KILBURN IS MISSING

San Francisco Liner Has Not Yet Crossed Bar.

ANXIETY FOR HER SAFETY

She Was Reported Off the Columbia River Bar Monday Morning, and Has Not Been Seen Since.

Nothing has been heard or seen of the steamer F. A. Kilburn since Monday morning, when she parted company with the steamer Alliance off the Columbia River bar, and some anxiety is felt concerning her safety. She was expected to cross in on yesterday's high tide, but the old ocean came and went and still not even the smoke of the missing coaster loomed up on the horizon. The weather was thick, however, and the lookout at the cape had difficulty covering a great distance with his powerful glasses.

The steamers Jeanie and Czarina, the former from Los Angeles, via San Francisco, and the latter from San Francisco direct, are also understood to be outside, both having left the Bay City last Friday night, at which time the Kilburn also started for Portland.

Reports from the mouth of the river late last night stated that the weather had moderated considerably, and a smoother bar is looked for today. Yesterday dawned with a fierce wind sweeping along the coast from the southwest, and rain almost obscured the bar. The breakers continued rolling high all day, however, and under the circumstances Captain Merriam, of the Kilburn, probably considered it better policy to remain at sea another night than to take chances on the bar in the thick weather.

The Kilburn has a heavy freight and many passengers on board. She is operated by the Watsonville Transportation Company. She is a staunch vessel, and if not delayed by the thick weather, her only reason for remaining outside can be a breakdown in her machinery or steering-gear. Shipping men are not ready to believe that disaster has befallen the craft, still they are at a loss to know why she did not attempt to cross in yesterday.

BIG WHEAT CARGOES.

Two French Barks Clear for the United Kingdom.

Two large cargoes of wheat were cleared for Europe yesterday afternoon, 244,481 bushels being the actual measurement of the two cargoes. Their combined value is estimated at $188,951. Both cargoes will go to Queenstown or Falmouth for orders.

The largest portion of this enormous quantity of wheat was taken by the French bark Asie, which was cleared by Kerr, Gifford & Co., with 132,665 bushels, valued at $99,498. The remainder, 111,816 bushels, was taken by the French bark La Rochejaquelin, whose manifest shows a value of $89,498.

Both vessels dropped in the stream this morning, and, being fairly well supplied with sailors, may leave down without delay. The crew of the Asie tried to start trouble, but failed, and it is now expected that they will be willing to take the vessel to sea without further remonstrance. Their main alleged cause for complaint was that the bark had a loose rivet in her botton, as a result of having scraped bottom in one of the ports at which she touched on her way out, but the officers and surveyors hold that the ship is in perfectly seaworthy condition.

RAFT GOES ADRIFT.

Immense Structure of Piling Gives Owners Another Scare.

ASTORIA, Jan. 23.—(Special.)—The big log raft went on another rampage last night and after drifting fully three miles "came to anchor" on the north side of the channel near the Desdemona Sands. The raft was hauled into deep water yesterday after being stranded for several weeks and was supposedly safely anchored with two 6000-pound mushroom anchors, one being placed at either end.

On the ebb tide last night the raft dragged its anchors and drifted down until off the Flavel wharf, when it caught the force of the gale and the heavy sea and was carried to the north a distance of about 1500 feet, where the anchors held.

Three of the Callender Navigation Company's steamers stood by all day and until after low water tonight and it still held its position. The raft is not aground, there being about 21 feet of water around it at low tide, and as soon as the sea goes down it will be towed to the dolphins recently driven for it near Flavel.

OLYMPIAN IN COLLISION.

Old Hulk Meets Accident on Her Start for New York.

ASTORIA, Or., Jan. 23.—(Special.)—The steamer M. F. Henderson arrived down from Portland this evening with the Olympian in tow. Passing the city front she was caught by the strong ebb tide and her bow turned in toward the wharves. She struck a barge at the Callender dock a glancing blow, and then hit the steamer Arago, which was lying at the Ninth-street wharf, the Olympian at the same time colliding with the lighthouse tender Heather.

The Heather's mooring lines were carried away and the Arago's house was slightly damaged. The other craft were not injured.

NAME BOARD OF FAWN FOUND

Further Proof That Sealing Schooner Has Perished.

VICTORIA, B. C., Jan. 23.—Captain Gaudin, agent of marine, received a telegram tonight from Lightkeeper Dakin, at Carmanah, that the name board of the sealing schooner Fawn had been found in the surf near there.

The sealing schooner Fawn left Behring Sea for Victoria last October with 52 sealskins and six white men and 21 Indians.

Engineer Makes Investigation.

Major S. W. Roessler, U. S. Engineer, and Harbormaster Ben Biglin, surveyed the east side landing of the ferry Lionel R. Webster yesterday morning in order to ascertain whether or not the driving of a couple of dolphins will interfere with navigation. The dolphins have been proposed for the purpose of guiding the ferry to her slip in stormy weather. Major Roessler suggested that the slip be shortened 20 feet and this morning he will give his decision as to the dolphins.

Olympian Off for New York.

In tow of the steamer M. F. Henderson, the steamer Olympian left the foot of Flanders street yesterday morning, bound for New York. She will be picked up at Astoria by a tug sent up from San Francisco, and at San Francisco she will be hooked on to the steamer Zealandia, which will tow her around the Horn.

Drummond to Carry Supplies.

ASTORIA, Jan. 23.—(Special.)—President W. F. McGregor and Superintendent P. A. Berglund, of the Alaska Fishermen's Packing Company, returned today from San Francisco and report having chartered the American ship James Drummond to carry supplies to the company's Bristol Bay, Alaska, cannery, in place of the American Challenger, which was recently wrecked in the Orient. The Drummond is now at San Francisco discharging a cargo of coal, which she brought from Australia.

Longshoreman Falls Through Hatch

Albert Rosch, a longshoreman engaged on the French bark Jacques, which is discharging ballast at the sand dock, missed his footing yesterday morning and fell through an open hatch into the hold. His back was wrenched and several ribs were broken. He was removed to the Good Samaritan Hospital, but there is no certainty of his recovery. Rosch is 29 years old and married, living at 389 Glisan street.

Sinks in Collision.

BOSTON, Jan. 23.—The steamer Trojan, of the Boston & Philadelphia line, collided with the steamer Nachoochee, of the Savannah line, in Vineyard Sound last Sunday and sank within three-quarters of an hour. The Nachoochee, which was slightly injured, brought the captain and crew here today.

STEAMER INTELLIGENCE.

Due to Arrive.

Steamer—From—	Date.
F. A. Kilburn, San Francisco	Jan. 24
Czarina, San Francisco	Jan. 24
Jeanie, San Francisco	Jan. 24
Senator, San Francisco	Jan. 24
Northland, San Francisco	Jan. 26
Roanoke, San Francisco	Jan. 27
Despatch, San Francisco	Jan. 27
Nome City, San Pedro	Jan. 29

Due to Depart.

Steamer—Destination—	Date.
Alliance, Eureka-Coos Bay	Jan. 24
Aurelia, San Francisco	Jan. 24
Senator, San Francisco	Jan. 26
F. A. Kilburn, San Francisco	Jan. 27
Jeanie, Los Angeles	Jan. 27
*Aragonia, Orient	Jan. 28
Northland, San Pedro	Jan. 29
Roanoke, Los Angeles	Jan. 30
Despatch, San Francisco	Jan. 30
Columbia, San Francisoc	Jan. 31
Nome City, San Pedro	Feb. 1

Steamer Nell Afloat.

VICTORIA, B. C., Jan. 23.—A dispatch from Port Simpson reports that the steamer Nell, recently wrecked near Metlakatlah, was floated on Monday and taken to Georgetown for repairs.

Cutter Perry Sails Today.

The revenue cutter Perry will leave for Astoria today after a short stay in the harbor. Captain F. Tuttle entertained a few friends on board of his trim vessel last night.

Marine Notes.

The British steamer Tottenham left down yesterday morning.

The British bark Afon Alaw shifted to Oceanic dock yesterday.

The French bark Michelet shifted to Irving dock yesterday to load wheat.

David B. Ogden, assistant United States engineer, returned from Cascade Locks yesterday.

The Oriental liner Aragonia is expected to sail for Hongkong via Japanese ports next Sunday.

The Finnish bark Isabel Browne left down yesterday morning. She will try to fill her crew at Astoria.

The boathouse of the Portland Canoe Club is still at the bottom of the river at the foot of Stark street and is nearly totally submerged now that the river has risen considerably.

Domestic and Foreign Ports.

ASTORIA, Jan. 23.—Condition of the bar at 5 P. M., obscured; wind southeast; weather cloudy. Arrived down at 8 A. M.—Steamer Homer. Arrived down at 9 A. M.—Steamer Redondo.

Yokohama, Jan. 23.—Sailed—German steamer Numantia, for Portland.

San Francisco, Jan. 23.—Sailed—Barkentine James Tuft, for Portland; steamer Meteor, for Tacoma; schooner King Cyrus, for Tacoma.

HE INTERVIEWS OWNERS

City Attorney Is Clearing Way for the Brooklyn Sewer.

City Attorney McNary called on some of the property-owners in Brooklyn last evening through whose lots the main conduit of the proposed sewer system will pass, with a view of securing their consent to deeds of rights of way, without resorting to the courts. The result of the conference with a portion of the owners was fairly satisfactory, and it is now thought reasonably sure that it will not be necessary to resort to condemnation proceedings, which are both tedious and expensive. It is recognized that once a case is in the courts there would be long delays before a decision could be reached in the lower courts, besides the possibility of an appeal.

Many of the property-owners had the impression that a deed for rights of way was a deed for property, but City Attorney McNary assured them these deeds did not convey title, but only give the city permission to construct the sewer through the premises and repair it afterwards if necessary. Councilmen A. G. Rushlight and Dan Kellaher and L. S. Dane went with Mr. McNary. It is thought the whole question of rights of way will be settled satisfactorily within a few days. No opposition to the sewer was encountered, but, on the contrary, every one seems to understand that it is necessary and must come. Mr. McNary put special emphasis on the fact that Brooklyn can never take its place among the progressive districts of the city without this sewer.

Board Analyzing Water From Dufur.

The State Board of Health is now conducting an investigation into the water supply of the City of Dufur. Part of the water used in Dufur is secured from a creek which flows close to the city, and it is alleged that septic tanks have contaminated the stream. The septic tanks are situated above the place where the water is removed. Samples of the water and the overflow from the septic tanks are being examined by Dr. Ralph Matson.

How to Cure a Cold.

The quickest way to get rid of a troublesome cold is a question in which many are interested just now. If you are one of the unfortunates the opinion of Mr. B. W. L. Holt, of Waverly, Va., is worthy of your consideration. Mr. Holt says: "I have used Chamberlain's Cough Remedy for years, and firmly believe it to be absolutely the best preparation on the market for colds. I have recommended it to many of my friends, and they all agree with me." This remedy is for sale by all druggists.

ROAD UP THE VALLEY

United Railways May Build to Salem.

IS AWAITING FRANCHISES

Has a Deal With the Oregon Traction Company Which It Hopes to Close About the First of February.

Still another electric line up the Willamette Valley from Portland is forecasted by the entry into the field of the United Railways Company, now negotiating to take over the property and franchises of the Oregon Traction Company, which projected an electric line to Forest Grove, but after a little work last Summer, abandoned the enterprise. A meeting of the stockholders of the Oregon Traction Company will be held the last of the present month and an offer made for the properties by the United Railways Company. It is expected the formal transfer will take place about February 1, should the Oregon Traction Company meet the advances now being made.

In addition to the line to Forest Grove, the United Railways Company proposes to run a standard-gauge track out Seventh street as far as Sheridan, then on Front and Water streets to the city limits, and thence up the valley on the west side of the river, tapping the fertile country en route, and reaching Salem and other valley towns. Just how far the road will go will depend upon circumstances.

May Go to San Francisco.

"We may go down to San Francisco," said W. D. Larrabee, one of the incorporators of the United Railways Company.

Applications for franchises are now pending before the City Council, and if these are granted, the work of building the roads will begin at once.

The project contemplates trolley roads to link together the nearby towns, caring only for such city traffic as is found on the streets traveled by the cars of the company. That the backers of the project expect to engage in the manufacture of their own electric power is surmised, although they have no definite plans along this line at the present time.

In the building up of an interurban traffic, Mr. Larrabee sees a bright future for the company he represents. "This sort of a project grows when once started," he said. "No one can tell where a railroad company is going to stop after it gets under way. In Los Angeles four years ago cars were run every hour to Hollywood, but now it is necessary to run cars every five minutes. To Pasadena from Los Angeles there is a three-minute trolley service. The tourist travel there helps out the trolley business, to be sure, but there is no reason why this should not become a factor here also.

Report Los Angeles Success.

"I was one of the first to call attention to the fact that the Los Angeles country is a delightful Summer resort as well as a pleasant place to spend the Winter months, and only a few years ago Southern California was known only as a Winter resort. Now all that is changed, and tourists spend their Summers in Los Angeles to get away from the heat. There is every reason to believe this city will become a favorite place for tourists to pass the heated season.

"The Forest Grove line and the track up the river to the south are the only projects we have definitely determined upon, but when we get better acquainted with the territory other branches may follow. Just now we are waiting to acquire title to the Oregon Traction Company's property and to secure our franchises from the city. These are now in the hands of the street committee of the City Council."

The United Railways Company represents large California capitalists. M. H. French and J. Whyte Evans, who accompanied Mr. Larrabee here, have returned home, but will be in Portland again by the middle of next week, when the deal for the Oregon Traction Company's effects will probably be closed.

TACOMA LOSES FRANCHISE

SOME CALIFORNIA TOWN IS TO HAVE BASEBALL TEAM.

Eugene F. Bert Is Re-Elected President of League, With Judge McCredie Vice-President.

SAN FRANCISCO, Jan. 23.—At tonight's meeting of the representatives of the teams comprising the Pacific Coast Baseball League, it was voted to take the baseball franchise from Tacoma and award it to some California city yet to be determined upon. Although the delegates from Tacoma made a hard fight to retain the franchise, the vote was 5 to 1 to make the change.

A delegation from Fresno put in a bid for the franchise, and it was stated at the conference tonight that the privilege is wanted by Pasadena and Sacramento.

It was unanimously decided that no gambling should be allowed on league grounds, and a penalty of $500 was fixed for any infringement of this rule. The election of officials resulted in the selection of the following:

President, Eugene F. Bert; vice-president, Judge W. W. McCredie; treasurer, Andrew J. Clunie; secretary, James H. Anderson; board of directors, A. J. Clunie, J. Cal Ewing, James F. Moerley, Judge McCredie and J. P. Agnew. A sixth director will be chosen from the city to which the franchise is awarded.

The schedule committee was appointed by President Bert as follows: Messrs. McCredie, Ewing, Morley, Agnew and Clunie.

An adjournment was taken until tomorrow.

While no final announcement was made after the meeting of the league representatives as to who will be the manager of the San Francisco team during the coming season, it was stated that the appointment would be left entirely with Andrew J. Clunie, who holds the controlling interest in the San Francisco team. It was stated that he had practically chosen to have James F. Morley take the management of the team, with John Gleason, leader of the Olympic Club, as assistant.

FATAL BLOW ON SOLAR PLEXUS

Boy Dying in New York as Result of Prizefight.

NEW YORK, Jan. 23.—In a coma from which it had been impossible to arouse him early today, is another victim of the mushroom boxing clubs which give contests between mere boys. He is in the Sentry Hospital, Brooklyn, and is Lawrence Tighe, 16 years old, of 272 Bond street, Brooklyn. After surgeons had worked for hours over the boy, Dr. William Bliss, head of the hospital staff, said his condition was such that the outcome might be fatal.

Tighe was struck on the solar plexus. Joseph Rivers, 16 years of age, who, it is said, struck Tighe, Rivers' alleged manager, William Guilfoyle, and William McDonald, the alleged referee of the bout, are prisoners charged with felonious assault upon Tighe.

No policemen were present, it is said. There had been two fairly even rounds, and the third round was half over, when Rivers, it is alleged, sent his right to Tighe's body, striking squarely above the nerve center called the solar plexus. Tighe crumpled up, and as he fell his opponent drove hard to his jaw. Tighe's seconds could not revive him, and he was taken from the ring unconscious. After a physician had failed to revive him the boy was removed to the hospital.

Anson Team Bowling Champions.

CHICAGO, Jan. 23.—Rolling a great series in the Monroe League last night, the Anson team set a new world's bowling record for three games, averaging 1063. The best previous figures on the books of the American Bowling Congress were 1061 1-3, made by the Beninger team last year in the Chicago League. The Anson quintet went over the four mark each time, and, although scoring 1208 in its second venture, was beaten by two pins by the Hoffmans. The other two games went to the Ansons.

Scores in Golf Contest.

MEXICO CITY, Jan. 23.—An unusual number of ties and a difference of only nine strokes between the winning and the 13th pair was the result of yesterday's golf match in the amateur and professional contest. W. Smith, Mexico, and A. G. Lockwood, Massachusetts, held the low record of 165.

RECORD TWICE LOWERED

MARRIOTT'S AUTO DOES MILE IN 31 4-5 SECONDS.

After Winning Dewar Trophy in 32 1-5, He Lowers That Record—Cedrino Wins.

HOTEL ORMOND, Fla., Jan. 23.—The world's record for the mile was twice lowered today in the fourth annual Ormond-Daytona automobile tournament, and both times by the same car, the cigar-shaped steamer driven by Fred Marriott. In the first start, the contest for the Sir Thomas Dewar trophy, the racer made the mile in 32 1-5 seconds. Rain during the morning delayed the starting of the racers, and the course was not in the very best condition for high speeding.

In the one-mile international for the Dewar trophy the preliminary heats were run, Marriott, Lancia and Cedrino qualifying for the final. The second heat was particularly close, only 3-5 of a second separating Lancia and Cedrino for first and second places. In the final Marriott won, going the mile in 33 seconds flat. Cedrino was second, and Lancia, owing to the trouble with his car, was unable to start.

In the one-mile heavyweight championship for gasoline cars two preliminary heats were run off, Cedrino, Fletcher and Lancia qualifying for the finals. Lancia won first heat, with Fletcher a close second.

The steamer racer driven by Marriott was the only entry in the one-mile championship for steamers, and did the mile in 31 4-5 seconds, breaking all mile records, including her own former one.

The middleweight one-mile championship for gasoline cars went over until tomorrow. The summary:

Mile international for the Sir Thomas Dewar trophy—First heat won by Marriott steamer in 32 1-5 seconds; Earp gasoline, 40 seconds flat. Second heat won by Lancia, gasoline, 37 3-5 seconds; Cedrino, gasoline, 38 1-5 seconds. Final won by Marriott, 32 seconds; Cedrino, 38 seconds, second.

Mile heavyweight championship for gasoline cars—First heat won by Cedrino, 0:29 3-5; Fletcher second, 0:29 4-5. Second heat won by Lancia, 0:42; Earp, 0:43 3-5, second. Final won by Lancia, 0:37; Fletcher, second, 0:37 3-5.

Mile steamer championship, one entry. Marriott went the mile in 0:31 4-5.

THE DAY'S HORSERACES.

At Oakland.

SAN FRANCISCO, Jan. 23.—Results of races:

Four furlongs—Peerless won, Yankee Jim second, Menden third; time, 0:49¾.

Six furlongs—Procrastinate won, Dr. Sherman second, Alice Carey third; time, 1:15.

One mile—Head Dance won, Frank Flitner second, Christine A. third; time, 1:42¾.

Mile and 50 yards—Sir Brillar won, Sais second, Gateway third; time, 1:44¾.

Futurity course—Romaine won, Toupee second, Tom McGrath third; time, 1:10¾.

Five and a half furlongs—Cloudlight won, Conreid second, El Dinero third; time, 1:07¾.

At Los Angeles.

LOS ANGELES, Jan. 23.—Results of races:

Six furlongs—Marc Lichtenstein won, Coeur de Lion second, Katie Crews third; time, 1:15¾.

Futurity course—Hermitage won, Neatness second, Astral II third; time, 1:10¾.

Six furlongs—Fustian won, Bribery second, El Otros third; time, 1:13¾.

Mile and 50 yards—The Gadfly won, Red Light second, Cholk Hedrick third; time, 1:43¾.

One mile—Stoessel won, Henchman second, Theo. Case third; time, 1:41¾.

Six furlongs—Valencia wonf, Evelyn Griffin second, Revolt third; time, 1:14.

At New Orleans City Park.

NEW ORLEANS, Jan. 23.—City Park results:

Three and a half furlongs—Little George won, Arthur Rosenfield second, Black Flag third; time, 0:44 3-5.

Five and a half furlongs—Merry George won, Alcantra second, Clover Hampton third; time, 1:08 3-5.

Mile and 70 yards—Handmore won, Marimbo second, Ezra third; time, 1:49.

Mile and a sixteenth—Daring won, Elliott second, Balshot third; time, 1:50 1-5.

Mile and 70 yards, selling—Juba won, Tarpe second, Little Red third; time, 1:48 1-5.

Five and a half furlongs—Chief Hayes won, Bellestrome second, Parisienne third; time, 1:09 3-5.

Seven furlongs—Merry Acrobat won, Skyward second, Merlingo third; time, 1:29 2-5.

At New Orleans Fair Grounds.

NEW ORLEANS, Jan. 23.—Fair Grounds race results:

Three furlongs—Rose Hart won, Firalto second, Duchess of Montebello third; time, 0:37.

Six furlongs, selling—Colonel White won, Paul Clifford second, Uncle Henry third; time, 1:13.

Two miles—Little Scout won, Captain Bob second, Louis Krafts third; time, 3:26 2-5.

Mile and 70 yards, handicap—Lieber won, Whippoorwill second, Rainland third; time, 1:48 4-5.

Six furlongs—First Premium won, Ethel Red second, Holloway third; time, 1:14 1-5.

One mile—Rather Royl won, Macbeth second, Dapple Gold third; time, 1:43.

Wreck on Santa Fe Railroad.

LOS ANGELES, Jan. 23.—Passenger train No. 23 on the Santa Fe westbound was wrecked late this afternoon at Glendora, about 30 miles east of Los Angeles and midway between San Bernardino and this city. A number of people were injured.

RIP VAN WINKLE

IN THE FEBRUARY SCRIBNER

JOSEPH JEFFERSON AT WORK AND PLAY

By FRANCIS WILSON

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THE HERMIT AND THE WILD WOMAN

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The first to appear in an American magazine

Price, $3.00 a year 25 cents a number

CHARLES SCRIBNER'S SONS, NEW YORK

Fisherman Packers Elect Officers.

ASTORIA, Or., Jan. 23.—(Special.)—The stockholders of the Union Fishermen's Co-operative Packing Company held their annual meeting last evening and elected an almost entirely new board of directors, as follows: Charles Wilson, Frans Kankonen, Gus Potreck, A. Olsen, J. Carlson, J. S. Erickson, Charles Laito, Oscar Laito and W. Takkulen.

Later the directors met and elected officers as follows: Charles Wilson, president; J. Carlson, first vice-president; A. Olsen, second vice-president; Frans Kankonen, secretary. Thomas Nelson, who has been secretary and manager of the company during the past few years, retires.

Gambling in a Closed Town.

BAKER CITY, Or., Jan. 23.—(Special.)—Although Baker City is supposed to be a closed town and has been so regarded ever since the famous campaign against gambling and saloons last Spring, yet George McGinnis today filed an action in the Circuit Court to recover $95 from J. F. Scott, Joe Hamette and Ben Wood, that amount being twice the sum which he lost bucking a twenty-one game in the Arctic saloon.

Brokerage Firm Fails.

PITTSBURG, Jan. 23.—Ed Gartner & Co., stock brokers and members of the Pittsburg Stock Exchange, made an assignment today. The liabilities will exceed $200,000. Samuel A. Steele, of this city, was appointed assignee.

WHAT IT MEANS TO YOU

Few People Realize the Importance of Good Digestion Until It Is Lost.

Many people suffer from dyspepsia and do not know it. They feel mean, out of sorts, peevish, do not sleep well, do not have a good keen appetite, do not have the inclination and energy for physical or mental work they once had, but at the same time do not feel any particular pain or distress in the stomach. Yet all this is the result of poor digestion, an insidious form of Dyspepsia which can only be cured by a remedy specially intended to cure it and make the digestive organs act naturally, and properly digest the food eaten. Bitters, after dinner pills and nerve tonics will never help the trouble; they don't reach it. The new medical discovery does. It is called Stuart's Dyspepsia Tablets and is a specific for dyspepsia and indigestion. It cures because it thoroughly digests all wholesome food taken into the stomach, whether the stomach is in good working order or not.

Stuart's Dyspepsia Tablets, by digesting the food, instead of making the worn out stomach do all the work, gives it a much needed rest and a cure of dyspepsia is the natural result.

When you are nervous, run down and sleepless, don't make the common mistake of supposing your nervous system needs treatment and fill your stomach with powerful nerve tonics which make you feel good for a little while only to fall back farther than ever.

Your nerves are all right, but they are starved, they want food.

Nourish them with wholesome everyday food and plenty of it, well digested, and you can laugh at nerve tonics and medicine.

But the nerves will not be nourished from a weak, abused stomach, but when the digestion has been made perfect by the use of this remedy all nervous symptoms disappear.

Who ever heard of a man or woman blessed with a vigorous digestion and good appetite being troubled with their nerves?

Good digestion means a strong nervous system, abundance of energy, and capacity to enjoy the good things of life.

Stuart's Dyspepsia Tablets will certainly set your stomach and digestive organs right; they can't help but do it because they nourish the body by digesting the food eaten, and rest the stomach.

You get nourishment and rest at one and the same time, and that is all the worn out dyspeptic needs to build him up and give new life to every organ and an added zest to every pleasure.

Stuart's Dyspepsia Tablets are a god-send to the army of men and women with weak stomachs and nerves and justly merit the claim of being one of the most worthy medical discoveries of the time.

BROWN'S BRONCHIAL TROCHES — A FOR COUGHS AND COLDS

A simple remedy. Neglect of a cold may result in a chronic throat trouble. Sold only in boxes.

A Swell Affair

DENT'S Toothache Gum

Stops toothache whether there is a cavity or not. Never dries up or loses its strength. Keep it in the house for emergencies. Imitations don't do the work. Get Dent's Toothache Gum, Yellow Label. At all druggists 15 cents or by mail.

Dent's Corn Gum Cures Corns and Bunions. 15c.

C. S. DENT & CO., Detroit, Mich.

HAND SAPOLIO

FOR TOILET AND BATH

Fingers roughened by needlework catch every stain and look hopelessly dirty. Hand Sapolio removes not only the dirt, but also the loosened, injured cuticle, and *restores the fingers to their natural beauty.*

ALL GROCERS AND DRUGGISTS

TRAVELERS' GUIDE.

GREAT NORTHERN RAILWAY TIME TABLE

THE COMFORTABLE WAY.

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The Fast Mail

VIA SEATTLE OR SPOKANE

Leave. Daily.	Portland Time Schedule.	Arrive. Daily.
8:20 am 11:45 pm	To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle.	7:00 am 6:50 pm
6:15 pm	To and from St. Paul, Minneapolis, Duluth and All Points East Via Spokane.	8:00 am

Great Northern Steamship Co. Sailing from Seattle for Japan and China ports and Manila, carrying passengers and freight.

S. S. Minnesota, February 1.
S. S. Dakota, March 12.

NIPPON YUSEN KAISHA (Japan Mail Steamship Co.)

S. S. SHINANO MARU will sail from Seattle about Feb. 20 for Japan ports, carrying passengers and freight.

For tickets, rates, berth reservations, etc., call on or address

H. DICKSON, City Passenger & Ticket Agent, 122 Third St. Portland, Or. Phone Main 680

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND DAILY.

	Depart.	Arrive.
Yellowstone Park-Kansas City-St. Louis Special for Chehalis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and Southeast	8:30 am	4:30 pm
North Coast Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East	2:00 pm	7:00 am
Puget Sound Limited for Chehalis, Centralia, Tacoma and Seattle only	4:30 pm	10:55 pm
Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, Yellowstone Park, Minneapolis, St. Paul and the East	11:45 pm	6:50 pm

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

North Pacific S. S. Co.'s

Staunch S. S. Jeanie

Sails for San Francisco and Los Angeles Direct, Wednesday, January 24, from Columbia Dock No. 1 at 1 P. M.

Fare San Francisco, first-class, $12; second-class, $8. Los Angeles, first-class, $21.50; second-class, $15.

Ticket Office, 251 Washington St.

H. YOUNG, Agent. Phone Main 1314

TRAVELERS' GUIDE.

O. R. & N. OREGON SHORT LINE AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standards 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.	6:15 P. M. Daily.	8:00 A. M. Daily.
For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.		
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.
RIVER SCHEDULE.		
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach, steamer Hassalo, Ash-st. 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, Ash-st. 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.

Leave Riparia 8:40 A. M. or upon arrival train No. 4, daily except Saturday.

Arrive Riparia 4 P. M., daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt; A. L. Craig, Gen. Passenger Agt.

EAST via SOUTH — SOUTHERN PACIFIC COMPANY

Leaves.	UNION DEPOT.	Arrives.
*8:45 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, Browns-ville, Springfield, Wendling and Natron.	*5:55 P. M.
*4:15 P. M.	Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:35 A. M.
*7:30 A. M. *4:50 P. M.	Corvallis passenger Sheridan passenger	*5:50 P. M. 8:25 A. M.
†10:45 P. M.	Forest Grove Passenger.	†1:50 P. M.

*Daily. †Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30 A. M.; 12:50, 2:05, 4, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:30 A. M.; 1:55, 3:05, 5:05, 6:15, 7:25, 9:55, 11:10 P. M.; 12:55 A. M. Daily except Sunday, 6:25, 7:25, 9:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dallas and intermediate points daily, 4:15 P. M. Arrive Portland, 10:10 A. M.

The Independence-Monmouth Motor Line operates daily to Monmouth and Airlie, connecting with S. P. Co.'s 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.

C. W. STINGER, City Ticket Agent. A. L. CRAIG, Gen. Pass. Agt.

Astoria and Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
Daily.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore.	Daily.
8:00 A. M.		11:20 A. M.
7:00 P. M.	Express Daily. Astoria Express. Daily.	9:50 P. M

C. A. STEWART, Comm'l Agt., 248 Alder st. J. C. MAYO, G. F. & P. A. Phone Main 908.

SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY

Operating the Only Passenger Steamers for San Francisco Direct.

Sailing dates from Portland—S. S. Senator, January 26; February 5, 15, 25; March 7. Columbia, January 31; February 10, 20; March 2.

REDUCED ROUND-TRIP RATE, $23.

Berths and Meals Included.

JAS. H. DEWSON, Agt. Phone Main 268. 248 Washington St.

For South-Eastern Alaska

PACIFIC COAST STEAMSHIP CO.

Steamers leave Seattle 9 P.M. S. S. Cottage City, via Vancouver and Sitka, Jan. 10, 24.

For San Francisco direct: Queen, City of Puebla, Umatilla, 9 A. M., Dec. 29; Jan. 3, 8, 13, 18, 23, 28.

Portland Office, 249 Washington st. Main 229 G. M. LEE, Pass. & Ft. Agt. C. D. DUNANN, G. P. A., 10 Market st., S. F.

WILLAMETTE RIVER ROUTE

FOR

Corvallis, Albany, Independence and Salem. Steamer Pomona leaves 6:45 A. M., Tuesday, Thursday and Saturday, for Oregon City, Salem and way.

Steamer Altona leaves 6:45 A. M., Monday, Wednesday and Friday.

OREGON CITY TRANS. CO., Office and Dock Foot Taylor St.

ALASKA

FAST AND POPULAR STEAMSHIPS LEAVE SEATTLE 9 P. M.

"Jefferson," January 3, 17 and 31, 9 P. M., via Wrangel.

"Farallon," about Jan. 7, 26, 9 P. M.

CHEAP EXCURSION RATES.

On excursion trips steamer calls at Sitka, Metlakahtla, Glacier, Wrangel, etc., in addition to regular ports of call.

Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Totem Poles."

THE ALASKA S. S. CO., Frank Woolsey Co., Agents, 252 Oak St. Portland, Or.