

The Oregonian

Entered at the Postoffice at Portland, Or., as second-class matter. SUBSCRIPTION RATES. INVARIABLE IN ADVANCE.

Daily and Sunday, per year \$10.00 Daily and Sunday, three months \$3.00 Daily and Sunday, per month \$1.00

HOW TO REMIT—Send postoffice money order, express order or personal check on Portland bank. If by mail, send currency note at the sender's risk.

EASTERN BUSINESS OFFICE. The E. C. Bennett Special Agency—New York, rooms 43-50 Tribune building, Chicago, rooms 210-212 Tribune building.

KEIT ON SALE. Auditorium Annex, Postoffice News Co., 178 Dearborn street, Denver—Julius W. Hamilton & Kendall, 806-812 Seventeenth street, Pratt Book Store, 1214 Fifteenth street.

Portland weather one of the principal attractions of the Fair. Teachers attending the association rarely return home without making excursions to interesting places in the vicinity of the city where it meets.

Portland abounds in such attractions. The snow mountains, the steamer trips up and down the Columbia to points of historic interest and scenic beauty, the falls of the Willamette and the lovely boat ride to Salem—these are only a few of the interesting excursions.

So far as pure enjoyment goes, there is no city which has more to offer visitors. To Portland the meeting would mean much in the way of the most desirable sort of advertisement. To win the good opinions of the schoolteachers of the country would be worth more to the city than any other achievement.

Teachers attending the association rarely return home without making excursions to interesting places in the vicinity of the city where it meets. Portland abounds in such attractions.

of domestic degradation have been spread before the public, and the chief, or at least the leading, actor in the terrible drama, is eliminated from it, that Dorra Jennings, if innocent, be able to establish her innocence beyond the shadow of a doubt.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.

any news favorable to the Columbia River always seems to travel toward the P.-I. offices by slow freight, and generally gets ditched on the way.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.

any news favorable to the Columbia River always seems to travel toward the P.-I. offices by slow freight, and generally gets ditched on the way.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.

any news favorable to the Columbia River always seems to travel toward the P.-I. offices by slow freight, and generally gets ditched on the way.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.

any news favorable to the Columbia River always seems to travel toward the P.-I. offices by slow freight, and generally gets ditched on the way.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.

any news favorable to the Columbia River always seems to travel toward the P.-I. offices by slow freight, and generally gets ditched on the way.

The distressing feature of the accident by which W. G. Eddy, of Lentis, lost his life in the mountains of the Nehalem, wholly of this central fact, is that it was wholly inexcusable.

ROOSEVELT AT TUSKEGEE. The President's speech to the students of the Tuskegee institute is the most important he has made upon his Southern tour.

Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide, or from thirty-two to thirty-four feet at high tide.

MISREPRESENTATION OFFICIALLY REPRIMANDED. Official surveys made by the United States Engineers show a depth of twenty-four feet on the Columbia River bar at low tide.

When the pilot commissioners feel that the pilots and steamboatmen who are constantly on the pilot grounds should know how much water there is in the bar.

During the next five years new foundations ought to be laid for development of Oregon—greater development, even than Oregon has yet known.

A railroad across Middle Oregon is the first necessity. It might extend Eastern Oregon from any point in the Middle Willamette or Upper Willamette valley.

A line into Couis Bay is one of the very greatest needs. There is no reason to doubt that it will soon be supplied from a point in the Umpqua valley.