RATES ARE LOWERED

Ten Dollars Cabin Passage From San Francisco.

STEAM COASTERS INCREASING

Five Due From 'Frisco Today and Tomorrow—Holt Hill's Long Passage—Old Ships With New Names.

The independent steamers are still increasing on the Portland and San Francisco route, and are making heavy inroads in the passenger as well as the freight business of the O. R. & N. Co. In the 48 hours ending Saturday night, five of these independent steamers sailed from SanFrancisco for Portland direct, and three of them are bringing passengers at cut rates. The Northland, which comes to T. S. McRath, sailed Friday evening with a good cargo of freight and a fair passenger list. The passengers were taken at $12 cabin, and $8 steerage. The steamer Aurelia sailed at 5 o'clock Saturday evening, bringing passengers at the same rate as the Northland, but the steamer W. H. Kruger, which also sailed Saturday afternoon exacted but $10 from her cabin passengers, and $7 for the steerage.

The Aberdeen sailed Friday and the Despatch Saturday evening, but neither are bringing passengers. Seventeen coasting steamers have already arrived at Portland since this month and the fleet due this week will bring the total for the month up to about 25 craft. The indifference of the O. R. & N. Co. to the inroads the independent steamers are making on the coastwise business has given rise to a rumor that they will abandon the route to the smaller vessels. In the event of their doing this the Dollar Steamship Company may place one or two good passenger steamers on the route, as the business is growing more rapidly than ever before.

MR. HILL'S OPPORTUNITY.

Steamship Minnesota May Be Used as Floating Hotel at the Fair.

Colonel Sellers blew in from Seattle last evening with a project which, if it is carried out will benefit two parties quite materially, a feature which has not always accompanied the schemes of the Colonel. The Colonel has been informed that a hoodoo is resting on the smokestack of the new Hill liner Minnesota which is now rolling round the horn en route for Seattle. The Minnesota, on account of her great size, was unable to secure more than half a cargo of coal at the ports she visited on the Atlantic, and, after being on fire, finally got away for the Pacific with about half a cargo. More trouble was encountered off the coast of Brazil and she was obliged to put into Bahia for water. She secured 800 tons and proceeded and in due season will reach Seattle. This is a bad start and when she arrives she will find an insufficient amount of freight to fill the smaller steamers now plying in the Oriental trade.

In order to make good, however, she will make at least one trip to the Orient. It will take so long to peddle out a big cargo to the different ports that it will be well into the Spring before she gets back on this side of the Pacific, and her ledger account will put her in the elephant class (too expensive to keep). Herein appears the opportunity for the Colonel. He will show Mr. Hill the folly of operating a big steamer at a loss, and will induce him to send her round to Portland and anchor her off the Lewis and Clark Fair grounds for a floating hotel. This would help Mr. Hill out of an unpleasant dilemma by obviating the necessity for operating the steamer at a loss, and also afford him some good advertising. Incidentally it would offer quite an attraction for Fair visitors. The Minnesota has accommodations for several hundred people, and if necessary they could be fed as well as supplied with sleeping accommodations. The money which would be expended for feeding her furnaces with coal could be saved and used for feeding the guests with something more palatable. The Colonel has not yet perfected his scheme, but on the surface it presents advantages that are missing from that of running 30,000-ton steamers on a route where 10,000-tonners are too big.

LOSING THEIR IDENTITY.

Well-Known Ships Which Will Henceforth Sail Under New Names.

Every issue of Lloyds supplement contains a number of new names of sailing ships, but rare indeed are the names of new ships. England is still sending her old sailing ships to Norway, Germany, Italy and other countries which are not such extensive users of steam tonnage, and the result is that many well-known traders to this port lose their identity behind names which would never be recognized as appropriate for the ships we used to know. Among the recent changes in name and flag is the well-known British bark Brenhilda, which has made many visits to this port. She will henceforth be known as the Norwegian bark Ingebjorg. The British bark Ben Vorlich, which began coming to Portland back in the "eighties," is now the Italian bark Cognati. The British bark Firth of Stronsa, which was here in 1886, and again in 1888, has been sold to the Norwegians and rechristened the Sara.

The diminutive bark Loch Cree, built 30 years ago, and loading her first cargo at Portland in 1879, betrays her new Italian ownership in the name Giovanna B. The British owners of the British bark Marechal Suchet have become tired of the French name on their craft and have got it back into English and the vessel is now the British bark Marshal. Very few of the German and Norwegian sailing ships bear the names with which they were christened. The Nomia, now lying idle in Portland, was a well-known craft here for many years as the Brtish bark Auchencairn. The Anna was the British bark Otterburn and the Christel, now en route to Portland from Antwerp was the Old Kensington.

OVER THREE HUNDRED DAYS

Long Passage of the Holt Hill From Hamburg to Portland.

The British bark Holt Hill, which sailed from Hamburg for Portland last December seems to be reaching out for the long-passage record between Europe and Portland. It is 313 days ago since she sailed from the German port, and the prospect for her making an even year of it are excellent. The vessel made a very slow passage down the Atlantic, and a few days out from Montevideo, encountered a storm which swept her decks and necessitated jettisoning 200 tons of cargo. She put into Montevideo April 24, and remained there until early in August when she again got under way. The passage from Montevideo usually occupies from 90 to 110 days, but if the Holt Hill travels as slow in the Pacific as she did in the Atlantic, she is probably still on the other side of the equator.

The Holt Hill is not the only slow traveler on the list, however, for the Italian ship S. Celeste, which sailed from Antwerp more than five months ago has not yet been reported even for repairs. Even the vessels that are coming north from California ports are all making slow passages. The British ship Hampton is out 19 days from Port Los Angeles, and the French bark Asie, which toppled over in Portland harbor two years ago, is out 16 days from San Pedro. The Fairport, which sailed from Hamburg for Portland, had a part cargo for Honolulu and after discharging there sailed from the island port October 18.

Domestic and Foreign Ports.

ASTORIA, Oct. 23.—Arrived down at 8:45 A. M.—Schooner Melrose. Condition of the bar at 5 P. M., rough; wind northwest; weather cloudy; no shipping moving.

New York, Oct. 23.—Arrived—Celtic, from Liverpool and Queenstown.

San Francisco, Oct. 23.—Sailed—Schooner A. B. Johnson, for Gray's Harbor; schooner Sausalito, for Gray's Harbor; schooner Alpha, for Gray's Harbor. Arrived—Steamer City of Puebla, from Puget Sound.

BUSINESS WOMEN'S DRESS.

Good Taste Suggests Pleasant Simplicity.

Chicago Chronicle.

It is not an agreeable task for the proprietor of a large establishment to dictate in regard to the dress of the women and girls he employs, yet the demands of business may be such that he is often called upon to do so.

If an employe has not good taste or sense enough to dress according to the duties she is to perform the business manager is sometimes forced to lay down general rules that seem arbitrary and impertinent. A woman or young girl who does not see for herself the fitness of things will be apt to feel imposed upon when her employer exacts a certain simplicity of garb as most useful to the work for which she is paid.

There are times and places when decorative dress is in order and good form permits it, but it is not in the office or behind the counter.

An employer does not wish the character or the judgment of his clerks called in question. It reflects upon him and his business, as it reflects on them. He may not wish to seem arbitrary. He would be glad if women could see for themselves that neatness, simplicity and the absence of loud decoration are more becoming to the situation and more likely to win the respect of customers than the contrary.

Young girls behind the counter and in offices often complain that patrons of the store or office are disposed to be too free with them, treating them as if they were common property, without any rights of reserve. The fault is often with the girl herself. She dresses showily, invites attention, and when she gets it is annoyed or affects to be annoyed.

If a young woman wishes the respect of those with whom she is obliged to come in contact she will be mindful of her manners and of her dress. She need not be straight-laced, but she will aim at a pleasing simplicity that is in complete harmony with the nature of the duties she is called on to perform. She will not wait for her employer to lay down the law.

Likely to Be a Financial Success.

Philadelphia Inquirer.

The Northwest insists that it is going to hold the Lewis and Clark Expedition Exposition next year, and as such things are a novelty up that way, the enterprise may be more of a financial success than some more pretentious ones that might be mentioned.

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

HEEDED NOT ORDERS

Three Trainmen Are Killed in a Collision.

LOCOMOTIVES MEET HEAD ON

Passenger and Freight Trains on the Yazoo & Mississippi Valley Road Are Wrecked—Two Are Badly Injured.

VICKSBURG, Miss., Oct. 23.—Three men were killed and two severely hurt in a head-on collision between the passenger and the freight train on the Yazoo & Mississippi Valley Railroad today. The dead:

WILLIAM SCHESLER, passenger engineer.
EMIL MACKEY, passenger fireman.
JOHN ALLEN, brakeman.

Seriously injured—R. J. Gearwood, passenger conductor; Y. W. Haschett, freight engineer.

The crew of the passenger is said to have overlooked orders to stop.

Entire Plant Was Destroyed.

MOBILE, Ala., Oct. 23.—The loss by fire in the lumber district early today cannot be accurately stated. The whole plant of the Mobile Lumber Company was destroyed. The adjoining mill of Hubbard Bros. and several small buildings also were destroyed.

None Was Hurt Fatally.

WORCESTER, Mass., Oct. 23.—In a rear-end collision between trolley cars on the street railway near Westboro today, 18 persons were injured, none fatally.

Ohio Tannery Is Burned.

WARREN, O., Oct. 23.—Fire today destroyed the tannery of F. Krehl & Sons, at Girard, causing a loss of $250,000 to $300,000.

"LABBY" ON KRUGER.

Editor of Truth Pays Tribute to Oom Paul.

Henry Labouchere in Truth.

No man was ever more foully abused than Paul Kruger. The South African press was bought up by the gold magnates of the Transvaal. They next wanted to buy up the President, and when they found this impossible, they called him corrupt. They wanted to enslave the Kaffirs, and when he would not allow this, they called him a despot. They were a crew of cosmopolitan money-grabbers. With them country meant money, and they would cheerfully have sold their own if money was to be made by doing so. Mr. Kruger did not understand patriotism in this way, so they said that he was no patriot. At home we were in the heydey of imperialism. We wanted to extend, and "society" had bought shares in Transvaal mines. So we went to war to enlarge the empire and fill the pockets of "society." Our Jingo press at home vied with the South African press in describing Mr. Kruger as a satan in perpetual feud with the powers of light.

Mr. Kruger may have been somewhat

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Sailed	Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees.
Dec. 15	Holt Hill	Br. bark	Parker	2269	Hamburg	314	Balfour
Mar. 16	Hampton	Br. ship	Macdonald	1575	Antwerp	222	Taylor
Oct. 8	Asie	Fr. bark	Ollivand	2045	San Pedro	16	....
May 26	Carl	Ger. ship	Hashagen	1316	Hamburg	151	Girvin
July 1	Lonsdale	Br. ship	Fraser	1085	Shields	115	Girvin
May 20	S. Celeste	It. ship	Maresce	1806	Antwerp	157	Taylor
Aug. 29	Dunreggan	Br. bark	Smith	1477	Newcastle	56	Laidlaw
May 19	Fairport	Br. ship	Armstrong	1851	Hamburg	156	Meyer
June 7	Jules Gommes	Fr. ship	Baudry	1902	Hull	139	Balfour
June 27	Ville de Mulhouse	Fr. bark	Cannevet	2429	Hamburg	119	....
....	Haddon Hall	Br. bark	Houghton	1332	Guayaquil	...	Meyer
July 2	Marthe Roux	Fr. bark	Garnier	1582	Swansea	114	....
July 15	Christel	Ger. ship	Wurthman	1698	Shields	101	Balfour
July 22	Eugenie Fautrel	Fr. bark	Le Huede	1706	Hamburg	94	Meyer
Aug. 14	Henriette	Ger. ship	Denkela	1647	Antwerp	71	....
Aug. 18	Langdale	Br. ship	Janes	1889	Hongay	67	....
Sept. 30	Pythomene	Br. ship	Spiney	1796	Antwerp	24	Taylor
....	Pegasus	Br. bark	Moulton	2428	Hamburg	...	Meyer
....	Alice	Ger. ship	Reimers	2045	Hull	...	....
....	Oregon	Gr. ship	Hashagen	1775	Hamburg	...	Meyer
....	Thistle	Br. bark	England	2192	Hamburg	...	Meyer
....	La Fontaine	Fr. bark	Haumont	1739	Antwerp	...	Balfour
....	Pinmore	Br. bark	Jones	2286	Hull	...	Meyer
Aug. 20	Europe	Fr. bark	Rollier	2070	Hobart	75	....

Total tonnage en route and listed, 45,439.

GRAIN TONNAGE IN THE RIVER

Arrived	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Aug. 29	Dumfriesshire	Br. bark	Fernaux	2483	Swansea	Disengaged	Mtgmy. 2
Aug. 31	Anna	Ger. bark	Kuster	2490	Hamburg	Disengaged	Mtgmy. 1
Sept. 5	Carnarvon Bay	Br. ship	Griffith	1786	Shields	P.F.M.Co.	Stream
Sept. 8	Dupliex	Fr. bark	Lemerle	1707	Shields	N.W.W.Co.	Mersey
Sept. 17	Ruthwell	Br. bark	Honeyman	1250	Newcastle	Disengaged	Mtgmy. 2
Sept. 24	Wray Castle	Br. ship	Owens	1791	San Pedro	Balfour	Stream
Sept. 25	Pierre Loti	Fr. bark	Tattervin	1796	Honolulu	P.F.M.Co.	Elevator
Sept. 29	Nomia	Ger. bark	Hasselman	1921	Shields	Disengaged	Gr'nwich
Oct. 2	Cambronne	Fr. bark	Richard	1420	Cardiff	N.W.W.Co.	Col. 3
Oct. 3	Oweenee	Br. ship	Burchell	2334	Newcastle	Disengaged	Holmes
Oct. 4	Crillon	Fr. ship	Roullier	1734	Antwerp	Balfour	Oceanic
Oct. 14	Glaucus	Br. ship	Crystal	1909	Antwerp	Disengaged	Coloma

Total tonnage in port, 24,574.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Sailed	Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees.
May 28	Balmoral	Br. bark	Roop	2449	Antwerp	150	....
June 10	La Tour d'Auver	Fr. bark	Franguel	1732	Leith	130	....
July 3	Sofala	Br. bark	Auld	2160	Cardiff	113	....
May 15	Invermark	Br. bark	Bolderstone	1334	Antwerp	162	....
June 15	David d'Angers	Fr. ship	Le Carre	1579	Hamburg	131	....
Aug. 6	Col. V'bois Mareuil	Fr. bark	Zulemper	1732	Antwerp	79	....
....	Lyderhorn	Br. bark	Williams	2087	Hamburg	...	....
July 7	Muskoka	Br. bark	Davidson	2359	Hamburg	110	....
Sept. 17	Eurasia	Br. ship	Hughes	1742	London	37	....
Aug. 22	Dimsdale	Br. ship	Evans	1779	Antwerp	63	....
Aug. 9	Socoa	Fr. ship	Daudry	1826	Dunkirk	76	....
....	Cedarbark	Br. ship	Batchelor	2049	Liverpool	...	....
Sept. 15	Inveramsay	Br. bark	Crombie	1321	Antwerp	29	....
....	Nesala	Ger. ship	Muller	1670	Antwerp	...	....
....	Andre Theodore	Fr. ship	Louvet	1875	Cardiff	...	....
Sept. 12	Mooltan	Br. ship	Emmett	1616	Acapulco	42	....
Aug. 30	Sokoto	Br. ship	Burke	2180	Hong Kong	54	....
Sept. 19	Arracan	Br. bark	Keik	2222	Acapulco	36	....
....	Co. of Dumfries	Br. ship	Casey	1615	Nitrate Port	...	....

Total tonnage en route and listed, 36, 440.

GRAIN TONNAGE ON PUGET SOUND

Arrived	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Sept. 26	Dunfermline	Br. ship	Woodward	1773	Shanghai	Balfour	Tacoma
July 21	Dunstaffnage	Br. bark	Forbes	2129	Hiogo	Disengaged	Tacoma
July 15	Celtic Monarch	Br. ship	Lewis	1982	Rotterdam	P.F.M.Co	Victoria
Aug. 28	Engelhorn	Br. bark	Levitt	2274	Fusan	Disengaged	Victoria
Sept. 27	Bertha	Ger. ship	Heineke	2013	Rotterdam	Disengaged	Seattle
Sept. 7	Falklandbank	Br. ship	Robbins	1781	Glasgow	Disengaged	Vancouvr
Sept. 28	Kildalton	Br. ship	Jones	1851	Hamburg	Disengaged	Tacoma
Oct. 3	Aldebaran	Ger. ship	Vonden Os.	1526	Newcastle	Balfour	Tacoma
Oct. 11	Ed. Detaille	Fr. bark	Drillet	1728	Newcastle E	P.F.M.Co.	Tacoma
Oct. 15	Ancona	Br. bark	Robbins	2570	Callao	Disengaged	Victoria
Oct. 16	Amiral Cecille	Fr. ship	Annette	1974	San Fran.	N.W.W.Co.	Tacoma

Total tonnage in port, 22,516.

narrow-minded, although endowed with considerable natural acuteness, but he was a patriot in the best sense of the word. The Boers trekked into the wilderness to live as free men. We robbed them of their independence once. They refused to submit, and ultimately Mr. Gladstone restored their independence, for he held that we had no moral right to deprive them of it. Unfortunately for the Boers, gold was found in the Transvaal. At once we sought to get hold of this gold. The financial crew that flocked there were perpetually intriguing to become masters in the country, and we aided them. This culminated in the famous raid. When the raiders and the abject crew of gold-grubbers at Johannesburg were vanquished, Mr. Kruger dealt generously by them. Mr. Chamberlain was then Colonial Secretary, and although his connection with the raiders was capable of proof, all investigation was hushed. Under such circumstances, Mr. Kruger would have been a fool if he had not armed. But this was made a cause of complaint against him. Then followed negotiations in which it soon became clear that, yield as he might for the sake of peace, every concession was only made a plea for further demands. Mr. Chamberlain was determined to force on a war, and in this endeavor he was heartily aided by his henchman, Lord Milner.

Then came the war. It is often asserted that Mr. Kruger was responsible for it owing to his ultimatum. In point of fact, the ultimatum came from Mr. Chamberlain. He broke off all negotiations and gave it to be understood that, so soon as he had assembled a crushing force on the Transvaal frontier, he would signify his demands, and if they were not accepted the Republic would have to take the consequence. Such an announcement would be regarded as an ultimatum by any European power to whom it was addressed. Mr. Kruger so regarded it, perceiving that war was inevitable unless he was prepared to surrender at discretion. As a wise man he, therefore, did not wait for Mr. Chamberlain's troops to arrive, but occupied the roads leading to the Republic.

How our Jingoes laughed when Mr. Kruger announced that the republic would "stagger humanity!" Mr. Chamberlain boasted that the war would be over in a few months, and for so small a cost that the Transvaal would pay willingly. The mining magnates, having themselves fled the country, assured us that the Boers were cowards and would all fall on their knees so soon as a few English regiments crossed their frontier. Matters did not quite happen in this fashion; but, having got into the mess, we worried through in about three years at a cost of nearly 300 millions and after laying desolate the entire Transvaal.

Mr. Kruger lived long enough to see a great change in public opinion over here. We are no longer proud of this war, and I think that few really doubt that it might, and ought to, have been avoided. We are ourselves doing in the Transvaal what we declared justified us in making the war when done by the Boers. We insisted that the Uitlanders should have votes. Neither Uitlander nor any others have votes under our rule. We asserted that we intended to convert the country into a workingman's paradise. We import Chinese chattels, in order to exclude British workingmen, because the gold magnates say that the latter would insist on votes and a fair wage. At present, we respect the Boers, and we despise the greedy crew of cosmopolitan money-grubbers for whom we fought. Lord Milner is far more unpopular in the Transvaal than was Mr. Kruger, and Boers, Britons and even the cosmopolitans for whom he has done so much, unite in denouncing him. Mr. Chamberlain's popularity has waned, and Birmingham imperialism is resented as the very climax of boastful folly. Victrix causa Diis placuit, but the old Cato who died in exile was honored and respected by the entire world, whereas—but I will not anticipate the verdict of the world when we lose Mr. Chamberlain.

COUNTRY IS SECT-RIDDEN.

Opinion of Episcopal Bishop Coadjutor of Nebraska.

BOSTON, Oct. 23.—Leading officials of the Episcopal General Convention participated in the consecration of Rev. Father Edward Osborne, of this city, for many years superior of the American branch of the Society of Mission Priests of St. John the Evangelist, as bishop coadjutor of the diocese of Springfield, Ill., here today. A feature of the ceremony was the presence of the venerable bishop of that diocese, Right Rev. George Franklin Seymour, D. D., LL. D. Assisting Bishop Seymour were Bishop Henry C. Potter, of New York, and Bishop William Lawrence, of Massachusetts. William Nichols, of California, participated in the ceremony.

Right Rev. Arthur L. Williams, bishop coadjutor of Nebraska, who was the preacher, referred to the United States as "a sect-ridden country," and to Boston as a city "of fads and numerous cults." Continuing he said the Episcopal Church could not abandon its principles if it was to be the center of unity of disintegrating denominations. He expressed the hope that the church now called Episcopal might be known as the American Catholic Church.

ADVERTISED.

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

Direct plainly to the street and number of the house.

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

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

Persons calling for these letters will please state date on which they were advertised, October 24. They will be charged for at the rate of 1 cent for each advertisement called for.

WOMEN'S LIST.

Adams, Miss Lucy P-2
Adams, Mrs Ella
Agnew, Mrs Kittie
Adkins, Miss Lena
Abright, Miss Pauline
Allen, Mrs Alice M
Anderson, Mrs D N
Anderson, Miss Dorothy
Auer, Miss T H
Aubrey, Mrs F I
Beach, Mrs Della
Baldwin, Miss Corinne
Becker, Miss Della
Benders, Mrs W C
Bentley, Emma
Bennett, Mrs Della
Bennet, Mrs Katie
Bernard, Miss Blanch
Bertschinger, Mary
Berger, Mrs James A
Bergen, Miss Elsa
Berry Mrs Nora
Biggs, Mrs Frances
Birgy, Madam
Busnell, Miss Mary
Blackwell, Mrs M C
Blazier, Mrs Fred O
Black Miss Nana
Bowen, Mrs Lottie
Brainard, Miss Clair
Brandes, Miss Bertha
Brooks, Miss Nancy E
Brenn, Mrs Rosia
Brugger, Miss Kattie
Bruneau, Miss Selina
Bunker, Miss Idie
Burlison, Mrs Wm
Buller, Mrs Ida
Callaway, Miss Sallie
Callaway, Miss Sara
Cane, Mrs Sarah
Carberry, Miss Louise
Case, Mrs F L
Case, Lydia
Chapman, Mrs Hattie
Chennis, Miss Celia
Chrisman, Mrs L
Clark, Mrs D
Clark, Mrs Delilah
Clark, Mrs J S
Cleaver, Mrs Susan C
Cleaver, Mrs S M
Coleman, Mrs G J
Cooper, Mrs Cora
Cooper, Miss Ruth
Cowdrey, Mrs Minnie
Crimmins, Miss Cordelia
Cramer, Miss Minnie
Crisbesen, Hanna
Crouch, Mrs Annie
Cortice, Mrs E Z
Crawford, Alzetta
Dyer, Miss Abbie
Daniels, Mrs Louise
Devmey, Mrs M M
Deviney, Mrs M M
Dobson, Mrs E
Donovan, Miss S L
Dalny, Miss Rose
Daily, Miss S
Downey, Mrs
Druham, Mrs R L
Drake, Mrs
Dunmire, Mrs Margaret
Elliot, Mae
Erasherstel, Miss Angeline
Everson, Miss Cora
Farlow, Mrs Unice
Fosher, Miss S Alice
Fisher, Miss S Alice
Fornberg, Miss Lillie
Fortier, Miss Lumina
Foster, Mrs L M
Foss, Miss Della
Furgeson, Mrs L
Fuller, Mrs E
Gavin, Miss Helen
Genn, Miss G
Gilmore, Mrs J
Glover, Mrs
Gouse, Miss Gail
Gooch, Miss H B-5
Gowley, Mrs William
Grey, Mrs Alice
Gray, Miss Als
Greenwald, Miss Ollie
Griffith, Miss Sarah E
Gunderson, Miss Ethel
Hamilton, Mrs Ed
Harbough, Mrs O M
Hardman, Miss Lottie
Harris, Miss Helen
Hawkens, Miss Ethel
Hayward, Mrs Viola
Hayes, Mrs E C
Heacock, Miss Pauline
Headington, Mrs Daisy
Herall, Miss Anna
Hickey, Mrs L V
Hilding, Miss Elin
Holmes, Miss Tat
Hopkin, Miss Inez
Houston, Mrs Victor W
Hoyt, Mrs L J
Hughes, Annie G
Huizda, Ethel
Ilvan, Mrs W B
Iler, Miss Emma
Jarvy, Mrs B J
Johnson, Mrs Gertrude
Johnson, Mrs I
Jones, Miss Lula
Kekel, Miss Ida
Keller, Mrs
Kelly, Mrs
Kelly, Miss Florence
Kenrick, Mrs S J
Kempe, Mrs Herrn
Kiernan, Mrs Cora
Knowles, Mrs A W
Knudson, Miss Annie
Knight, Mrs Kathleen
Knight, Mrs G F
Kreder, Mrs Amey
Kuny, Mrs Emma
Leyde, Mrs G A
Laire, Miss Erd
Lane, Miss Kate
Lash, Mrs M T
Leouetti, Felice
Linnwood, Miss Lela-2
Lockwood, Miss Leona
Long, Mrs C M
Logan, Miss Jennie
Lucky, Miss Pearl
Luckey, Mrs E W
Morey, Alvina
Muchow, Mary
McCloskey, Mrs A
McCullan, Miss Edith
McCarthy, Mrs T J
McCoy, Miss Anna
McDaniel, Miss Edna
McKinnon, Miss Mary
McNair Mrs V
McPherson, Miss Lizzie-2
Marble, Miss Mabel
Marsh, Mrs Helen May
Marsh, Mrs F M
Martin, Miss L B
Mathew, Miss Mable
May, Mrs Jennie
Maynord, Miss Nora
Maxson, Mrs L O
Mayers, Mrs Esta
Meagher, Mrs E J
Meckley, Miss Netta
Million, Mrs Ferd
Miller, Mrs H T
Miller, Mrs N N
Moll, Miss Anna
Mohr, Miss Rubie
Moore, Mrs Helen
Moreland, Miss Irine
Morton, Miss Edith
Morrison, Miss Eva
Morrison, Mrs A C
Murray, Miss Grace
Meyer, Mrs Herman
Nashes, Mrs
Nelson, Miss Estella
Newman, Maggie
Metz, Mlle S
Nicholas, Miss Lucinda
Noisse, Mrs Lottie
Overheuser, Mrs Chattie
Ofyo, Mrs Nell
Olsen, Baby
Olsen, Miss Rosie
Orra, Mr and Mrs Camille
Orser, Miss Sadie
Oswald, Maud
Owen, Mrs Seatta
Orone, Miss Ruth M
Otis, Mrs L L
Page, Mrs Ellen
Paulis, Mrs Nellie Glessner
Parker, Mrs A J
Parker, Miss Julia
Parker, Mrs John
Oler, Maude
Pague, Mrs Otis
Pedersen, Miss Anna
Powers, Mrs Jack
Purser, Mrs E
Rheinbold, Mrs George
Ramsey, Miss Ida
Roe, Mrs C N
Raymond, Mrs Sadie
Robe, Miss Pearl
Reed, Mrs Bessie
Reed, Miss Mary-2
Rees, Mrs Lizzie
Reynolds, Mrs J J
Rimbunno, Mrs Franz
Riner, Miss Vera
Ripley, Jennie
Robbins, Miss Mary R
Robinson, Mrs I B
Robinson, Mrs W E
Rodgers, Mrs Fred
Rodgers, Miss Leddie G
Romigh, Mrs O P
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*4:00 P. M.	Albany passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:10 A. M.
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