

SPECTACLE OF FORT MORO'S FAL

Realistic Sham Battle Is Enacted to Delight of Thousands.

SHIP IS BLOWN TO ATOMS

Finally the Fort Is Destroyed by the Battleships and the Stars and Stripes Are Holsted

Over Its Ruins,

Fort Moro surrendered last night and the Star-Spangled Banner now waves over the once proud citadel, behind the buttresses of which the Spaniards so valn-gloriously defled the boys in blue. It was not the formidable fortress of Santiago that capitulated last night, as it has been in the hands of the Americans for several years, but it was the Fort Moro of the Lewis and Clark Exposition that was captured after a gallant assault. which served as a fitting and magnificent climax to the grandest, most wonderful and most realistic sham military engage-

ment ever produced in the West. Fully 25,000 persons witnessed the fall of Fort Moro at the Exposition and went home marveling at the magnitude and the realism of the great sham battle they had been fortunate enough to see. Vers few of those who attended will ever again have the rare opportunity of witnessing another such novel and wonderful spec tacle.

Lake a Fitting Scene.

Guild's Lake is peculiarly adapted to the production of a naval engagement, and the Exposition officials took advantage of it better than they knew. Not until the battle was over and they had heard the expressions of the greatest satisthe expressions of the thousands of spectators, did those who took part in it realize or conceive the extent of their achievement. All the memories of their first attempt were erased and from the numerous clinens of Portland as well, as they, knew they had retrieved all the confidence of the public. Early last night the street cars leading

to the Exposition began filling with crowds, and by 8 o'clock they were thronged to their utmost capacity. From all directions the swarms of people poured through the gates of the Exposipoured through the gates of the Exposi-tion, seeking points of vantage, from which to see the great naval production which had been promised them. Long before the first gun was fired the Bridge of Nations, Government Island and the bridge leading to the American Jim were maded with humanity. Navity every navpacked with humanity. Nearly every possible point from which the battle could be seen was crowded. Several thousand people saw the engagement from Willam-ette Heights, and the bluffs overlooking

Searchlights Play on Fortress.

Searchlights played full upon the fortress, which looked very forbidding and formidable. On each side of the fort could formidable. On each side of the fort could be seen two large battleships. About p o'clock many lights twinkled out from far across the waters. Rapidly they grew nearer, and the visitors soon distinguished the outlines of five battleships. When close to the fort, a sheet of flame burst from the sides of the parent also. Form fort work would the nearest ship. From Fort Moro sound-ed the bugie call, the defenders hurried to their posts, and searchlights were

turned upon the attacking fleet.

local union men in addition to the local nembers of the organization. The principal speaker of the evening was the organizer for this district, Frank Bohn, of New York City. Other men in the movement were to have addressed the meeting, but were upfield to the meeting, but were unable to attend, and Mr. Bohn occupied the floor during a larger portion of the evening, both in elaborating the benefits to accrue to the Battleship Kearsarge Runs laboring classes by affiliation with this organization and in answering queries of the skeptical.

He based his argument on the principals of the new organization, the industrial Workers of the World. According to Mr. Bohn and the exponents of the new movement in labor circles, industrial unionism is the name applied to that form of trades-unions which has spring into existence as a direct outgrowth of modern industrial conditions, under which whole industries are practically owned and controlled by one set of capital-ists through the medium of trusts or combines. He claims that the labor organizations of today are unable to com-pete with the situation as it stands at present, for the reason that they are so constructed that they are incapable of concerted action, on account of the exist-ing conditions of being apportioned ac-

ling to class, which they term as

class unionism. Mr. Jones, vice-president of the local branch of the A. F. of L., was granted the privilege of the floor, and endeavored, by cliing figures, to show how much that organization had done for the labor-ing classes of today, but his remarks were evidently not in accord with the pollow of the new computation for in policy of the new organization, for in response to his statements, several in-stances were cited by Messrs. Bohn and others in which it was said the accom-plishment of the organization he represents were not encouraging to the labor



FEATURES OF THE SESSION ARE OF GREAT INTEREST.

What Is Being Done by Teachers to Teach the Youth of the

Red Men.

The sessions of the Pacific Coast Indian Teachers' Institute are growing more interesting day by day, a particularly successful and instructive meeting being held yesterday morning in the parlors of the American Inn. Heretofore most of the sessions have been devoted to the reading of papers, but general discussions nere becoming more frequent. There were Henry W. Gregory, when administra-nearly 200 teachers and auditors at the tors of the estate of next of kin will

present their valid claims for indemni-ty. In 1799 the schooner Washington session yesterday morning. The education of the Indian has not yet salied from this port for a trading cruise in the West Indies, and while passed out of the stage of infancy and become an old-established institution, but on the high sens she was selzed by the French cruiser Leronomine and con-demned as a prize at Bass Terre Gauthe educators of the younger generation of the American savage have many daloupe. The schooner was built here in 1793 and was owned in equal parts things to learn in regard to their work. Therefore all the ideas and suggestions at by Jemes Selleck, Elizabeth Wood and William Lockwood, of this place. It the institute are not always agreed upon. The teachers express their ideas on the has been directed that her selsure and various subjects regarding the teaching various subjects regarding the teaching of the indians, and there have been some owners of the vessei and her cargo very interesting debates, which have been have been granted redress. very beneficial to those present. One of the interesting papers at the very benencial to mose present. One of the interesting papers at the convention yesterday was read by Edwin Eells, of Tacoma, who gave a history of the In-diau of the Northwest during the last 100 years. "Tuberculosis," read by Dr. PILOTS MAY BUILD STEAMER Making Plans to Build or Purchase Suitable Boat.

100 years. "Tuberculosis," read by Dr. Tabor R. White, of Arizona, proved to be another able paper. Besides the regu-lar morning session today, a meeting will be held at the American Inn at 7 o'clock tonight, when the officers of the organization will be elected for the com-ing way. The two sectors for the com-PORT TOWNSEND, Wash., Aug. 24-Pilots on Puget Sound are making plans to build or purchase a schooner for use in meeting steamers that may require their services. For many years head-quarters have been maintained at Port ing year. The two sessions Saturday will be devoted to a Conference on Indian Affairs, under the auspices of the Ex-Townsend to meet steamers passing to Cape Flattery. The pilots then go down the straits in isunches and intercept the position. They will be held in the morn-ing and afternoon, beginning at 9 A. M., boats. If present plans are followed out, the new boat will be used to maintain a regular lookout off the cape, and the masand 1 P. M. The papers for today are: and 1 F. M. The papers for today are: Prayer. "The indians of the Puget Sound Country, Their History and Their Seigton." Rev. M. Eells, Twana, Wash.; "The Felgion." Rev. M. Eells, Twana, Wash.; "The Evolution of the Indian School," Miss Laura B. Work, superintendent, Panguisch, Utah; "The Indian School Physician," Dr. John Nywening, physi-clan, Chemawa, Or.; "The Reservation Indian wa the Norrecervation Lodies" is a physi-

THE MORNING OREGONIAN, FRIDAY, AUGUST 25, 1905.

Institute has asked the Department of Commerce and Labor to reclassify the yacht Gallilee, "so that it will not be compelled to enter and clear at customs ports while engaged in making a magnetic survey of the North Pacific Ocean in the interests of navigation." The yacht has been chartered at San Francisco by the denariment of termetical magnetiem of department of terrestrial magnetism of the Carnegie Institute. Four scientists have been engaged to make the survey, for which \$55.000 has been appropriated, and the work will probably cover a period of three years. The yacht is now regis-tered as a merchantman which would tered as a merchantman, which would require that it clear at all domestic and foreign ports entered. To escape this provision, the yacht would have to be LITTLE DAMAGE IS DONE registered as a pleasure craft.

NEW YORK, Aug. 24.-It was an-ounced at the office of the Hamburg-War Vessel Rescues Crew of Two American line of steamers today that the company had sold its steamer Ali-

rondack to Roberts, Dutton & Co., of Halti. Officers of the line said that Tondack to Roberts, Dutton & Co., of Halti. Officers of the line said that they did not know what use sine was intended for, but it was stated that she had been bought for the govern-ment of the republic of Haiti and would be made over into a war vessel. Low Water in the Lewis. The function of the sector of NEWPORT, R. I., Aug. 24 .- After colliding with and damaging the little kerosene oli schooner N. S. Gallup, of New York, the battleship Kearsarge

The extreme low water in the Lewis Eureka arrived in the harbor tonight with the River has compelled the Vanvouver dfsabled craft and her crew of two. Transportation Company to resort to The warship was not injured and the loss to the owner of the schooner, the National Oil Company, of New York, does not exceed \$500. The warship was not injured and the National Oil Company, of New York, does not exceed \$500.

The battleship squalron went out for a course of maneuvers this after-noon between Point Judith and New-they have to wait for the tide in order port but was obliged to head for this port at noon because of a dense fog. At a point five miles southeast of Point Town

Towboat Ottawa Leased.

Judith, the Gallup, which was bound from New York to Portsmouth, with The steamer Ottawa, formerly known a cargo of empty oil casks below and as the Kehani, before she was practi-filled casks on deck, crossed the bow cally rebuilt, has been leased by Ranof the battleship. The latter, steaming at the rate of five knots, struck the schooner on the starboard side below the mater of the starboard side below the water line, and the water which poured in through a hole a foot square, were issued yesterday. He has spen much time on river work, not only here, but in Alaska. soon filled the Gallup and caused her to capsize. The only persons on board were Captain John Andrews and his son, William. They were rescued by

Big Raft Arrives in Port.

SAN FRANCISCO, Cal., Aug. 24 .- The steamer Francis H. Leggett swived here today, having in tow a log raft contain-ing 10,000,000 feet of tumber, which was brought from the Columbia River without accident Case Arising in 1799 Decided in

This is the third big raft of piling to be delivered by the Leggett this year, all without accident NORWALK, Conn., Aug. 24 .- An interesting French spollation case which has been in praperation for a great many years for a hearing, began in the

Bennington in Drydock.

VALLEJO, Cal., Aug. 24 .- The Bennington went into the drydock yesterday, and was visited by many people. The boller and engine-rooms still present a frightful spectacle, only the debris having been removed. The gunbost will be taken out of the dock today, and as no authority has been received to make repairs, she will go out of commission.

Steamer Undine Chartered.

The steamer Undine was chartered by a number of delegates to the National Association of Railway Commissioners to run to the locks and back yesterday. left at 8 A. M. and returned at 6 P. The charter was arranged by the O. R. & N. Co., and the party was taken from the Ash-street dock.

The Undine's regular passengers to the locks were sent up on other boats.

Novelty Takes 700,000 Feet.

ASTORIA, Or., Aug. 24.--(Special.)--The manifest of the schooner Novelty, which sailed yesterday for San Francisco, was filed in the Custom-House today. The vessel carries a cargo of 700,000 feet of lumber, loaded at Knappton and consigned to the Simpson Lumber Company.

Fruit Steamer Ashore.

NEW YORK, Aug. 24.-Bound from Port Antonio, Jamalea, to this city with a cargo of bananas, the fruit steamer Banes went ashore today near



was conspicuously honored at the St. Louis Exposition by the award of the	points, Co			
	ATLANTIC for the East ington,	EXPRESS S:15 P. M Via Hunt- Dally,	7:13 A. M. Duily,	
GRAND	RIVER SCHEDULE			
PRIZE	way points, with steamer	ORIA and 8:00 P. M connecting Daily, r for liwa- except. malo, Ash- star per.) 10:00 P. 3	Daily.	
which was the highest award (this being higher than the gold medal prizes), because of, its superior quality, purity, flavor, as compared with all other brands exhibited.	"T. J. Fotter" for Astoria and North Brach points as follows: August 22, 9 A. M., Aug- ust 23, 0 A. M.; August 24, 0 A. M.; August 25, 9:40 A. M.; August 26, 1 P. M.			
	FOR DAYTON, Ore-7:00 A, M. 5:50 P. M. gen City and Yamhii Daily, River pointa, Ash-st, dock (water per.) Sunday.			
Bold at all first-class cafes and by Sobbers. WM. LANAHAN & SON, Baltimore, Md.	FOR LEWISTON. Monday 5.00 F M. Idaho and way points Wednesday Sublay from Riparta, Wash. Friday, Tureday.			
	Ticket Of Telephone 3 Ticket Agt.;	flice, Third and Main 712, C. W. A. L. Craig, Gen. P	Stinger, City	
TRAVELERS' GUIDE.				
OF TRAINS	EAS	l via UTH		
Depart. Arrive. Yellowstone Park-Kansas City, St. Louis Special for Chehalls. Centralia, Olympia. Gray's Harbor. South Bend, Tacoma. Seattle, Spokane, Lew- iston, Butte, Billings, Denver, Omaha, Kan- sas City, St. Louis and Southeast	Leaves.	UNION DEPOT. OVERLAND EX- PRESS TRAINS 'or Sale, Rose- mrg, Ashiand, Sacramento, Og- den, San Francis- co, Mojave, Los Angelos, El Paso, New Orleans and	Arrives.	
North Coast Limited. electric lighted, for Ta- coma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East 2:00 p m 7:00 a m Puget Sound Limited for	*8:30 A. M.	the gast. Morning train connects at Wool- burn daily except Sunday with train for Mount Angel, Silverion, Browns- ville, Springfield,	*5:55 P. M.	
Chehalis, Centralia, Ta- coma and Seattle only. 4:30 p m 10:55 p m Twin City Express for Tacoma, Seattle, Spo- kane, Helena, Butte,	*6:00 P. M.	Wendling and Na- tron, Eugene passenger connects at Wood- burn with Mt. An-	*10:25 A. M.	
Yellowstone Park, Min- neapolis, St. Paul and the East	*7:30 A. M. *4:50 P. M.	gei and Silverton local. Nevallis passenger Shertilan passenger	*5.50 P. M.	
A. D. Chariton, Assistant General Passen- ger Agent 235 Morrison st., corner Third, Portland, Or.	110:45 P. M.	Forest Grove Passenger.	(1:50 P. M.	
	"Daily except Sunday.			
NORTH PACIFIC S. S. CO.'S Steamship Roanoke (2400 Tons.)	PORTLAND-OSWEGO SUBURBAN SERVICE AND			
Sails for San Francisco and Los Angeles	YAMHILL DIVISION. Leaves Portland daily for Oswego at 7:30 A. M.; 12:50, 2:05, 4, 5:30, 6, 6:25, 7:45, 10:10			
Calling at Eureka En Route SATURDAY, AUG. 26TH, AT 8 P. M.	A. M., Dully except Sunday, 5:30, 6:30, 8:35, P. M. Dully except Sunday, 5:30, 6:30, 8:35, 10:25 A. M.; 11:30 P. M. Sunday only, 9 A. M. Returning from Oawngo, arrives Portland.			
SATURAL, ACC. SUIN, AT OF. M.	Returning from Gawage, arts, 4:55, 6:29, Antis 8:30, 10:10 A. M. 1:55, 3:05, 4:55, 6:29,			

TRAVELER'S GUIDE.

OREGON

try for California. JUNUNINC

Into Oil Freighter.

and Arrives in New York

With the Disabled Craft,

N. S. Gallup.

the crew of the Kearsarge.

DECIDED AT LAST.

Norwalk, Conn.

Probate Court today before Judge

Haiti Increasing Her Navy.

Domestic and Foreign Ports.

The price paid was \$35,000.

stated yesterday that it was probable sportsmen did not realize the true condi-tion of affairs, else they would not shoot such a bird. It was hoped, he said, that in future hunters would not shoot hom-ing pigeons, as the birds were being trained just now for competitive speed

Phone Main 1314

on the Columbia

ent at least.

Moreland.

tests.

fender.

Bay.

first to come to this port for curing.

turned upon the attacking neck. Within a few seconds the black mursles of the gams of the fort vomited forth fire and smoke, and the great naval battle was on. The purr of the machine guns, the sharp crack and the sputtering of the rifles in the hands of the marines, punc-tuated by the roar and almost deafening grash of the heavy cannons, the flicker of the searchlights, the cheers of the sallors and the soldlers and the heavy cloud of machine article hung over the fort and smoke which hung over the fort and ships, all aided in making it the grandest and most realistic naval sham hattle ever produced on the Coast. The roar of the battle was terrible, and many of the spec-tators had to cover their cars. The fire from the stationary ships and the fort was the heaviest as in them were installed the largest of the cannon.

Fleet Pours Galling Fire.

Three times the fleet filed past the fort, firing rapidly and constantly. The Span-fards returned the fire with equal vigor, but their aim was poor. Soon huge gaps appeared in the side of the fort, ev thing being done to make the be realistic, and it could be seen that the defenders were in dire distress. However the defenders took heart when a flame was seen to wind its way up the side of one of the battleships, and they redoubled their efforts. Soon the flames enveloped the ship and upon their eating they way into the magazine, there was a tremendous explosion, blowing it to atoms. This greatly angered and incensed the sailors and they went at it harder than ever.

Fort Moro in Flames.

A few minutes later flames burst from Fort Moro. The fire from the defenders grow less and less until it had almost The fleet drew close to Fort More, and from them came the marines who gallantly scaled the walls. There were a few scattering shots, and the fire from Fort Moro ended as it was in the hands of the Americans. The yellow flag of the Spaniards was pulled down and the Stars and Stripes holsted amid the strains of the "Star Spangled Banner" from the massed bands. The spectators gave s long, loud cheer and the spectacle was over. The thousands of spectators cast their eyes over the scene of the battle in a long last look and with the smell of burnt powder fresh in their nostrils, started for home.

Oskar Huber, director of works, at the Exposition, had direct charge of the naval battle, and to him is due a large part of the credit for the great success which it turned out to be. Captain Gowan, of the Tenth United States Infantry, had com-mand of Fort Moro, and Major Mc-Donnell, of the Centennial Guard, was in charge of the scaling party and Captain Clark in command of the first. The mili-tary bodies that took part in the engage-ment were the Tenth United States Infantry, the Centennial Guard and Battery A. of the Oregon National Guards. The life-saving crew also assisted. The battle resulted in the expenditure of nearly



New Organization.

"What is industrial unionism?" was

Cuat, Chemawa, Or.; "The Neservation Indian we the Nonreservation Indian." E. A. Paimer, Hoopa, Cal.; "The Importance of Music in Chamroom Work." William Davis, teacher, Pawhuska, Okia.; "Manual Training in Indian Schools," R. J. Hauman, Hoopa, Cal.; "Higher Ideals-Real," John J. Swartz, farmer, Che-mawa, Or.; "To What Exient Should the Fu-uil's Indiantions and Preferences Guide to Pu-uil's Indiantions and Preferences Guide 10. pil's Inclinations and Preferences Guide th Employes in Selecting His Vocation, 'John J. McKain, superintendent, Pendleton, Or., 'Per-sonal Hygiens,' Dr. E. A. Pierce, Salem, Or., 'What More Can We Do for Returned Studenta?" Rev. J. W. Reynolds, disc Fort Mojave, Ariz.; address, Mas Estelle Reel, Superintendent Indian Schools, Washington,

LOW YUCK'S LONG DELAY

Held in Detention Shed While Proof Comes From China.

Low Yuck is a Portland Chinese, who by hard toll in an East Side garden, saved sufficient money to enable him to visit the land of his ancestors. But Low Yuck had proceeded in America Yuck had prospered in America, and he

A detail has prospered in America, and he had no idea of giving up his residence in Portland, even to spend his remaining days among his fellow countrymen-and therein lies the point of our story. A certain law provides that if a Chi-nese returns to his homeland he must make his vidit of short duration and of make his visit of short duration, and if he fails in this the gates of the United he fails in this the gates of the United States are forever closed to him. Low Yuck knew of the law and planned his trip accordingly, but when he was ready to return he found that the ship on which he had come would not return to America. When he finally did return to America. When he finally did return to America. B. C., and the officers would not permit him to land. He had no papers to show cause for his delinquency and the immicause for his delinquency, and the immi-gration inspectors would not accept his explanation without proof. And so for three months Low Yuck has languished at the detention station at Comax, Wash, while his friends sent to China for evi-dence that there had been no ship for Portland which he could have taken. At last the necessary proof was forthcom-ing. It was decided that he had been unavoidably delayed, and so Low Yuck is at last granted permission to re-enter the United States,

Plays Short Change Trick.

Jennie Sengbeen, a waitress in the Bristo) restaurant at Fourteenth and Wash-ington streets, is the victim of the short-change trick, which was perpetrated yesterday afternoon. An unknown man en-tered the restaurant and asked to be given a file bill for that amount of silver. The cashier not being able to accommodate him, Miss Sengbeen volunteered her services. The short-change artist hand-ed her \$5.50 in silver, and taking a \$1 bill slipped it into an envelope. The obliging waitress called his attention to the shortage of 50 cents, and apologizing for the mistake, handed her back the envelope containing the supposed 510 note, and tak-ing his \$3.50 and Miss Sengbeen's money departed.

Chamberlain's Colle, Cholers and Diarrhoes



They cost the Government \$2.76 a suit, as any Quarter-master in the U.S. Army will inform you. We offer them to you at 65c a garment, or \$1.80 a suit. All new and per-fect goods. Will not fade or shrink, and last twice longer these have stood Government the thing for citizens, miners, these have stood Government the thing for citizens, miners, and workingmen. Similar goods generally sell for three stods generally sell for three to \$4.00 a suit.



Boston Steamship Co. and Boston Towboat Co., from Tacoma and Seattle. Steamship Shawmut leaves on or about Bitamship Shawmut leaves on or about August 30, 1905. Steamship Hyades leaves on or about Sep-tember 26, 1905. For rules, froight and passage apply to Frank Waterhouse, managing agent, Seattle, or to Frank Woolsey Co., agents, 250 Oak st., Portland.

Acturning from Gawago, arrives Portiand daily 8:30, 10:10 A. M. 1:55, 5:05, 4:55, 6:29, 7:35, 9:55, 11:10 P. M. Daily except Sanday, 6:25, 7:25, 6:20, 11:45 A. M. Except Mon-day, 12:25 A. M. Sunday only, 10 A. M. Leave from sume depot for Dallass and in-termediate points daily, 6 P. M. Arrive Port-land, 30:10 A. M. Sunmouth motor line operates daily to Mommouth motor line operates daily to Mommouth and Airlie, con-necting with E. P. Co. trains at Dallass and independence. H. YOUNG, Agent Independence. First-class fares from Portland to Saura-mento and San Francisco, \$29, berth 45, Sec-ond-class fare, \$15, second-class berth, \$2.59 Tickets to Eastern points and Europe. Also Japan. China, Honolaiu and Australia. CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 712. CASCADE LOCKS You cannot go home without taking the trip, Portland to the locks and Astoria and Columbia **Steamer Balley Gatzert River Railroad Co.** Leave week days 8:30 A. M., Sundays 9 A. M. Returning, arrive 5:30 P. M. Leaves. | UNION DEPOT. | Arrives. Regular service Portland to The Dalles, daily except Sunday, leaving at Dally. Dally. Catsianie, Westport, Catsianie, Westport, Catsianie, Westport, Catsianie, Westport, Catsianie, Westport, Catsianie, Westport, Stoo A. M. mood. Fort Stevent, 11:20 A. M. 2:30 P. M. Geartart Park, Sea-Sal, only. T:00 P. M. Express Dally. T:00 P. M. Dally. 5:00 P. M. Express Dally. Dally. 10:20 P. M. 7 A. M. Connecting at Lyle with C. R. & N. Ry, for Goldendnie and Kilckitat Valley points. Dock foot Alder street; phone Main 914. C. A. STEWART, J. C. MAYO, Comm'l Agt. 248 Alder st. G. F. & P. A. Phone Main 208. EGREAT NORTHERN **Oregon City Boats** City Ticket Office, 122 Third St., Phone 680. 2 OVERLAND TRAINS DAILY 2 The Flyer and the East Mall. SPLENDID SERVICE-5:30 P. M. Sunday specials leave Portland 8:30, 9:30 and 11:30 A. M.; 1:30, 3:30 and 5 P. M. Boats for Salem and way leave 6:43 A. M. daily except Sunday. Oregon City Trans. Dock, foot Taylor st. PHONE MAIN 40. UP-TO-DATE EQUIPMENT-COURTEOUS EMPLOYES-For tickets, rates, folders and full infor-mation, call on or address H. DICKSON, City Passenger and Ticket Agt. 122 Third street, Portland, Or. JAPAN-AMERICAN LINE ALASKA S. S. IYO MARU. FAST AND POPULAR STEAMSHIPS" LEAVE SEATTLE 9 P. M. For Japan China and all Aslatic Ports will leave Scattle about October 3. "Defension," Aug 20. Sept 7, 17, 27, "Dolphia," Sept 2, 12, 22 CALLING AT RETCHIKAN, JUNEAU, DOUGLAS, HAINES, SKAGWAY, Connects with W. P. & T. routs for Allin, Dawson, Tanana, Nome, etc. DAYS ON 5 PUGET SOUND "The Mediterranesa of the Pacific CHEAP EXCURSION RATES. PUGET SOUND-BRITISH COLUMBIA On excursion trips steamer calls at Sitka, Metiakahtia, Glacier, Wrangel, etc., in addition to regular ports of \$23.75 Pays for a 5 days' round-trip to TACOMA, SE-ATTLE, EVERETT, BELLINGHAM, ANA-CORTER, WASH.; VANCOUVER, BRITISH Pays for a 6 units in the set of Excursions to Alaska Seattle to Nome and St. Michaels, Steam-hip Ohio leaves Seattle about September 3, Steamship Oregon leaves Seattle about September 6, 1905. Apply Frank Woolsey Co., 250 Oak st., Portland. White Star Steamship Co., 607 First ave-nue, Seattle. For South-Eastern Alaska Steament S. S. Humboldt, S. S. S. Humboldt, S. S. Cottage City, of Seattle, S. S. Cottage City, of Seattle, S. S. Cottage City, direct China, Japan and Manila

of Seattle, S. S. Cottage City, August 24, 26. For San Francisco direct, Queen, City of Puebla, Uma-tilla, 9 A. M., Aug. 21, 20, 31 Portland Office, 249 Washington st. Main 229. C. D. DUNANN, G. P. A., San Francisco.