MAY GRANT BOTH RIGHT OF WAY

What Councilmen Say of the Application for the Front-Street Franchise.

MAYOR LANE'S POSITION

It May Be Arranged That Willamette Valley Traction Company and United Railways May Operate Cars on Thoroughfare.

COUNCILMEN'S VIEWS ON FRONT-STREET FRANCHISES.

Interviews with 11 of the 15 Cou climen yesterday and last night develops a preponderance of feeling among the municipal body in favor of allowing the two rival electric roads equal rights down Front street, subquestion hinges on the controlling

In an interview Mayor Lane intimates that he is willing to waive his municipal ownership ideas temporar lly, in order to encourage the roads to come here, providing the interests of the city are safeguarded.

"How happy we could be with either, were 'tother dear charmer away," is the burden of the Councilmen's plaint these days in connection with the rival applications of the Willamette Valley Traction Company and the United Railways Company for a franchise on

Interviews with most of the city lawmakers yesterday indicates a disposition to encourage both companies in the use of the street, with one or the other in control of operations. The streets and judiciary and elections committees of the Council have already given an expression of opinion favoring the granting of a franchise on the street, without specifying any partic ular company, and it is the solution of this problem that is now causing all

President Evans, of the United Railways Company, was much concerned when told last night that the prevailing sentiment among the Councilmen was for giving both corporations equal rights in the matter of transportation privileges over the street.

What President Evans Says

'If they give us control, I would be willing that the Willamette Valley people should use the track subject to our orders," he added, casting a sig-nificant glance over his eyeglasses. Would you be willing to change

places with them in that respect." was asked, "and let them boss you around?" "Not if we could get out of it," said Mr. Evans, vehemently. "But what is the use of discussing that feature of the situation? Moffatt told the com mittee plainly that he would not cou in unless he had absolute control, and ected to anybody else using ck. Now we are perfectly wi to divide up, but we want to hold the

The question of securing rails is going all railroad builders and consequently in a position to realize the importance of that phase of the matter. We now have on hand at Thirteenth and Pettygrove streets and on the way here enough 72pound steel rails to equip about 30 miles of track, and the Council ought to take that into consideration."

W. D. Larrabee's Statement.

"We told some of the Councilmen that we would be willing to put a provision in our franchise that other electric roads night run over our tracks on Front street," said Vice-President and General Manager W. D. Larrabee last night, "subject to our rules and regulations. Two erate over the same track, so that we would want to control the movement of all cars, in order that they could be operated in a manner to avoid accidents. That would be especially necessary, as only a single track will be allowed on a portion of the street, If cars of more than one company are

perated on the same track they would have to be under the jurisdiction of one or the other. Naturally, we would prefer to control the road ourselves, and we are in a position to construct it in shorter time han any other company, as we have the material on hand in Portland

Mayor Lane's Position.

Mayor Lane has always been in favor of municipal ownership of public utili-ties wherever practicable. He stated last night that, in his consideration of the Front-street franchises, that sentiment would be uppermost in his mind, although he would not permit it to prejulice he would not permit it to prejulice him in any way. "I have not seen any of the proposed franchises," he said, "and until I have had a chance to peruse them I do not feel that I ought to express any opinion on the subject. You may say, however, that my first concern is for the people's interests, and while my leanings may be in the direction of proposition. may be in the direction of munic ownership, I would be in favor of next best thing so long as the city's in-terests are safeguarded. It might take a long time to carry out the municipalownership idea, which probably would have to be voted on by the people.

Franchise With Safeguards.

While I am opposed to sacrificing any privileges the community may now en-joy relative to Front street, if provision is made for the city to acquire the road at some future period and the interests of the people are properly safeguarded otherwise. I can see no valid reason why a franchise should not be granted permit-ing some company to overstat its line. ting some company to operate its lines on the street. So far as the exercise of power is concerned, I could not rell anything about that until after I have seen the franchises,

Make It a Gateway.

"I would be opposed to any company as quiring an absolute monopoly to use the screet. The main idea is to make it a gateway for the interior, thus siding in building up the city, but the municipality should never lose entire control, and i to be arranged that it could pur chase the franchise at any time upon the basis of a fair valuation. If all this can be done, I would not oppose granting the franchise: but, if these conditions are ignored, I would have to look into the matter very carefully."

Equal Privileges for Both.

Councilman-at-Lurge John Annand said: "At present I feel that we ought to give both the Willamette Valley Traction Com-pany and the United Railways Company

selling the franchise outright to the high-est bidder is concerned, that is something I haven't considered sufficiently to express any opinion about, but it seems feasible, providing the charter gives us that privilege. We shall probably hold a special meeting soon and determine the

among the members of the committee that we ought to get together and settle the matter among ourselves, and report our conclusions to the Council. We have now heard all the arguments, pro and con, and it is simply a waste of time to listen to any more talk on the subject."

Councilman-at-Large Dan Keilaher was reticent on the subject. He said: "I-have no pronounced views in the matter yet. I am from Missouri on a proposition of that sort and I will have to be shown on many things connected with Front-street franchises. I have not looked into the question of seiling to the highest bidder sufficiently to give it much thought. der sufficiently to give it much thought My idea is that we have got to proceed any idea is that we have got to proceed cautiously in all our dealings with the street, as it is practically the last con-necting link between the city and the in-terior owned by the people, and I realize fully the responsibilities of the Council in the matter. Besides, the Mayor is pretty certain to veto any franchise granting the use of Front street to any corporation, as he entertains decided views on the sub-ject of municipal ownership. We may soon hold a special meeting of the committee to consider the matter, as I believe it is the general sentiment among the embers to deliberate on the different features of the measures in some place where we shall not be disturbed by the constant 'butting in' of outsiders."

What Wills Says.

Councilman-at-Large A. N. Wills de-clared: "I don't know who we will give it to yet, and it is a pretty hard matter to decide. However, I am in favor of ar-ranging it in some way, if we can, so that both the Willamette Valley Traction Comboth the Willamette Valley Traction Com-pany and the United Railways Company

Not Yet Decided.

Councilman Hugh W. Wallace, of the Second Ward, remarked: "I am not pre-pared yet to say which company I shall favor in connection with the Front-street We have voted to give it to ne one, but I don't suppose any of us can tell who will get it until our

Most Important Matter.

Councilman George S. Shepherd, of the Fourth Ward, said: "I consider the granting of a franchise on Front street the most important matter that we have had under our consideration, as Front street is the key to the commercial sit-uation in the city and more especially as applied to Oriental shipping. None of the transcontinental railways now enter ing the city are interested in shipments from this port except for cargoes gathered from local points, and all through Oriental freight is shipped from San Francisco or Sound ports. There will be scarcely any Eastern shipments from this port to the Orient until we have a transcontinental railway entering here that is not interested in steamers from other rival coast ports. The cotton trade alone from the United States to China is something enormous, and we might as well have our share of the shipping, but under present arrangements, of course

of this port I feel that any franchise granted for a line of railway on Front street should contain a provision for its acquirement by the city at any time upon payment of a fair valuation. If the city owned the line all railways entering the city could haul their cars over the track, but before a line can be built by the city the proposition must be submit ted to a vote of the people as provided by the charter, and this cannot be done until June, 1967, unless by special election at considerable expense.
"It seems to me the best solution is to

grant a private company a franchise to build the line with a satisfactory provi-sion for its acquirement by the city."

No Exclusive Privilege Councilman W. Y. Masters, of the Fifth

"In my opinion, no exclusive privileges for operating a line on Front street should be granted to anybody. Whoever gets franchise must let other companies use it, although just how it can be arranged is a problem. Of course, some ompany should have full control in the operation of the different lines in order to avoid serious accidents, but they should be compelled to permit other corporations to use their tracks. We discussed the question of letting the franchise to the highest bidder, and while the idea was supported some members of the commit-tee thought the Southern Pacific might take advantage of the situation to outbid all competitors for the purpose of keeping them out. I think arrangements ought to be made whereby the thoroughfare could

Favors Willamette Traction.

Councilman Belding, of the Sixth Ward,

"I am in favor of granting the Willam ette Valley Traction Company the fran-chise to use the street under the terms of their application, which provide for switching charges of \$2.50 a car for other lines, and the option of the city to acquire their plant at the expiration of five years interest charges of 5 per cent to be walved. They are willing to put up \$50,000 as an evidence of good faith, while the other people are unwilling to do so. I am not in favor of any company getting a franchise without putting up a good-faith, bend. My constituents in South Portland want rallway connection with the Union Depot and want it bad, and the Willamette Valley Traction Company is the only one that gives any definite as-surance that they will get it, hence I am in favor of granting them the right of control over the street.

"As an evidence of the local feeling, I

desire to say that tonight F. Pulton held a meeting in Webber's Hall and organized the South End Improvement Association with a temporary membership of more than 30, which will be increased to 80 or

Position of Rushlight.

Councilman A. G. Rushlight, of the Seventh Ward, asserted:
"I have come to no decision as yet us
to how I shall vote on the Front-street franchise question. I want to look into it thoroughly first so that I may know that I am right before going ahead. In my opinion the interests of the property-owners along the street should receive due consideration and we sught not t do anything without consulting them first. I would not give the exclusive right to anybody, and there ought to be a stipulation fixing the switching raises in such a manner as not to create any monopoly. My personal ideas are not to have any railroad down Front street, but I am willing to waive those views if the people want the road."

Councilmanat-Large Thomas

ncilman-at-Large Thomas Gray is in Los Angeles, and not expected back prior to March I. consequently his views could not be ascertained, and Councilmen Dunning, Preston and Sharkey could not be reached last night.

Might Favor Highest Bidder. Councilman Frank S. Bennett, of the

Eighth Ward, said:

"I am not much in favor of tying up the street below Salmon or Taylor. The plan of selling the franchise outright to the highest bidder appeals to me somewhat, provided we are permitted to do so under the charier. In case such a course should be adopted, however, I believe that we ought to be well assured of the responsibility of the successful bidder beforehand, and in addition he should be required to give a satisfactory bond. I Eighth Ward, said:

the city own a belt line on both sides, but

Both Should Be Accommodated. Councilman R. E. Menefee, of the Ninth

Ward, declared: There ought to be some way of fixing it so both the Williamette Valley Traction Company and the United Railways Co. would have equal rights on the street My notion is to let everybody come it that wants to. The more roads we have the better. Front street is certainly one of the main gateways into Portland, and we ought to be governed accordingly, when we come to grant any franchises there."

Sell It at Auction.

Councilman W. T. Vaughn, of the Tenth Ward, said: "It's my idea that we ought to prepare an ordinance covering the right to control the operaadvertise for bids, and sell it out at auction. In that way we can secure competition for the privilege and bring ompetition for the privilege and bring in a great deal more compensation for the city. We could say to Mr. A. for instance: 'How much will you give for the privilege?' And to Mr. B.: 'How much will you give?' and get them to bid against each other. Of course, provision would have to be made for them to subjet the right to go down the street, and the remuneration there-for would have to be fair and reasonable. The charter does not permit us to grant an exclusive franchise to one person, but I can see no reason why we cannot sell to the highest bidder in the manner indicated, the ordinance granting the franchise to provide for certain fixed charges for any other company desirous of using the tracks.

HIGH SCHOOL ALUMNI PLAN

WILL HOLD ANNUAL REUNION IN FUTURE.

This Will Take Place of Reception in Honor of the Graduating Class.

The Portland High School Alumni Association met at the High School building last evening, unanimously voted to do away with the present custom of holding an annual reception in honor of graduating class, and decided to hold an annual reunion instead. Some 266 members of the alumni were present and listened attentively to the remarks of W. S. Duniway, Fred H. Noltner, president of the association; O. F. Paxton and Horace Thielsen, who is said to be the oldest alumnus of the association, having been a member of the graduating class of 1870 sociation, which was organized in 1878, Mr Thielsen expressed his gratitude at being able to attend the reunion, and remarked that with a uniform effort on the part of all the members of the associaion there was no reason for their not be ing able to put the organization on a solid foundation, and hoped to meet all of the mbers present at the reunion next

year. The other speakers, in preceding Mr. Thielsen, expressed the same sentiments The musical and literary programme rendered during the evening was heartily appreciated by those present, for each number was encored time and again. The singing of Miss Edwina Mastick and Miss Hilda Hegele was exceptionally good, and both young ladies were enthusiastically encored. Miss Frances Sheeby rendered a piano selection in pleasing style. Miss M. Bode recited a composition of which she is the author, entitled "The Cross, or a Nun's Confession," in which she was

accompanied by Miss Retha Fowler, Mu-sic was dispensed by Wilder's Orchestra. The hall was tastefully decorated with the National colors and a bust of George Washington occupied a stand near the

chair of President Noltner.
Refreshments were served to members of the association immediately after the programme was concluded.

The officers and members of the assocharge of the reunion plans deserve great credit for the successful manner in which the affair was conducted, and for the perfection of the arrangements of reorgani-zation. The new plan seems to meet with the approval of the large majority of the alumni, and it is safe to predict that the annual reunions will serve to enliven the interest of all the members, for the ef-forts of the association will be in the nature of an evening's entertainment at least once a year that will prove pleasurable and profitable to old and new

nembers alike.

The officers of the association and members of the committee on redrganization are: Fred H. Noltner, president; Helen Bennett, vice-president; Elphe Smith, secretary: Johanna Cramer, treasurer, and Dr. F. H. Dammasch, Ralph W. Hoyt, Benjamin C. Dey, W. S. Duniway, Ray Steel and Jay H. Upton, committee.

HOLD PRAYER MEETING

It Is in the Interest of the Work of Missionaries.

An interdenominational prayer meet ing in the interests of missionary work was held by the women missionary workers of the various churches of the city yesterday afternoon in the Taylor-Street Methodist Church. Mrs. Mary James, of the Presbyterian Board o New York, issued the call for the meet ing, and there was a generous response by all denominations. Miss Northfield, deaconess of the Methodist Episcopal Church, led the opening exercises. The first half hour was in charge of the Presbyterians. Mrs. David B. Gray led exercises in charge of the Congrega-tional women. Mrs. Lola Baldwin led for the Baptists, and Mrs. James Mac-keagle for the Methodists. Sukhoda Banarjee gave a brief address. Music was rendered by Mrs. Max M. Shillock, Mrs. Amedee Smith and Miss

Nettie Greer. Bishop James Thoburn, of India, led the consecration hour, and prayers were offered for renewed effort in mis-sionary work. Mrs. W. H. Beharrell

ARE LIABLE TO ARREST

Saloonmen Must Not Sell Liquor to Persons Who Are Intoxicated.

Saloonkeepers and bartenders who sell Saloonkeepers and bartenders who sell liquor to persons who are intoxicated will suffer arrest and prosecution if detected. When the first relief of police went on duty yesterday afternoon Captain Slover, commanding, addressed the patrolmen, instructing them to bring to headquarters all such violators of the law.

"There has been so much complaint regarding cases like this that I believe it police should put a stop to said Chief Gritzmacher, when asked the meaning of the order of Captain Slover. "I think any person who will sell an in-toxicated man liquor should be arrested. There are bartenders and saloonkeepers who will sell any one liquor until they fall on the floor, and then keep on, if the person can pay for the liquor.

pany and the United Railways Company required to give a satisfactory bond I am not in favor of letting it out exclusively, either, even under those circumbere, as I consider that they would help stances. I should like very much to see

Umatilla Man Candidate for Senator.

FEELS HOPEFUL OF RESULT

Thinks as Multnomah County Has Not United on Any One It Will Not Object to Man From Elsewhere.

For a political survey of Multnomal County, Stephen A. Lowell, of Pendleton. Republican aspirant for the United States Senatorship, is in Portland, Yesterday he was casting his eyes over the ground not yet occupied by any of the Republican candidates, and also over that fenced in by the two avowed candidates-H. M. Cake and Jonathan Bourne, Jr.-who had pitched their tents.

"I came down from Pendleton," said he. for the purpose of finally deter-mining whether I shall enter the com-ing race for the United States Senatorship. As things stand in Multnomal County, I think I could rely on the rest of the state to give me the nomination over any of the candidates that have thus far appeared in Portland."

Lowell Feels Encouraged.

Mr. Lowell was encouraged, he said, by the opinion he had often heard in Multnomah County, that there would be no geographical opposition to a man from a C Umatilla. Columbia River county like. The fact that Multnomah had not united on any one candidate he thought evidence of this county's willingness to see the Senatorship go to another county.

Mr. Lowell remarked that he would

run for the Senatorship or nothing, thereby putting a quietus to the tale of his probable candidacy for Representative in Congress from the Second

"Statement No. 1" does not find an advocate in Mr. Lowell. In his opinion, the direct primary law was meant by the people to apply only to nomination of candidates for the Senatorship, and not to election of the Senator.

He believes that Republican candidates for the Legislature can consistently promise to vote for the primary nom people's choice, in case that choice be a Democrat.

Would Not Vote for Democrat.

"It is preposterous to expect that a Re publican in the Legislature should feel bound to vote for a man for Senator who stood for Democratic policies in opposi-tion to a Republican administration, and the same would be true on the other side in case of a Democrat in the Legislature voting for a Republican for Senator. In this country the party system is the life of politics; it has been so in the past and will be so in the future. The division be-tween parties is a natural thing, and our government is impossible without it. One party stands for one set of doctrines and the other party for another. It is not reasonable to expect a member of the one party, sitting in the Legislature, to vote for a member of the other party, and thus abandon his party principles. And it is my opinion that the people will not call on their legislators to do this.

Each Has Historic Basis.

Bach party has a historic basis, on which stands its present and future. We judge a party not alone by its professions of today, but as much by those of The cardinal principles of the Republi-can party are protective tariff, reasonable interpretation of the Constitution and internal improvements; those of the Demo-cratic party are low tariff, strict inter-pretation of the Constitution and opposition to such improvements, though in most completely changed its stand in re-cent years. Furthermore, there is more freedom for the individual in the Repub-lican party. In the Democratic the rule of the majority is more strict and there is closer adherence to the dictates of lead

"The historic division between the two rate instorte driston between the two parties is bound to continue. How, then, if a Democrat should be the people's choice in the June election could a Re-publican in the Legislature consistently vote for him for Senator?"

The people, Mr. Lowell said, would no want the Republican to do it, when the proposition was thus clearly put before them. Mr. Lowell added that he had no yet met a person who could meet this

Judge Webster's Decision.

Frequent reports have been in the an the last few days that L. R. Webste in the last few days that L. R. Webster will seek renomination for County Judge instead of entering the race for Senator. When asked to verify the reports last night, Judge Webster replied that his choice was not yet made, but that it would probably be made today. He added: "I'd like to get into the fight for Senator, were much."

tor very much."

The booms of W. D. Wheelwright an Charles H. Carey have largely subsided from being punctured by those men then selves, neither of whom is said to be de of entering the race. Mr. Lowell will return to Pendleton to

AT THE THEATERS

What the Press Agents Say.

"NEW ENGLAND LIFE."

Beautiful Drama "Way Down East Teaches Good Lesson at Marquam.

The famous New England play, "Way Down East," will be the attraction at the Marquam Grand Theater tonight and tomor-row night with a special matines tomorrow afternoon.

"The Moonshiner's Daughter."

"The Moonshiner's Daughter" at the Empire this week is more popular than ever this season in Portland, as well as nearly every other city where it has been presented to far. The thrilling scenes and stage picture seem never to grow old. The life of the famous characters, the Moonshiners, is most vividity pictured, and their haunting fear of raid and death at the hands of the always watchful revenue officer is intensely always watchful revenue officer is intense prevalent at all times. There will be be three more performances of "The Moonshi er's Daughter" at the Empire—tonight, i morrow matinee and tomorrow night.

"Baltimore Beauties."

The last two performances of the "Baltimore Beauties" Burlesque Company at the
Haker will be tonight and tomorrow matisee. There will be no performance tomorrow night. The production is well worth
the consideration of every person looking
for the bright and lighter form of amusement, such as is offered by the ridiculous
burlesque comedians, the large choruses of
pretty girls in dainty contumes and vaudeville acts of high order of ability. The Zarrow trie are giving a bleycle act that both
from a standpoint of great skill and also
comedy, work is unexcelled. Burlesque is

siways popular in Portland, and with such companies as the "Baltimore Beauties" it is sure to increase as the weeks go by.

COMING ATTRACTIONS.

The Sheldon Concert, March 1.

It always pays to keep your money until a musical attraction comes that's really worth while, and a case in point is the concert at the Marquam Grand next week. Thursday evening, in which Anna Beatrice Sheldon, the well-known concert soprano, will appear, assisted by Franz Boyd Wells, the young American piamist, who was a pupil of Carreno, in Berlin, and Harold Bauer and Godowsky. In Paris, Portland knows and delights in Mra. Sheldon's singing, but since she returned from study in Europe, where she spent 15 months under the best young masters in the world, Portland has jet to know Anna Beatrice Sheldon, the artiste. Those who have received subscription cards with reference to this concert are asked to fill out the number of each design and the property of the state of the st and return these cards so that they can filed for the subscription sale, which ope Monday morning at 10 o'clock. Those w Monday morning at 10 o'clock. Those who have not yet received subscription cards are asked to send their names to Manager George L. Baker at the Marquam Theater before tomorrow evening, and their applications will be placed in line for the subscription sale. The regular sale of seats opens Tuesday morning. The demand for seats so far is large.

"The High School Girls" Next.

Next week the "High School Girls" con Next week the "High School Giris" company, Soating the triumphant banner, "Forever Foremost," will be the attraction at the Baker. The company will open Sunday matines and continue for the week. The principal comedians with this organization are Sol and Nat Fields, horothers of the famous Lew Fields, and the feature act in the vaudeville oile is the Six Fiying Banwards, who were one of the principal attractions with Bindius Beat. vards, who were one of the princ tions with Ringling Bros', circus,

"Human Hearts" Next at Empire Next week the Empire offers a strong attraction in the beautiful drama, "Human Hearts." The first performance will be Sunday matinee. "Human Hearts" will be presented this season with an entirely new seenic equipment. W. E. Nankeville, at great expense, had photographic views for the new seenes taken in the hills of Arkansas, in the locality where the scenes of the play are laid, so as to have the production as true to life as possible.

AT THE VAUDEVILLE THEATERS

Hits at Pantages.

As good a vaudeville bill as one would care to see. That is the sort of programme Pantages' Theater boasts of this week and the claim is assuredly well founded. For not only is there a longer list of things than ever before shown, but the individual numbers are of high order and unquestioned merit. In the first place is Sarout, the noted comedian, who is now in vaudeville. He has his own company with him and puts on a farce that is great for people who like to laugh themselves hoarse. Other big features are the three Dunbars, acrobatic comedians: Preciado, magician and conjurer; LaRiese, Tyrolean yodler, Leo White, popular baritone; Myrtle Franks, with her singing dog, and a fine series of moving pictures.

The Grand's Fine Bill.

The thousands of people who have at-tended the Grand this week are unanimous in declaring it one of the best vaudeville shows of the year. Each act on the pro-gramme is good and everyone makes a hit. The feature is Adeie Purvis Ouri, who in-The feature is Adele Purvis Ourl, who invented the spherical dance. Her spectacular and glittering act is novel and attractive. Miss Ourl is assisted by the "Ace of Spades," otherwise Flora Alithorpe, as sprightly a southertie as has crossed the stage in a year. Tauda is a balancing Japanese who has something new in the equilibrits line, and his act is filled with the most daring and exciting stunts. Miss Emily Nice contributes several popular sonus, and Emmons. Emmerson and Edmunds are eccentre dancers and comedians. This last act, especially their encore, is one long laugh. The illustrated ballad and the most amusing of moving pictures complete the programme.

The Star's Vaudeville Acts.

In its programme for the current week the Star is giving a vaudeville entertain-ment such as it is noted for. There is a pleasing gainay of specialty artists, offer-ing many new and interesting vaudeville numbers. One of the most unique acts on the bill, and the one which has the dis-tinction of being the head-liner, is Del-a-Phone, the human telephone. This man is without a peer as a minimic and his insitawithout a peer as a mimic and his imita-tions are notably realistic. Devoe Brothers are acrobats of the best class and they are considered as foremost in the gymnast line. The Marveirus Maicolms are globe-rollers. doing something different from their competitors. The filustrated song by Will C. Hoyt is one of the most popular of the season and is accompanied by beautiful sildes. The Statoscope is telling the amusing story of the servant girl problem.

BUSINESS ITEMS.

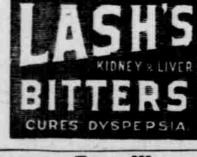
If Baby Is Cutting Teeth Be sure and use that old and well-tried rem-edy. Mrs. Winslow's Soothing Syrup, for chil-dren teething. It soothes the child, softens the gums, aliays all pain, cures wind colle and diarrhe-a.

A DIFFERENCE IN LUNGS.

In the Edinburgh University three human lungs lie side by side. One is of an Eskimo and is snow white. In life, this would be ruddy with rich blood. Another is that of a coal-miner and is black. The other is of a town dweller and is a dirty slate gray, as are the lungs of most city residents. That's why consumption thrives in cities.

One reason why Scott's Emulsion does so much to keep down consumption is because it helps to keep the lungs clean and supplies them with rich, red blood. It makes the lungs germ-resisting. If the body is run down and health is at a low ebb Scott's Emulsion will build it up quickly and permanently.

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TRAVELERS GUIDE

AND UNION PACIFIC

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Through Puliman standards and tourist sleeping-cars daily to Omaha, Chicago, Spokane; tourist sleeping-car daily to Kanasa City. Reclining chair-cars (seats free) to the East daily.

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CHICAGO-PORTLAND 9:15 A. M. 5:25 P. M. BECIAL for the East via Huntington.

SPOKANE FLYER, 6:15 P. M. 6:00 A. M. Daily.

For Eastern Washington Walls Walls, Lewiston, Coeur d'Alene and Great Northern

ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. Daily.

RIVER SCHEDULE.

FOR ASTORIA and 8:00 P. M. 8:00 P. M. bally, with steamer for liware on and North Beach, steamer Hassalo, Ashet dock (water per.)

St. Good P. M. Store P. M. Store P. M. Bally, except succept store Hassalo, Ashet Good P. M. Store P. M

FOR DAYTON, Oregon City and Yambill Daily, Brity points Ashest dock (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 Priday.

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

OVERLAND EX-PRESS TRAINS for Salem, Rosa-burg, Ashland, Sacramento, Og-den, San Francis-10, Mojave, Los Angeles, El Paso, New Orleans and the East.

Morning train connects at Woodburn daily except Sunday with trains for Mount Angel, Silverton, Brownsville, Springfield. Wendling and Natron.

Eugene passenger connects at Woodburn with Mt. Angel and

Silverton local. Corvallis passen-

Dally. IDaily except Sunday.
PORTLAND-OSWEGO SUBURBAN

DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:36 A. M.: 12:50, 2:05, 4, 2:20, 6;25, 8:30, 10:16, 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, 7:33,

daily, 8:30 A. M.: 1:35, 3:05, 3:05, 6:15, 7:35, 9:55, 11:16 P. M.: 12:35 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, con-

operates daily to Monmouth and Airlie, con-necting with S. P. Co.'s trains at Dalias and Independence.

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

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SERVICE AND YAMHILL

Natron.

*7:30 A. M. Sheridan passenger.
*4:50 P. M. Forest Grove Passenger.

Arrives

*7:25 A. M.

*5:55 P. M.

*10:35 A. M.

*5:50 P. M.

Leaves UNION DEPOT.

*8:45 P. M.

*4:15 P. M.

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A Reliable Remedy for the Weak, Alling and Bloodless of Both Sexes.

When the body is weak and the blood thin it is sometimes difficult to find the cause unless a wasting illness has preceded, or the sufferer happens to be a girl on the verge of womanhood. Obscure influences, something un-

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In such cases a complete change of climate or of work will sometimes effect a cure. It takes a long time, however, and for the great majority of sufferers is

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Mr. C. E. Legg, of Tipton, W. Va.,
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"I used Dr. Williams' Pink Pills for weakness caused by a lingering malarial fever that began in the spring of 1896. The worst effects of this were indigestion and a bad state of my blood. I was anæmic, as the doctors say. People generally would say that I didn't have blood enough, or that I didn't have the right kind of blood; mine was too thin. My kidneys and liver were out of order. I was badly annoyed by sour risings from my stomach There was s deal of pain, too, in my back and under my right shoulder blade."

'How long did these troubles last?' "For over two years. For four months of that time I was under the care of a physician, but his medicine did me no good. Meanwhile I learned of the cures that had been wrought by Dr. Williams' Pink Pills."

"You owe your cure then to these pills?" "I certainly do, and I also know that they are helping others to whom I have recommended them. They have real merit and I knew of nothing that would

take their place. The reason why Dr. Williams' Pink Pills effect such remarkable cures is because they purify and enrich the blood which nourishes the nerves and gives strength to every organ of the body. They have cured obstinate cases of neuralgia, nervous prostration, sciatica, insomnia, as well as of partial paralysis. For further information address the Dr. Williams Medicine Co., Schenectady,

Toothache Gum



TRAVELERS' GUIDE.

TIME NORTHERN TABLE

THE COMFORTABLE WAY.

TWO OVERLAND TRAINS DAILY

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The Fast Mail
VIA SEATTLE OR SPOKANE

Daily. Portland Daily.

S:30 am kane. St. Paul. 1:00 am hinneapells. Duluth and All Points East Via Seattle.

To and from St.
Paul. Minneapolis.
Duluth and All
Points East Via
Spokane.

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

8. S. Dakota, March 12.
S. S. Minesota, April 12.
NIFFON YUNEN KAISHA
(Japan Mail Steamship Co.)
S. S. KANAGAWA MARU will mill
from Seattle about March 20 for Japan and China ports, carrying pasnengers and freight.
For itekets, raies, berth reserva-

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Olympia. Gray's Harbor.
South Bend. Tacoma.
Seattle, Spokane. Lewiston. Butte. Billings.
Denver. Omaha. Kansas City. St. Louis and
Southeast. Limited.
Southeast. Spokane.
Helter. Minneapolis. St.
Paul and the East. 200 pm 7:00 am
Puget Sound Limited for
Chebalis. Centralia. Tacoma. Seattle. Spokane.
Helter. Minneapolis. St.
Paul and the East. 2:00 pm 7:00 am
Twin City Express for Tacoma. Seattle. Spokane.
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without change of cars.
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C. S. DENT & CO., Detroit, Mich.

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For Maygers, Rainier,
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Cliften, Astoria, WarS:00 A. M. renton, Flavel, Hammond, Fort Stevens,
Gearhart Park, Seaside, Astoria and Seashore.

7:00 P. M. Express Dally,
Astoria Express
Dally,
Dally,

9:50 P. M. Daily.

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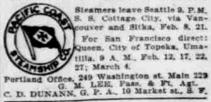
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CHEAP EXCURSION RATES. On excursion trips steamer calls at Sitks, Metlakahtis, Glacier, Wrangel, etc., in addition to regular ports of etc., in addition to regular ports of call. Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Totem Poiss."

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