# **BUILDS NORTH** TO THE SOUND

Little Doubt Entertained That Harriman Backs the Enterprise.

#### REASONS ARE ANNOUNCED

With the Hope of Forcing Hill's Consent to Use Old Union Pacific Right of Way, North-Bank Fight Continues.

ncements are expected in a short lime of the intention of the Union Pacific system to push a tentacle north from Portland to Seattle and Tacoma. Advices rom the Sound leave no doubt of the inerests acquiring terminal grounds there and the recent incorporation of the Washington Northern, with a capital stock of \$500.000, and with the avowed state of building frem Portland to Seattle, proves beyond doubt that the first steps for reaching the Sound have been taken by Mr. Harriman.

That the brunch to the Washington harors has not been built earlier in the raiload history of the Northwest has been wondered at by railroad men. The natural objectives of a transcontinental road such as the Union Pacific are the ports within easy reach of its Western terminus. With lines tapping the Sound country, the Harriman lines will reach every prominent harbor on the Coast, while the smaller shipping points are being reached by branches, such as the Brain-Coos Bay line.

#### Add to the Proof.

Railroad men just returned from the North add their testimony to the over-whelming proof of immediate Harriman construction to Puget Sound. The belief is general that construction work will be be-gun on such a line within the present year, while it will be completed in 1967. Estimates of cost cannot now be arrived at, but it is predicted that the \$500,000 named as the capital stock of the Washington Northern represents a nominal be-ginning merely, and that much more than that sum will be expended in building a first-class roadbed to the Sound cities,

While the invasion of the Harriman roads into Hill territory may be regarded in some quarters as a retaliation for the line down the north bank of the Columbia and the entry into what has heretofore been the preserves of Mr. Harriman, it is not the belief of many railroad men that this is the motive for the construction northward. A promising field, of great natural resources, rich in freights, grow-ing more valuable each year as passenger rritory, and bound in the future to be the inducements for an extension of the Union Pacific tracks, made possible by the settlement of the Northern Securities case and the dissolution of the traffic agreements formerly existing between the rallway magnates.

#### Routes to the Sound.

Routes to the Sound from Portland open the Harriman road are being discussed and these give rise to considerable spe ulation. It is regarded as practically se tled, however, that the new line will be built along what is known as the old Union Pacific grade, paralleling the present tracks of the Northern Pacific from Kalama to Tacoma. The Union Pacific once had an interest in this property, and ction with the St. Paul. Minneapolis & Manitoba, a road for which Mr. Hill was trustee, started to build a road from Portland to Seattle. This was about is years ago, and parts of the work along the old right of way are still visible from the tracks of the Northern Pacific. Grading was done at many points, prepara-tions were made for the building of bridges at points along the Lewis River. and the site for the bridge across the Columbia River at Vancouver to be built by the Portland & Seattle was located and material collected for the approach. A pier was actually built in the river, and operations by the Portland & Seattle are being commenced from this same. The name of the corporation formed at that time for the road to be built joint to the Sound was the Portland & Puget

## Old Project Abandoned.

With the approach of hard times the project was abandoned and the right of way passed from the control of the Portland & Puget Sound and was later acquired by Mr. Hill. It is said he still owns it, having paid taxes on it for

If this shall be the route chosen by the Harriman people for their road to the north, the right of way has yet to be acquired from Hill, Harriman's sup-possed bitterest enemy. And here, say wise ones, enters the why and where-fore for the opposition offered at all points to the entry of the Portland & Seattle into Portland. That the fight against the north bank road will be against the north bank road will be continued by the Wallula Pacific, Columbia Valley and O. R. & N., all Harriman properties, at strategic points along the Columbia, at Macgly Junction and everywhere that the law's delay can harss the Hill road, and when the Portland & Seattle chafes at delay that offers will be made of ceasing all opposition to the north bank road in return for the right to build the Washington Northern on the original Enjourn ngton Northern on the original Union Pacific survey, is alleged in some quar-ers. Tout the ultimate victory of the Portland & Seattle in entering Port-land against O. R. & N. opposition is only a question of time is conceded, but with legal technicalities and various suits at their command, counsel for the Harriman interests can postpone the advent of the Hill road materially. Reasons for Tactics.

Tgat the Harriman lawyers in their fight against the Hill road have some such adjustment in view is shown, say some, by an attempted enforcement of a truce with Mr. Hill a short time ago, when the Portland & Seattle was of-fered trackage, for a consideration of course, over the O. R. & N. from Waltula to Portland if operations on the north bank of the Columbia would be north bank of the Columbia would be stopped. This was seriously considered, it is said, but Mr. Hill had already gone too far with his announcements of road building to withdraw from his survey from Kennewick. Then, too, the probability of another road coming down the north bank if he gave up for route, deterred Mr. Hill from vacating his survey.

Should the Harriman forces gain the right to follow the old Union Pacific survey, it would probably be necessary

survey, it would probably be necessary to gain the right to run over the pres-ent Northern Pacific tracks from Kato gain the right to run over the present Northern Pacific tracks from Kalama to Vancouver, as the way down the bank of the river is rough and is said to admit of only one track in many places. Possibly the bridge across the Columbia at Vancouver would be used jointly also. From the Columbia River the Washington Northern would run its trains over the St. Johns extension across the steel bridge into Portland.

No confirmation can be had locally of the intention to connect the O. R. & N. with a line to the Sound but this

is not believed to be conclusive proof that such a road is not already pro-jected. Every indication points to the early construction of the Puget Sound extension of the Union Pacific system.

BIG INCORPORATION IS MADE

Company Formed for Building Oper-

erations for United Railways. Articles of incorporation of the Los Angeles Railroad Construction Company were filed yesterday at Salem, the capital stock being named at \$2,00,000. The incorporators are M. H. Freuch, E. J. Howard and W. L. Gould, men identified with the United Railways Company, a combination of Los Angeles capital lately formed in Portland. formed in Portland.

The objects of the new company, as given in the articles of incorporation, are to engage generally in the construction of telegraph and telephone lines, railroads, The principal office will be in Port-

Officers of the new company alread; chosen are M. H. French, president, and Arthur G. Coombs, secretary and treas-urer. Mr. French is in charge of the con-struction work of the United Railways Company, and is said to have more lines of electric railways in California to his credit than any other railroad builder in that state. Mr. Coombs has, for the last ten years, been manager of the firm of Gray Bros., of San Francisco, manufact-

urers of artificial stone pavements. E. J. Howard, one of the incorpor is a wealthy brewer of Erie, Pa. W. L. Gould, the third named in the articles of incorporation, is an employe of the United Rallways Company, in the auditing de-

The Los Angeles Railroad Construction Company is the second \$1,000,000 corpora-tion formed by the group of Los Angeles capitalists who came to Portland a few weeks ago to invest heavily in property here. The latest organization will do the construction work for the United Railways Company. During the intervals of building huge combinations of capital the backers of the United Railways project buy and lease prominent business blocks of Portland. Saturday they bought the Chamber of Commerce, and yesterday leased the Russell & Blyth building, at Sixth and Ankeny, for five years.

That the Los Angeles capitalists are to become permanent Portland residents is assured by the bringing here of their wives and the purchase of residence prop-Mrs. J. Whyte Evans, Mrs. Beemis Larrabee and Mrs. J. W. E. Taylor are expected to arrive here from the south to night, and Mrs. M. H. French and others will reach here March 1.

#### Pleased With Oregon.

W. T. Wilson, of Buffalo, N. Y., genral manager of the New York Central West Shore fast freight lines, is in Portland for a short visit, accompained by his wife. He has never been this far West before, and is interested in the different conditions of railroading that prevail here. He is pleased with Oregon, and does not

"Things look good to me," was the way

he put it yesterday.

As the head of a fast freight system. Mr. Wilson can give the far Western rail roads pointers on freight-hauling. His trains leave New York at night and reach Chicago the third morning, making the trip of nearly 1000 miles in 60 hours. The trains consist of 50 cars at that, and hauf perishable freights and high-class merchandise. Mr. Wilson explains the time by saying the speed is made because of level tracks, with grades and curves eliminated to a great degree, while in the West he finds trains climbing mountains and swinging around abrupt curves. -

#### State to Be Paid for Roadway.

OLYMPIA, Wash., Feb. 12 .- (Special.)-The Attorpey-General's office was today served with notice that February 28 the Portland & Scattle Railway Company would seek to condemn a right of way in Klickitat and Skamania Counties across the east half of lot I and the west half of lot 2 of section 22. T. 2 N., R. 10 E. Assistant Attorney-General Booth has rendered an opinion addressed to Highway Commissioner J. M. Snow to the effect that the state has prior right to its locaof a roadway Pass and Snoqualinic Pass. The question arose on account of the attempt to secure the state highway for a railroad right of way. The opinion of the Attorney-General is to the effect that if the portion sought by the railroads is through a pass or defile it can be appropriated by the railroad, but only by paying the state for it.

Points to Union Pacific Alliance.

TACOMA. Wash. Feb. 12.—(Special.)— Edward Cookingham, of Portland, president of the Tacoma Eastern Railroad Company, admitted today that tideland block 25, formerly owned by his road, has been sold. President Cookingham said been sold. President Cookingham said there was no immediate change to be made in his road's terminal. He stated. however, that the Tacoma Bastern is pre-paring to build two additional tracks on its right of way, and that more tracks would be built in the gulch yard as they The fact that block 23 is a part of the

tract of tidelands which the Union Pa-cific has secured leads to the belief that the two roads are allied.

## Land Company Incorporates.

Articles of incorporation of June Land Company were filed in the County Clerk's office yesterday by B. E. Fiske, J. H. Fisk and B. G. Morrow; capital, \$500. The objects are to deal in lands, etc.

## **Piles Cured**

Suffering for Years, and Bed-Ridden From Piles, a Contractor of Marion, Indiana, Is Cured by Pyramid Pile Cure.

Trial Package Sent Free to All Who Send Name and Address.

"I was troubled with piles for several years before I would let it be known. But at last they became so severe that I could not walk and I had to take my could not walk and I had to take my bed. I tried everything and anything the doctors prescribed, and took their treatments for a long time. But nothing ever did me any good. I had seen your ad in different newspapers, so I got a 50-cent box and began using them. From the very first I got quick relief and by the time I was starting on my third box I saw I was cured. I have not been troubled with them since. Now you can use this as you please, because it is genuine. Yours, T. A. Sutton, Stone and Cement Contractor, Marion, Ind."

Instant relief can be gotten by using the marvelous Pyramid Pile Cure. It immediately reduces all congestion and swelling, besis all sores, ulcers and irritated parts.

heals all sores, ulcers and irritated parts.

The moment you start to use it your suffering ends and the cure of your dread

disease is in sight.

The Pyramid Pile Cure renders an operation unnecessary. Don't submit to the cruel, excruciating pain caused by the surgeon's knife. Besider, it is expensive and humiliating and rarely a permanent success.

The Pyramid Pile Cure is put up in the

Government Inspectors Recommend Immediate Repairs.

CITY OFFICIALS NOTIFIED

Hull Needs Recaulking and Stiffen ing or an Accident May Result From Breaks in the Machinery.

Mentra. Edwards and Fuller. United States inspectors of Hulls and Boilers, inspected the fireboat George H. Williams yesterday and found the hull in need of repairs. The boat was not condemned in the strict sense of the word, but Mayor Lane and the Executive Board will re-Lane and the Executive Board will re-ceive notification by mail- stating that the boat is not in shape towpass inspec-

Due to Arrive.  Steamer-From.  Roanoke, San Francisco. Peb. 1 Senator, San Francisco. Peb. 1 Senator, San Francisco. Peb. 1 Redondo, San Francisco. Peb. 1 P. A. Kilburn, San Francisco. Peb. 1 Columbia, San Francisco. Peb. 2 Numantia, Orient. Peb. 2 Jeanie, San Francisco. Feb. 2  Due to Depart.  Steamer Destination. Date Roanoke, Los Angeles. Feb. 1 Northland, San Francisco. Feb. 1 Alliance, Eureka-Coos Bay. Feb. 1 Columbia, San Francisco. Feb. 2 Auretta, San Francisco. Feb. 2 Rodondo, San Francisco. Feb. 2 Redondo, San Francisco. Feb. 2 Redondo, San Francisco. Feb. 2 Redondo, San Francisco. Feb. 2	Reamer-From. Da	
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tion. Recommendations are made to have the craft hauled out and recaulked and

\*Carrying mail.

strengthened. The fireboat has been leaking for some time, so it is said. Having a blunt bow, she crowds heavily through the water when under her best speed, and this causes the machinery to jar considerably. The inspectors have come to the conclusion that the hull should be mate-rially stiffened or accident may result from some of the steam pipes working

'We have not condemned the fireboat," said Captain E. S. Edwards. Inspector of Hulls, "but have ordered her hauled out for repairs. The hull appears to be weak in comparison to the machinery, and there is some danger of the steam pipes working loose when the vessel is crowded. The machinery is in good shape and in no need of an overhauting. I have written a letter to the Mayor and Ex-ecutive Board informing them of the con-dition of the hull, and I suppose they will give the matter their attention at earliest possible moment. The hull leaking, but good caulking will fix that all right."

The vessel was constructed less than two years ago, under designs furnished by Architect Fred A. Ballin. The Willamette Iron Works built the machinery, subletting the contract for the bull and woodwork to the Portland Shipbullding Company. Under the Federal laws only engineers holding a license from the Govcrument can operate a boat of this class. According to the terms of their license they are required to make regular reports to the inspectors of hulls and boilers, and it was in this way the latter became apprised of the vessel's condition. She is allowed to carry but 115 pounds of steam, but at the fire yesterday morning from 200 to 250 pounds were employed, causing tremendous vibration and corresponding danger from explosion. These facts were reported to the inspectors, with the result indicated.

Mayor Lane was given several days in which to make the necessary repairs, and with that object in view will summon Texan, which arrived on Saturday from notified

several shipbuilders to a consultation at 2 o'clock this afternoon, and probably test the fireboat in a spin on the river. The builders are alleged to have claimed that the vibrations were caused by the heat from the boilers shrinking the timber broken budgerneath.

ber braces underneath.

Chief Campbell does not attach much significance to the matter, and says that the repairs ought not to coat more than \$125. He stated also that the fireboat did spiendid service at yesterdays fire, practically saving the Morrison-street bridge as well as the Davis fuel yard.

STEAMER ROANOKE RETURNS

Will Resume Operations Between Portland and Los Angeles.

Newly painted and in the best of trim, the steamer Roanoke, of the North Pa-cific Steamship Company, will reach the harbor this morning, to resume operations between this port and Los Angeles. She will go to Columbia dock No. 1 to dis-charge 200 tons of freight, part of which was picked up at Eureka. She is sched-uled to sail for Los Angeles Wednesday

The Roanoke caused a surprise by arriving at 2:39 yesterday afternoon, because she left Bureka Sunday afternoon at 1 o'clock. The average time under favorable conditions between the two points is about 39 hours, and the Roanoke beat this by nearly five hours. Her increased speed is attributed to her new off-burners, which were installed while the vessel was

which were installed while the vessel was undergoing repairs at San Francisco. Charles P. Doe, manager of the North Pacific Steamship Company, arrived in the city yesterday morning to look after the company's affairs here. He said the Roanoke might possibly be chartered to Portland merchants to go on the Alaska run, but this will not affect the line to Los Angeles, for another steamer will be put on in the Roanoke's place should she

put on in the Roanoke's place should she be turned over to the Northern run. "We have built up a fair business be tween Portland and Los Angeles," said Mr. Doe, "and have no intention what-ever of withdrawing our steamers, as might have been rumored. The Jeanie will go to Puget Sound occasionally for a cargo of wheat, but the Roanoke or a ner of her class will continue on the

route on regular schedule."

A meeting will be held at 2 o'clock this afternoon by the committee working for a line of steamers from Portland to Alaska, and a conference will then be held with Mr. Doe concerning the Roanoke.

Seamer of Ship Miltonburn Will Entertain at Mission.

A special concert will be given at the Seamen's Institute this evening by the crew of the British ship Miltonburn and their friends. The event will be an in-Seamen's Institute this evening by the crew of the British ship Miltonburn and their friends. The event will be an interesting one, and will ensure the presence of a large audience. Following is ence of a large audience. Following is the programme: Plano solo, Mrs. Goff; song. G. Gardner, of the Miltonburn; reading, Miss Eugenia Craig; song. G. H. Thornley, of the Miltonburn; song. Mrs. Ethel Webb Lingesley; song. Ernest Guthrie; social duet, Mr. and Mrs. Robertson; reading, Miss Leots Siegner; song. J. Binnie, of the Miltonburn; song, James Cormack; song. Mrs. V. Gilbert-Firney-hough; song. H. Sale; song. A. Wilson, of the Miltonburn; chants, seamen of the Miltonburn; chants, seamen of the Miltonburn; Chantsman, the Bo'sun'; National anthems; accompanist, Mrs. Goff.

CARGO VALUED AT \$204,971

German Steamer Nicomedia Departs for Japanese and Chinese Ports.

for Japanese and Chinese Ports.

Laden to the Plimsoll mark with flour-general merchandles and lumber, the German steamer Nicomedia, of the Port-and-Asiatic Steamship Company, left and-Asiatic Steamship Company, left down at 2 o'clock yesterday afternoon, bound for Japan and China. The total value of her cargo was placed at \$304.97.
Out of 45,839 barrels of flour, 33,330 barrels are consigned to dealers in Hongkong Hongkong.

LINER ON FIRE.

Flames Break Out Between Decks on

the Texan.

THE LAXATIVE OF

KNOWN QUALITY

There are two classes of remedies: those of known qual-

ity and which are permanently beneficial in effect, acting

gently, in harmony with nature, when nature needs assist-

ance; and another class, composed of preparations of

unknown, uncertain and inferior character, acting tempo-

rarily, but injuriously, as a result of forcing the natural

functions unnecessarily. One of the most exceptional of

the remedies of known quality and excellence is the ever

pleasant Syrup of Figs, manufactured by the California

Fig Syrup Co., which represents the active principles of

plants, known to act most beneficially, in a pleasant syrup,

in which the wholesome Californian blue figs are used to con-

tribute their rich, yet delicate, fruity flavor. It is the remedy

of all remedies to sweeten and refresh and cleanse the system

gently and naturally, and to assist one in overcoming consti-

pation and the many ills resulting therefrom. Its active princi-

ples and quality are known to physicians generally, and the remedy has therefore met with their approval, as well as with the favor of many millions of well informed persons who know

of their own personal knowledge and from actual experience

that it is a most excellent laxative remedy. We do not claim that it will cure all manner of ills, but recommend it for what it really represents, a laxative remedy of known quality and excellence,

containing nothing of an objectionable or injurious character. There are two classes of purchasers: those who are informed

as to the quality of what they buy and the reasons for the excellence

of articles of exceptional merit, and who do not lack courage to go elsewhere when a dealer offers an imitation of any well known

article; but, unfortunately, there are some people who do not know, and who allow themselves to be imposed upon. They cannot expect

that nearly all of them value their reputation for professional integrity and the good will of their customers too highly to offer

To the credit of the druggists of the United States be it said

Genuine—Syrup of Figs

manufactured by the California Fig Syrup Co., and in order

to buy the genuine article and to get its beneficial effects,

one has only to note, when purchasing, the full name of the Company—California Fig Syrup Co.—plainly printed on the

front of every package. Price, 50c per bottle. One size only.

its beneficial effects if they do not get the genuine remedy.

imitations of the

Puget Sound, and is lying at a wharf here. Steam has been pumped into the hold through hatch No. 2 ever since the

hold through hatch No. 2 ever since the fire broke out, but without result. It probably will be necessary to flood the entire compartment with water. The vessel's cargo includes 1000 barrels of lime and a quantity of shingles. The damage will be considerable, and will cause a delay, though it is not thought that the vessel is in serious danger.

Sargent Clears for New York.

ASTORIA. Or., Feb. 12.—(Special.)—The American ship C. F. Sargent cleared at the Custom-House today for New York with a cargo consisting of 1.678.284 feet of lumber, 253,000 lath and 2845 tons of scrap steel. The lumber and lath were loaded at Knappton, while the steel was taken on at Portland.

#### Undine Goes on Upper River.

The steamer Undine was secured yesterday by the D. P. & A. N. Co. to connect with the steamer Bailey Gatzert at the Cascades for The Dalles in place of the steamer Dalles City, which sank a few days ago at Curtis Landing while on the run down the river. The steamer Her-cules took a gang of workmen to raise the wreck yesterday.

The steamer Alliance will go on the drydock tomorrow morning for a general verhauling.

The French bark Jean Baptiste down yesterday morning bound for Queenstown or Falmouth, for orders. The United States engineers have resumed surveying the harbor lines. The expect to finish the work in a week. The steam trawler Veronica, belonging Stavanger, Norway, has been lost of

the coast of Scotland with a crew of 10.

The oil carrying steamer George Loomis arrived in the river yesterday from Seattle. She will proceed to San Franisco after discharging at the tanks. The steamer Johan Poulsen left down at night bound for San Francisco with 750,000 feet of lumber. She will stop at St. Helens to take on about 50,000 feet

steamer Northland arrived from San Francisco late last night. Owing to lack of space at the Couch-street wharf her inward cargo will be discharged at the foot of Oak street.

A dispatch from London states that the Mr. Doe concerning the Roanoke.

International Mercantile Marine Company proposes to compete more actively for the Canadian trans-Atlantic traffic during the season. This promised competi-expected to stop the movement oming season. for an agreement on a minimum freight

Domestic and Foreign Ports.

ASTORIA. Feb. 12.-Condition of the bar

#### View of Primary Law.

William Holmes, an attorney of Salem, was in Portland yesterday on political business, Mr. Holmes says there is a grave question in his mind whether the direct primary law means just what it says. Mr. Holmes believes Out of 16,829 harrels of flour, 23,250 harrels are consigned to dealers in Hongkong and Shanghal, the remainder going to Yokohama, Kobe, Moji and Nagasaki, in Japan. Among other freight consigned to Japan are 283 bales of cotton for the mills in Moji. A shipment of lumber, measuring 7,275 feet, is consigned to a dealer in Hongkong. ber of votes in this state for United States Senathr, and he ought to be the choice of the Legislature for the position.

## Found Dead in Bed.

Michael McDonald, aged 65 years, was found dead in bed in a room of Mrs. Schroeder's home, Delay and Knott HONOLULU, Feb. 12.—Fire was discovered yesterday afternoon. It is supered yesterday morning between decks on posed death was due to heart disease. A the Hawaii-American Company's steamer brother living at Chico, Wash, has been

FEVERS THE BLOOD IS BAD.

Williams' Pink Pills Actually Make New Blood and Good Health Follows.

The evil effects that follow many diseases - particularly the grip and the wasting fevers, such as typhoid and malaria, are caused by the bad condition in which these diseases leave the blood. As a result, the flesh continues to fall away, the sufferer grows nervous and irritable, and even slight exertion causes shortness of breath. These are dangerous symptoms and indicate that the system is in a state that invites pneumonia, bronchitis or even consumption. What is needed is a new supply of rich, red blood to carry health and strength to every part of the body. Such a specific has been found and in hundreds of cases it has been proven that Dr. Williams' Pink Pills for Pale People have accomplished this result.

"I was all run down from the effects of the grip," says Mrs. Amelia Hall, of No. 5 High street, Norwich Conn., "and could not seem to get strength to walk; could not eat a full meal, my stomach was so weak, and I was so nervous that I could not sleep. I could only stay in bed a few minutes at a time, either night or day. The least little thing would startle me. I had difficulty in breathing, had frequent fainting spells and felt that every hour would be my last. "My general health was completely

wrecked and I had neuralgic and rheumatic pains, dyspepsia, constipation, and female weakness. My physician attended me for the grip and again for the condition that it left me in, but I got no strength from the tonics he prescribed. In fact, nothing helped me until I tried Dr. Williams' Pink Pills and they cured me.

"I grew stronger and gained flesh from the time I began taking them. I am satisfied that the pills are all that is claimed for them and I shall always do all I can to make their good qualities known.

Dr. Williams' Pink Pills are guaranteed to be free from stimulating or harmful drugs of any description and may be taken without fear of injury to the most delicate system. They quickly cure ner-vous disorders of every kind, check wasting diseases and build up strength. At all druggists, or direct from the Dr. Williams Medicine Co., Schenectady, N. Y., post-paid on receipt of price, 50



Diphtheria, Catarrh. Confidence can be placed in a rem edy, which for a quarter of a century has earned unqualified praise. Restful

nights are assured at once. Cresolene is a Boon to Asthmatics All Druggists

Send postal for de-criptive booklet. Cresolene Antiseptic Throat Tablets for the irritated throat, of your druggist or from us. 10c. in stamps. The Vapo-Cresolene Co., 180 Fulton St., N. Y.

TRAVELERS' GUIDE.



Daily. Portland Daily. S:30 am To and from Spo-kane, St. Paul, 7:90 am Hincappolis, Duluth 6:50 pm and All Points East Via Seattle.

6:15 pm To and from St. Paul. Minneapolls. Duluth and All Points East Via Spokane. Spokane.

Great Northern Stramship Co.
Sailing from Seattle for Japan and
China ports and Manila, carrying
passengers and freight.
S. S. Dakofa, March 12,
S. S. Minnesota, April 29,
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.

freight.
For tickets, rates, berth reservations, etc., call on or address
H. DICKSON, C. P. & T. A.
122 Third St. Portland, Or.
Phone Main 680.



TIME CARD OF TRAINS PORTLAND DAILY, Depart.

North Pacific Steamship Co's S. S. Roanoke

calling at Eureka en route,

Wednesday, Feb. 14th from Columbia Dock No. 1. Ticket office

132 Third st., near Alder,

TRAVELERS' GUIDE.



AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping-care daily to Omaha, Chicago, Spo-kane; tourist sleeping-car daily to Kaussa City, Reclining chair-cara (seats free) to the East daily. UNION DEPOT. Leaves. Arrives. CHICAGO-PORTLAND 9:15 A. M. 5:25 P. M. SPECIAL for the East Daily. Daily. SPOKANE FLYER | 0:15 P. M. 8:00 A. M. Daily.

For Eastern Washington Walla Walla, Lewiston, Coeur d'Alene and Groat Northern points. ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily.

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. but the state of FOR DATTON, Ore-gon City and Yambill Dully, Dally, River points. Ask-st. Gock (water per.) Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 5:40 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.



UNION DEPOT. Arrives. OVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, Sacramento, Og-den, San Francis-to, Mojave, Los Angeles, El Paso, New Orleans and the East. \*7:25 A. M. Morning train to n n e cts at Woodburn daily except Sunday with trains for Mount Angel, Silverton, Brownsville, Springfield. Wendling and Natron. \*8:30 A. M. \*5:55 P. M. Wendling Natron. Eugene passenger connects at Woodburn with Mt. Angel and Allegton local. \*10:35 A. M.

Sheridan passen-ger, Forest Grove Passenger. Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Silverton local. Corvallis passen

\*7:30 A. M.

\*5:50 P. M.

Depot. Foot of Jufferson Street. Leave Portland daily for Oswego at 7:30 A. M.: 12:30, 2:05, 4, 5:20, 6:25, 8:36, 10:75, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 5:35, 10:23 A. M. Sunday only, 9 A. M. Beturning 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, 8:25, 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, con-necting with S. P. Co.'s trains at Dallas and ndspendence.

First-class fare from Portland to Sacra-sento and San Francisco, \$20; berth, \$5. econd-class fare, \$15; second-class berth,

Tickets to Eastern points and Europe; also Tickets to Eastern points and Larger, and apan, China, Honoluiu and Australia.

CITY TICKET OFFICE, Cor. Third and Washington streets. Phone Main 712

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

# Astoria and Columbia River Railroad Co.

Leaver | UNION DEPOT. | Arrives. Daily. For Maygers, Rainier, Clatskanie, Westport, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seasihore.

T:00 P. M. Express Daily.

Astoria Express
Daily.

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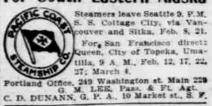
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FAST AND POPULAR STEAMSHIPS LEAVE SEATTLE 9 P. M. "Jefferson," February 15, 3 P. M., Wrangel CHEAP EXCURSION RATES.

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