tourist car, Portland to St. Louis. Particulars of C. W. Stinger, city ticket agent, Third and Washington streets.

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No impurity in Pears' Soap.

Economical to use.

It wears out only for your comfort and cleanliness.

Sold in every land.

THIS REMEDY is sure to GIVE SATISFACTION

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GORDON GLOVES never get shabby. They wear and wear and finally wear out. $1.50.

A NEW PRINCIPLE IN MEDICAL SCIENCE.

For years it has been the practice of medical men to treat patients suffering from piles by local, external applications. These treatments give but temporary relief, but have never affected a positive cure.

After months of research and study, accompanied by actual experience with various patients, Dr. C. A. Perrin arrived at a positive conclusion as to the exact action of the various parts of the bowel system, under different conditions, and when subjected to various prescriptions.

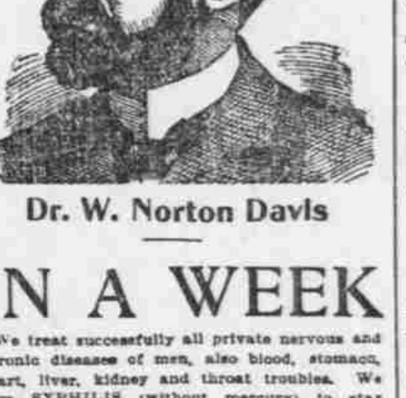
He finally prepared that wonderful internal remedy known as DR. PERRIN'S PILE SPECIFIC, which is put up in bottles, retailing at all reliable drug stores for $1.00 each. This internal remedy has been on the market for the past ten years, and in all of that time there has been but three cases where a positive cure has not been effected.

Dr. Perrin's Pile Specific is sold under a positive guarantee by the druggist making the sale, to refund the full purchase price, providing the remedy fails to cure. This is the absolute proof of its merit. Any man or woman who suffers from blind, bleeding, itching or internal piles can try this internal remedy with the absolute certainty that it will cost nothing unless it cures. Here is what one sufferer says of this wonderful remedy:

Dr. C. A. Perrin, Helena, Mont.—I wish to thank you for the cure your wonderful medicine has done for me. I had the piles some five years, and under the advice of a doctor had them removed by the knife and felt free for awhile, but they returned and I at once got a bottle of your Perrin's Pile Specific and one bottle has entirely cured me, and I am as good as I ever was. Yours truly,
JACK SULLIVAN, Chicago.
October 16, 1902.

Better get a bottle of your druggist today and get relief from present and future suffering.

DR. PERRIN MEDICAL CO., HELENA, MONT.



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We stop drains, the result of self-abuse, immediately. We can restore the sexual vigor of any man under 50, by means of local treatment peculiar to ourselves.

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The doctors of this institute are all regular graduates, have had many years' experience, have been known in Portland for 15 years, have a reputation to maintain, and will undertake no case unless certain cure can be effected.

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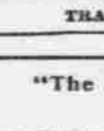

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W. B. JEROME, Gen. Agent, 134 Monroe st., Chicago, Ill.

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PORTLAND to THE DALLES

Regulator Line Steamers

DAILY (EXCEPT SUNDAY) 7 A. M.

Direct line for Moffett's, St. Martin's and Collins' Hot Springs. Connecting at Lyle, Wash., with Columbia River & Northern Ry. Co., for Goldendale and Klickitat Valley points. Landing foot of Alder street. Phone Main 914. S. M'DONALD, Agent.

For South-Eastern Alaska

LEAVES SEATTLE 9 A. M. steamships CITY OF SEATTLE, Sept. 3, 12, 21, 30, calling at Ketchikan, Douglas, Juneau and Skagway; HUMBOLDT, Sept. 6, 15, 25, via Victoria; CITY OF TOPEKA, Sept. 14, 28, via Sitka; COTTAGE CITY, Sept. 1, 9, 18, 27, via Vancouver; ROMONA for Vancouver, Monday, Wednesday and Friday, 10 P. M.

Steamers connect at San Francisco with company's steamers for ports in California, Mexico and Humboldt Bay. For further information obtain folder. Right is reserved to change steamers or sailing date.

TICKET OFFICES.
Portland .... 249 Washington st.
Seattle .... 113 James st., and Dock
San Francisco .... 10 Market st.
C. D. DUNANN, Gen. Pass. Agt. 10 Market st., San Francisco.

TRAVELERS' GUIDE.

O. R. & N.

OREGON SHORT LINE AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standard and tourist sleeping-cars daily to Omaha, Chicago, Spokane; tourist sleeping-car daily to Kansas City; through Pullman tourist sleeping-car (personally conducted) weekly to Chicago. Reclining chair-cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	9:15 A. M. Daily.	5:25 P. M. Daily.
SPOKANE FLYER, for Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.	6:15 P. M. Daily.	8:00 A. M. Daily.
ATLANTIC EXPRESS, for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO S. S. Geo. W. Elder—Sept. 3, 13, 23. S. S. Columbia—Sept. 8, 18, 28.	8:00 P. M. From Ainsworth Dock.	5:00 P. M.
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach steamer Hassalo, Ash-street dock (water per.)	8:00 P. M. Daily, except Sunday. Saturday, 10:00 P. M.	5:00 P. M. Daily, except Sunday.
FOR DAYTON, Oregon City and Yamhill River points steamers Modoc and Ruth, Ash-street dock (water per.)	7:00 A. M. Daily, except Sunday.	5:30 P. M. Daily, except Sunday.
FOR LEWISTON, Idaho, and way points from Riparia, Wash., steamers Spokane and Lewiston.	1:40 A. M. Daily, except Saturday.	About 5:00 P. M. except Friday.

TICKET OFFICE, Third and Washington. Telephone Main 712.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

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

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

Leaves.	UNION DEPOT.	Arrives.
*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.	*7:25 A. M.
*8:30 A. M.	Morning train connects at Woodburn (daily except Sunday) with train for Mount Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*7:10 P. M.
*4:00 P. M.	Albany passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:10 A. M.
*7:30 A. M. ‖4:50 P. M.	Corvallis passenger. Sheridan passenger.	*5:50 A. M. ‖8:25 A. M.

*Daily. ‖ Daily, except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL 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.

Returning from Oswego arrive Portland daily 8:30 A. M., 1:55, 3:05, 4:35, 6:15, 7:35, 9:55, 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 Dallas and intermediate points daily except Sunday, 4 P. M. Arrive Portland, 10:20 A. M.

The Independence-Monmouth motor line operates daily to Monmouth and Airlie, connecting with S. P. Co. trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, $20; berth, $5. Second-class fare, $15; second-class berth, $2.50.

Tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia.

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

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND

	Depart.	Arrive.
Puget Sound Limited for Tacoma, Seattle, Olympia, South Bend and Gray's Harbor points	8:30 am	5:30 pm
North Coast Limited for Tacoma, Seattle, Spokane, Butte, St. Paul, New York, Boston and all points East and Southeast	3:00 pm	7:00 am
Twin City Express, for Tacoma, Seattle, Spokane, Helena, St. Paul, Minneapolis, Chicago, New York, Boston and all points East and Southeast	11:45 pm	7:00 pm
Puget Sound-Kansas City-St. Louis Special, for Tacoma, Seattle, Spokane, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and all points East and Southeast	8:30 am	7:00 am

All trains daily, except on South Bend branch.

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

Astoria & Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
Daily.		Daily.
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore. Express Daily.	11:10 A. M.
7:00 P. M.	Astoria Express. Daily.	9:40 P. M.

C. A. STEWART, Comm'l Agt., 248 Alder st.
J. C. MAYO, G. F. & P. A.
Phone Main 906.

THE GREAT NORTHERN

City Ticket Office, 122 3d st. Phone 680.

2 OVERLAND TRAINS DAILY 2

The Flyer and the Fast Mail.

SPLENDID SERVICE—UP-TO-DATE EQUIPMENT—COURTEOUS EMPLOYES—

For Tickets, Rates, Folders and full Information, call on or address H. DICKSON, City Passenger and Ticket Agt., 122 Third street, Portland, Or.

JAPAN-AMERICAN LINE

S. S. KANAGAWA MARU

For Japan, China and all Asiatic Ports, will Leave Seattle about Nov. 1.