TRAVELERS' AID IS DISBANDED

By Vote It Is Decided to Dissolve the Present Association.

DISCUSSION OF THE WORK

Plan to Have the Y. W. C. A. Incorporate Duties of Society With Its Own Fails Because of Religious Differences.

The Portland branch of the Travelers' Aid Association was formally dissolved at a board meeting held yesterday afternoon in the parlors of the Young Women's Christian Association. It is probable that work along the same lines taken up by the Travelers' Aid last Summer will be carried on by the W. Y. C. A., now that the former organization has disbanded. A strong effort was made to have the Travelers' Aid merged with the work of the Y. W. C. A. under its original name, as an extension to the latter work. This was not popular with a majority of the board members, however, and the project was defeated by a majority vote.

Some Organizations Represented.

Some of the organizations represented at yesterday's meeting were the W. C. T. U., Y. W. C. A., Women's Union, St. Ann's Charitable Society (Catholic), Council of Jewish Women, City Federation of Women's Clubs, City Board of Charities, Home-Training Association, Ladies' Aid Society of the Third Presbyterian Church, the Unitarian Alliance and others.

Father McDevitt accompanied Miss Burke, of St. Ann's Society, and took active part in the discussion. He commended the work accomplished by the Travelers' Aid, and thought it would do an immense amount of good if continued. St. Ann's, he said, would no doubt donate its share of the fund necessary to a continuance of the work, in spite of the heavy demands already made upon it by other charities, and of the Mercy Home on Sixteenth street, which is doing work along the general lines of the Travelers' Aid.

Mrs. Alexander Bernstein, of the Council of Jewish Women, brought word from that organization that, while it thought the Y. W. C. A. would be able to conduct the work successfully, it did not feel able to contribute further to its maintenance, on account of the heavy demand made upon its treasury by other work.

Sends One Pledged Delegate.

The only organization which sent a delegate empowered to pledge a regular contribution to the fund for maintaining the work was the Women's Union, which, through Mrs. C. R. Templeton, stated that it would give $5 a month if the organization was carried on independently. The restriction was made that if the work was merged with that of the Y. W. C. A. that the contribution would not be given. Many questions were asked and different plans discussed as to the future conduct of the work, and the board was a long time coming to a definite conclusion. The fact that so many creeds were represented in the Travelers' Aid Association which are not recognized by the executive board of the Young Women's Christian Association seemed to be a stumbling-block in the way of the plan for the latter organization to assume the work. Finally a member of the Council put the question flatly:

A Pertinent Question.

"If this work is assumed by the Y. W. C. A., will Jews and Catholics be allowed on the extension committee, and if so, will they be allowed to have a voice in its control?"

Miss MacCorkle, secretary of the Y. W. C. A., explained that they would have a voice in the committee work, but not on the executive board.

"So, no matter what the committee decided upon, it would be subject to a board on which Jews and Catholics are not represented?"

"Nor Unitarians either," suggested a member of that denomination.

Further explanations followed, but the objections to the plan which had been smouldering all the afternoon were given free expression for a few minutes. The plan of the Y. W. C. A. of having only evangelical churches represented on its governing board did not seem inviting to the others.

"In other words," said a Unitarian, "we can play in your yard as long as we play your way, eh?"

Decides to Discontinue.

The chairman very skillfully avoided any personalities, and put the question to a vote of the house, resulting in the dissolution of the Travelers' Aid Association.

During the meeting Mrs. Baldwin, who has done most efficient work as superintendent during the Exposition season, read a report of her recent trip East, during which she made an extended investigation into the work among girls as carried on in other cities. Mrs. Honeyman, president, and Mrs. Templeton, treasurer, also gave satisfactory reports. Suitable expressions of thanks and appreciation were voted by the association to Mr. MacKenzie, who has acted as auditor; to Mrs. Honeyman, who has devoted much time and attention as president to the work, and an extra week's salary was voted to Mrs. Baldwin for settling up the affairs of the association and doing extra work after her time expired. Mrs. Baldwin is still receiving applications from women and girls for assistance of the kind given by the Travelers' Aid Association, and is attending to as much of it as is possible. It is more than probable that the Y. W. C. A. will endeavor to retain her services in carrying on this line of work. Every one present expressed regret that the Travelers' Aid Association had to disband, but the fact that funds to carry it on as an independent organization were not available made it necessary. More was contributed last Summer by the National organization than by local subscription, yet the majority of women and girls assisted belonged to the Pacific Northwest. The work has had the praise and commendation of the Police Department and the various courts, as well as of the clergy and public at large.

Will Improve Schoolyard.

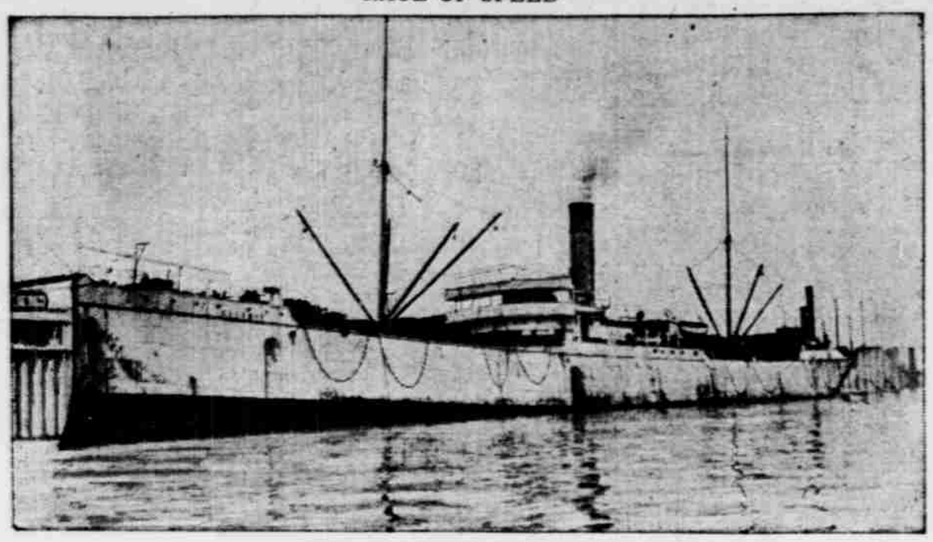
The City School Board yesterday instructed Architect T. J. Jones to proceed forthwith in the matter of satisfying complaints concerning the Shattuck schoolyard. Today a crusher will be put to work rolling the ground, and as soon as possible a top dressing of decomposed granite from Southern Oregon, similar to the walks at the Exposition, will be put over the broken rocks that have heretofore done service as a children's playground.

BUSINESS ITEMS.

If Baby Is Cutting Teeth

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

LARGE LUMBER CARRIER RECEIVES CARGO AT RECORD BREAKING RATE OF SPEED



BRITISH STEAMER ELLERIC.

Saturday night the large British steamer Elleric will finish loading lumber at the Eastern & Western mills for Port Pirie, Australia, and the opinion of well-posted shipping men is that a new record for quick dispatch will have been established so far as lumber cargoes are concerned.

The Elleric will depart with 2,500,000 feet. She arrived in the harbor last Friday noon and at 3 o'clock in the afternoon commenced receiving lumber at the mills of the North Pacific Lumber Company. By Monday about half of the cargo had been stowed away in the hold and the steamer shifted to the Eastern & Western Lumber Company's wharf, where she is now loading. Four day gangs have been employed continually, but the longshoremen have been given no overtime or the cargo could have been handled with even quicker dispatch.

J. J. Richards, of J. J. Moore & Co., the firm furnishing the cargo, is here from San Francisco, superintending the loading of the vessel. Taylor Young & Co. are the agents.

VIEW BRIDGE SITE

Members of Port of Portland Take Soundings.

TO MEET THIS AFTERNOON

River Pilots and Northern Pacific Representatives Are Among the Inspecting Party on Board of Tug McCraken.

Five members of the Port of Portland Commission, several river pilots and representatives of the Chamber of Commerce and the Portland & Seattle Railway Company inspected the proposed site for the Northern Pacific Railway bridge across the Willamette in the vicinity of St. Johns yesterday afternoon. They were on board of the Port of Portland tug John McCraken and drifted leisurely about the foot of Swan Island as far as St. Johns, taking soundings of the channel and the wide space of open water not marked on the chart as navigable for deep going craft, but which the railroad company asserts can easily be dressed to suit the shipping interests.

The five members who made the trip were George B. Thomas, J. C. Ainsworth, John Driscoll, C. F. Adams and Captain A. L. Pease. Others on board were William D. Wheelwright, Captains A. A. Bailey, Harry Emken and W. H. Patterson; Attorney J. C. Flanders, representing the Northern Pacific; Ben L. Crosby, assistant engineer of the Northern Pacific, and J. B. C. Lockwood, engineer for the Port of Portland.

Small flags had been staked at various points on shore and in the river showing the proposed line of the bridge at a distance of about 4800 feet below the foot of Swan Island, and soundings were taken along shore as well as in the deep channel amidstream. The pilots explained to the commissioners their reason for protesting against the construction of the bridge at that particular point and the representatives of the Northern Pacific were there to explain their reasons for having found that particular locality most desirable.

All features, both objectionable and favorable, were discussed and as the tug pulled into the harbor the commissioners decided to hold a special meeting at 4 o'clock this afternoon for the purpose of discussing the matter among themselves. Possibly final action may be taken at this meeting now that the commissioners have thoroughly acquainted themselves with actual conditions of the river and channel.

TWO FUNERALS TODAY.

Many Will Pay Respect to Victims of Regulator Disaster.

The closing and saddest chapter of the terrible Regulator disaster will be presented today when the remains of the two unfortunate victims, De Monte W. Wade and Merrill B. Stayton, will be consigned to the final rest. Many will attend to pay a last respect.

The funeral of Wade will be held under the auspices of the W. O. W. at the Portland Crematorium at 2:30 o'clock, and services over the remains of Stayton will take place at Finley's chapel at 2 o'clock. Stayton's remains will be shipped to Catlin for burial.

The cause of the explosion of the oil tank is still a mystery and will probably always remain so.

SCHOONERS MEET DISASTER

Tug Pioneer Sights Vessel Floating Bottom Up Off Coast.

PORT TOWNSEND, Jan. 25.—The tug Pioneer has arrived here and reports that in the storm yesterday afternoon she was compelled to cast off from the French bark Amiral Courbert, which she was towing to Puget Sound from San Francisco to save a grain charter. The bark has a crew on board and is no danger alone.

Prior to letting go of the bark, the officers of the tug sighted a schooner floating bottom up off the coast. She also sighted a schooner with her deckload gone, but could not get near enough to establish the identity of either craft.

STEAMER INTELLIGENCE.

Due to Arrive.

Steamer—From.	Date.
Noyo, San Francisco	Jan. 27
Northland, San Francisco	Jan. 27
Despatch, San Francisco	Jan. 27
Nome City, San Pedro	Jan. 29
Columbia, San Francisco	Jan. 29
Roanoke, San Francisco	Feb. 1
Senator, San Francisco	Feb. 3
Jeanie, San Francisco	Feb. 7

Due to Depart.

Steamer—Destination.	Date.
Senator, San Fnacisco	Jan. 26
F. A. Kilburn, San Francisco	Jan. 26
*Aragonia, Orient	Jan. 28
Northland, San Pedro	Jan. 29
Roanoke, Los Angeles	Jan. 30
Despatch, San Francisco	Jan. 30
Columbia, San Francisco	Jan. 31
Nome City, San Pedro	Feb. 1
Jeanie, Los Angeles	Feb. 8

*Carrying mail.

LIABLE TO HEAVY FINE.

Captain of Whaler May Pay Dearly for Being Close.

SAN FRANCISCO, Jan. 25.—The report rendered today by Deputy Collector Farley to Collector Stratton on the charges of Maarten Dirkswager, who said he was harpooned by the mate of the whaler John and Winthrop, in the Arctic, discredits the sailor's testimony, but finds the captain of the bark liable to a fine of $100 every day of the 300 spent at sea on which lime juice was not served the men.

Lime juice was served only on Sundays when in warm waters, said the captain, so he is liable to a fine of about $30,000.

May Extend Harbor Line.

Major S. W. Roessler, United States Engineer, has concluded to grant the University Lumber & Shingle Company permission to extend the harbor line at Waud's Point, at the foot of Swan Island, a few feet, in order to give room to handle log rafts necessary in operating the plant. The river pilots protested strongly against an extension, but Major Roessler is of the opinion that a slight change will not interfere with navigation at that particular point. Major Roessler has submitted a tentative chart of the line as he proposes to establish it to the pilots.

Model of New Craft.

Plans for the passenger steamer for the Kitsap County Transportation Company are being prepared in the second story of the machine shops at Supple's shipyard, and will be completed in about two weeks. A diminutive model of the craft has been made, which shows the sharp, graceful lines. She will be 135 feet long, 22 feet wide and 7.7 feet hold. A man is now in the East visiting machinery houses to select the machinery.

Transport Sheridan Sails.

SAN FRANCISCO, Jan. 25.—The United States Army transport Sheridan sailed today for Honolulu, Guam and the Philippines, with the officers and men of the Twenty-fourth Infantry, composed of colored men.

Inspectors Make Investigation.

Messrs. Edwards and Fuller, inspectors of hulls and boilers, visited the wreck of the steamer Regulator yesterday afternoon with a view, if possible, of ascertaining the cause of the catastrophe.

Dividend of 14 Per Cent.

HAMBURG, Jan. 25.—The Kosmos Steamship Company declared a dividend of 14 per cent for 1905. The dividend for 1904 was 10 per cent.

Snagpuller Hull Launched.

The new Government snagpuller hull was launched yesterday from Supple's boatyard, and was floated alongside the old craft, the Matholoma. The cabins and machinery of the old craft will be transferred to the new craft. Within a few weeks the new snagpuller will be completed.

Notice to Mariners.

About February 15, 1906, a fixed red light of the third order, illuminating the entire horizon, will be established in the structure recently completed at Mile Rocks light station, located on the outer and larger of the Mile Rocks, on the southerly side of the entrance to the Golden Gate and San Francisco Bay, about ¾ mile to the northward and eastward of Point Lobos and 1⅞ miles SW. ½ S. from Fort Point lighthouse. The light will be 87¼ feet above the water, and it will be visible 14½ miles in clear weather, the observer's eye 15 feet above the sea.

On the same date there will be established at the station a 10-inch whistle, to be operated by compressed air, and to sound, during thick or foggy weather, blasts of three seconds' duration separated by silent intervals of 27 seconds.

Searching for Survivors.

ASTORIA, Or., Jan. 25.—(Special.)—The revenue cutter Commodore Perry crossed out this afternoon and will cruise up the coast as far as Cape Beale, in search of survivors from the wrecked steamer Valencia.

Chehalis Stayed Outside.

ABERDEEN, Wash., Jan. 25.—(Special.)—The steamer Chehalis arrived today, after a 36-hours' buffeting with the storm off Gray's Harbor. The captain did not deem it advisable to come over the bar.

Marine Notes.

The steamer Senator sails for San Francisco this evening.

The French bark Jacques is at Mersey dock and the Michelet is finishing her wheat cargo at Irving dock.

The Independent Steamship Company's ticket and freight office will open at 122 Third street on February 1. The office will be in charge of Harry Young, agent for the North Pacific Steamship Company.

The Oriental liner Aragonia shifted to the flour mills yesterday and commenced receiving outward cargo. The officers were given a dinner last night at the residence of J. C. Niswonger, 261 Morris street.

The steamer G. K. Wentworth's steering gear went on strike yesterday morning as the craft was pulling out from Washington-street wharf and the steamer Resolute went to her assistance. The break was remedied in a few moments.

The steamer Jeanie sailed for San Pedro last night with a full cargo of wheat. Campbell, Henley & Sanford, the charterers, are said to be negotiating for the purchase of the steamer, with the intention of remodeling her so as to increase her capacity for freight.

The French bark Asle left down yesterday morning. The sailor who attacked Captain Trelliard Wednesday night while the vessel was at anchor in the stream was yesterday sentenced to serve ten days in the County Jail, and the skipper was glad to get rid of him.

Major S. W. Roessler has not yet granted permission for dolphins in the river at the east-side landing of the ferry Lionel R. Webster, but the slip has been shortened about 20 feet and a location for the dolphins will soon be selected by the United States Engineer.

Domestic and Foreign Ports.

ASTORIA, Jan. 25.—Condition of the bar at 5 P. M., obscured; wind southeast, weather cloudy. Arrived down at midnight and sailed at 12 M., steamer Aurelia, for San Francisco; arrived down at 7:30 and sailed at 12 M., steamer Alliance, for Eureka and way ports; arrived down at 9 A. M., French bark La Rochejaquelin.

San Francisco, Jan. 25.—Sailed at 10 A. M., steamer Noyo, for Portland; steamer Umatilla, for Victoria; steamer G. C. Lindauer, for Gray's Harbor; steamer Sierra Houdlette, for Sydney, via Honolulu. Arrived—Steamer Mariposa, from Tahiti.

WILL GIVE A SMOKER.

Get-Together Project of the Chamber of Commerce.

Politicians are not the only ones who hold "love feasts," as the entertainment committee of the Portland Chamber of Commerce has decided to adopt some of these "get-together" tactics. Not that all is not harmony in the body, or that different factions have been working against each other, but the entertainment committee is of the opinion that the members should mix more and become better acquainted with each other.

At a meeting held yesterday afternoon by the entertainment committee, the question of working with this end in view was discussed and a plan of campaign mapped out. On April 11, the date of the quarterly meeting of the Chamber of Commerce, a smoker will be held at which it is hoped to secure the attendance of nearly every member of the organization. It will be held wholly for the purpose of giving the members an opportunity of becoming better acquainted. Of recent years many new business men have located in Portland, and the entertainment committee is of the opinion that it is about time for the old and the new to get intimately acquainted in a social as well as a business way. At the smoker a few of the business men will deliver short addresses. A vaudeville performance will be given and an elaborate luncheon served. The smoker will be given in the rooms of the organization, in the Chamber of Commerce building. In July, when the second quarterly meeting is held, the members will take an excursion to some near-by point of interest, probably chartering a steamer for the occasion. Other events, all working towards the same end, are being planned by the entertainment committee. At the meeting yesterday Afternoon, George Taylor was elected chairman of the committee.

Elks Will Meet in New Home.

The Portland Elks held their last meeting in the old Marquam Lodge rooms last night. The attendance was heavy, and many appropriate sentiments were expressed on the subject of the familiar room that has sheltered the lodge during the past 14 years. Informal remarks were made by past exalted rulers and by the present exalted ruler, C. E. McDonell. The meeting closed most appropriately with the singing of "Auld Lang Syne." The next meeting will be held in the palatial new Elks building at Seventh and Stark streets. The dedication ceremonies will take place next Thursday evening.

Don't wait until you are sick before trying Carter's Little Liver Pills, but get a vial at once. You can't take them without benefit.

MULTNOMAH CLUB BOXERS WHO WILL COMPETE IN SEATTLE TOMORROW.

The squad of boxers and wrestlers that will represent the Multnomah Club at Seattle tomorrow evening. Reading from left to right they are: Burr Wagner, Jack Walsh, Manager Edgar Frank, George Teller, Boxing Instructor J. F. Hennick, Wrestling Instructor Joe Acton.

WINTER WEAKNESS

LACK OF OXYGEN WEAKENS MUSCLES AND NERVES.

Dr. Williams' Pink Pills the Tonic That Most People Need.

In winter the air of the close rooms in which we spend so much of the time does not furnish enough oxygen to the lungs to burn out the foul matter in the blood. Everyone knows the uncomfortable feelings that follow the breathing of bad air and that are cured by simply opening a window for a short time. The worst effects, however, are those which are stored up and do not appear at once.

In the cold season we do not exercise as much and the skin and kidneys do not throw off the waste matter as freely as usual. The whole system gets clogged just as a machine does when it is not cleaned with frequency. The stomach does its work feebly and gets less nourishment out of the food. So there is weakness everywhere; weak organs, weak muscles, weak nerves. The system becomes overloaded with poisonous matter, and too feeble to throw it off. Relief can be had only through the use of a remedy that will promptly and thoroughly purify and strengthen the blood, and the one best adapted for this purpose is the great blood tonic known as Dr. Williams' Pink Pills.

"They acted like magic in my case," said Mrs. Clara L. Wilde, of No. 377 Farnsworth avenue, Detroit, Mich. "I was weak and thin and could not sleep. My stomach and nerves were out of order. I can't describe how miserable I really was. I dragged through six months of feebleness, growing weaker all the time until I finally hadn't strength enough to leave my bed.

"Then a glad day came, the day when I began to take Dr. Williams' Pink Pills. They made me feel strong right away. My appetite came back, I took on flesh and the color returned to my cheeks. People wondered that these pills did for me what the doctors couldn't do. I took only six boxes and then I was perfectly well. If I had not found this wonderful remedy I surely think that I must have wasted to death. Believing firmly that these pills saved my life by the strength which they gave me at a critical moment, I unhesitatingly recommend them to others."

Dr. Williams' Pink Pills contain no alcohol and do not produce false strength. They do not contain a single grain of any harmful drug. They give strength that lasts. They may be obtained at any drug store.

TRAVELERS' GUIDE.

GREAT NORTHERN RAILWAY TIME TABLE

THE COMFORTABLE WAY.
TWO OVERLAND TRAINS DAILY
THE ORIENTAL LIMITED
The Fast Mail
VIA SEATTLE OR SPOKANE

Leave. Daily.	Portland Time Schedule.	Arrive. Daily.
8:30 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.
Main 708.

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	6:30 pm

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

30 TOURS TO EUROPE, 2 TO JAPAN under superior management; exceptional advantages. Fall Tours Around the World; Annual Oriental Cruise in February. Program N. Free. FRANK C. CLARK, 96 B'WAY, NEW YORK.

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. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.	6:15 P. M. Daily.	8:00 A. M. Daily
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.
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 — SUNSET ROUTE — OGDEN & SHASTA ROUTES

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, Brownsville, 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.	Corvallis passenger	*5:50 P. M.
*4:30 P. M.	Sheridan passenger	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, 11:20 P. M. Daily except Sunday, 8:30, 9:30, 8:55, 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, 7:35, 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.	Express Daily. Astoria Express.	11:20 A. M.
7:00 P. M.	Daily.	9:50 P. M.

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

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, $25.
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.