SAY RESOLUTIONS SHOW FAVORITISM

Members of Chamber of Commerce Differ With Navigation Committee.

TO SETTLE BRIDGE MATTER

Special Meeting Will Be Held at o'Clock This Afternoon in Auditorium Hall to Discuss Important Question.

***************** REQUEST FOR SPECIAL MEET-

We, the undersigned members of that a special meeting of the memrs of such Chamber be called for the purpose of such Chamber taking relative to the proposed bridging of the Willamette River by the tland & Scattle Ballway Company and for which such railway has made cation to the Port of Portland. Star Sand Co.

Portland Trust Co., By Bent, I. Cohen. Henry Hewett & Co. Peter Kerr. George Good Balfour, Guthrie & Co. By T. W. R. London George F. Heusner. Wakefield, Price & Co. The W. A. Gordon Co. John A. Roebling's Sons Co. Merchants' Natl. Bank. Northwestern Warehouse Co. J. C. Finnders.

certing will be held at \$ 'clock this afternoon in the Audi of the Chamber of Commerce building, and Acting President Edward Newbegin will preside in the absence of President R. R. Hoge, who is

Displeased with the slow progress made by the Port of Portland in reaching a de sion on the application of the Portland & cattle Railway Company for permission o construct its proposed bridge across the Williamette in the vicinity of St. Johns, many members of the Chamber of Comnerce are anxious for a chance to express themselves publicly and to hear what opinions other business men entertain on the question. Those having grown weary of waiting promise to be on hand this af-ternoon, when Edward Newbegin, acting president of the Chamber, calls the specia eeting to order in the auditorium of the Chamber of Commerce building, and they will come prepared to do business with the object of bringing influence to bear

upon a decision one way or another.

Although willing to admit that great bodies move slowly, they can see no good reason why the Northern Pacific should be blocked in extending its lines into Portland when it is the desire of the general multiple to hear the road built and eral public to have the road built and ready for operation as quickly as possible, and again quite a few of the members of Chamber are not entirely in accord with the resolutions passed several days ago by the committee on rivers, harbors and navigation and presented to the Port of Portland Commission. These resolu-tions are said not to voice the sentiment something to counteract their intent, the E. K. Wood Lumber Co. which many have construed to be an argument in favor of the Harriman people. pure and simple. Members of the con mittee that indersed the resolutions are not at all satisfied with its contents, dethe fact that it contains clauses intended to let its authors down in a gentle manner, should they fall of their purpose

Resolutions by W. B. Ayer.

...

A Table

The resolutions were presented by W. B. Ayer at a meeting held Pebruary 20, and were forwarded to the Port of Portland Commission by William D. Wheel-wright, who explains that it is not the purpose of the committee to place ob-stacles in the path of the Hill interests, but rather to bring about a more har-monious feeling, and results that will prove beneficial to all concerned. Those present at the committee meeting w William D. Wheelwright, chairman; J. E. Laidhaw, W. M. Ladd, T. B. Wilcox, T. D. Honeyman, A. H. Devers and William Ayer: Not all of these were in sympathy with the resolutions, it has since been learned, but the majority vote ruled and they passed. Absent members of the committee were: Henry Halin, C. F. Adams, S. M. Mears and W. H. Corbett.

"It looks to me as if those members of the committee who voted in favor of the resolution had inside information as to how the Harriman people are witting to meet the Hill interests," said one of the members of the Chamber yesterday. the members of the Chamber yesterday, after having read a copy of the document. "Possibly the Harriman interests would consent to allow the Portland & Seattle to cross the steel bridge if the Harriman eresis be given the privilege of the dge to be constructed by the Hill peo-across the Columbia. This would be a nterests be given the bridge to be generous exchange of courtesies, and one that the Harriman interests could well af-

What the Shippers Say.

The resolution lays great stress upon the interference that the proposed bridge would cause shipping, but firms vitally interested in foreign commerce hold dif-ferent opinions. The following letter, for instance, signed by two of the most prom-inent shipping concerns in the city, apinent shipping concerns in the city, ap-pears to refute the oft-repeated state-ments by those opposed to the bridge that Portland is being discriminated against by foreign shipowners because of bridges crossing the river. The letter has been filled with the Port of Portland, and reads as follows:

In our experience as exporters and ships' agents in Portland, Or., we have never known of shipowhere refusing to let their vessels of through the bridges at Portland or to charge any higher freights on cargoes loaded above the present bridges.

BALPOUR, GUTHRIE & CO.

KERR, GIFFORD & CO.

A large number of the members of the Chamber of Commerce are also members of the Board of Trade and Manufacturers' Association, both of which organizations have gone on record as favorable to the hullding of the Northern Pacific bridge without even any alterations in the plans proposed by the railroad engineers. It view of this fact, they consider it inconsistent that one public body should pro-ciaim a strong protest against a project that they consider of inestimable benefit to the community, while the other organi-zations give their hearty indorsement.

Text of Resolution.

The navigation committee's resolutions, which, it is said, were drawn up in favor of the O. R. & N. interests, read as fol-

Resolutions of Navigation Committee

pany to enter the city, and this commit-is of opinion that such necessity does exist. The reasons for the objection to

to the usage of the commercial world if she permits a bridge to be thrown across the entrance of the harbor. This usage is the result, not of whim or centiment, but of the fact that commerce objects to a bridge, as nature abbors a vacuum, and a port that wishes to encourage commerce must keep limit.

Believing himself jobbed by other mem-bers of the local Pilots' Association, Cap-tain Al Betts has relinquished his mem-bership in that body. His experience with the steamship liford, Wednesday, is said to be responsible for his swif open to commerce.
Second—That the proposed bridge will not in counfng delay to both sailing vessels and steamers in entering and leaving the harbor, as well as extra ex-pense in the way of towage, but that it will threaten the safety of navigation. First, as to be responsible for his action. Captain Betts says he was called upon to shift the big steamer when it was known that she would be difficult to handle in the threaten the mafety of navigation. First, as to delay and expense, a ship coming up the river in the night, or during a fog, when it is neither dark enough nor foggy enough to prevent navigation in an open river, would be compelled to anchor and wait for daylight or clear weather before approaching the bridge, and the same delay would occur again when the ship goes out. A detention of only one day on each journey would enfall a loss of about \$3500 to each steamer. Such a delay shie would be difficult to handle in the swift current. The steamer got beyond control of the towboats in pulling away from the mills of Inman, Poulsen & Co., and went on the mild off the O. W. P. dock. The cargo is being lightered. Cap-tain Betts will pilot independently here-after. about \$500 to each steamer. Such a delay in going down the river would involve the lose of a tide and might occasion a further de-tention of days or even weeks at Astoria. A Sailors Get Full Pay. The owners of the American ship Ber line discovered yesterday that they had been buncoed when they paid a San Francisco boarding-house master advance money for a crew shipped to take the money for a crew shipped to take the vessel to Portland. According to the Government law, no advance is allowed when saliors ship constwise for a short trip, and the Collector of Customs at this port referred to this law when the captain of the Berlin declined to pay off his

due to arrive

Captain Betts Resigns.

Only a Few Have Moved.

Only a few of the scow-dwellers who were notified to vacate the beach owned

by the Southern Pacific Company on the East Side of the river, near the Burn-side-street bridge, have paid head to the

stay till towed away by boats engaged by the railroad company. The space va-

Notice to Mariners.

buoy, red, marked "Gray's Harbor" in black, heretofore reported adrift, was re-placed March I. By order of the Light-house Board P. J. Werlich, commander, I. S. Medick, and a property of the Light-house Board P. J. Werlich, commander,

Steamer Vermont Outside.

arrived at the mouth of the river yester-day and dropped anchor, for the night

Marine Notes.

The steamer No Wonder went into co-

The steamer Columbia sailed for San

nission towing yesterday, after having ndergone extensive repairs.

Life buoys have been placed on the

Lower Albina Ferry and it is now com-paratively save to fall overboard.

The Oriental liner Numantia will not

sail until Monday morning, owing to de-

lay in getting some flour from the in-

towed off the St. Helens jetty today. Her

eckload was removed on barges yes-

The steamer Redondo will probably

The big British tramp steamer Vermont

Portland, Or., March 2, 1906

She is expected to cross in this The Vermont comes from San Francisco under charter to Balfour, Guthrie & Co.

to load lumber for the Orient. carry about 2,000,009 feet.

Francisco last night.

terday.

The following affects the list of lights,

few years ago the United States Governmen sent the transport Dix to this port, and we believe it to be a fact that owing to a de-tention of less than one day in the river she was held in Actoria for 10 days before the bar was in condition for her to go out, wherewould have put to sea on the day of her ar-rival at Astoria, the bur then being amouth Bestoes this, an additional expense would be extra towhout to move salling vessels and to assist stramers exactly as is now necessary in the case of the other bridges. Not only is there delay and expense, but there is also element of danger as set forth in the protest of the pilots dated January, 1906, addressed to Major S. W. Rossier and the Port of Portland Commission and as illustrated by the experience of the steamer Coumble on the night of January 31, as set forth in the letter of Jamos H. Dewson, agent, dated February 14, 1906; a letter of Captain P. A. Doran, master of the steamer Columbia. The reason for the belief of the committee that there is no need of another stay till towed away by
by the railroad company. The space vacated by one of those taking the notice
in good faith was immediately occupied
by a scow-dweller from down the river. bridge is that there is high engineering au-thority for the statement that the approach to the city can be made by tunneling the calmada or by utilizing the St. Johns canch of the O. H. & N. Co. and the Steel bridge, or a structure to be erected on the effic of the present Steel bridge from which the Portland & Seattle could have two in-dependent tracks to their property. The O. buoys and daymarks, Pacific Coast, 1908: Gray's Harbor entrance, pages 67 and 71—Gray's Harbor, outside bar whistling

R. & N. fto. is willing to give these facilities under a fair arrangement and will make a definite offer to the Portland & Seattle at once on hearing that they are willing to enbe furnished the Port, of Portland Cor with a respectful request that they take all the facts and maters herein referred to into the facts and maters herein referred to inte-careful consideration, and that they endeaves to being about negotiations between the Port-land & Seattle Railroad and the O. R. & N.

ridge, this committee urges that it shall be of a type that shall obstruct river common as little as possible, the least objectional being a lift bridge, which we are informs is entirely feasible, the next least objection able is a swing drawbridge, 60 feet high the clear, the most undestrable being a swin drawbridge 39 feet high, as proposed.

STORM DELAYS SHIPPING.

Steamer Grace Dollar Is Bar-Bound at Aberdeen.

ABERDEEN, Wash, March 2-(Spe cial.)—A fresh storm coming up in the night holds the ships bar-bound at the mouth of the harbor again. Among them is the steamer Grace Dollar, with several passengers. Mayor Lindstrom is expected to start home from San Francisco, where tract, if not three, for steam schooners int of the activity in the lum steam schooners, and the contracts will be rush ones, so a big force will be steam schooner for the Hartwood Company now building at Lindstrom's nearly ready to be sent off the ways. The Machinery Ship Building Company

of the entire body by a long ways, and friends of the Northern Pacific and prospers of the city believe it their duty to about agreed on two contracts, one for one for a San Francisco fira...

SCHOONER IS IN DANGER.

Steamer Queen City Brings News From Hesquoit Point.

VICTORIA, B. C., March 2.-The steamer Queen City, which arrived this morning, brought B. Logan, lineman on the Vancouver Island coast, and Phil Daykin, en route to Seattle to give evidence before

STEAMER INTELLIGENCE. Due to Arrive.

Steamer- From-F. A. Kilburn, Sen Francisco, Mar. 2 Alliance, Eureka and way .. Mar. 4 Despatch, San Francisco Mar. Northland, San Francisco. Mar. 4 Senator, San Francisco.....Mar. Columbia, San Prancisco, Mar. 10 Roanoke, Los Angeles, Mar. 13 *Aragonia, OrientApril 5

Due to Depart.

Steamer- From-F. A. Kilburn, San Francisco, Mar. 3 Numantia, Orient Mar. 5 Alliance, Eureka and way. Mar. Senator, San Francisco Mar. Northland, San Francisco. Mar. 8 Columbia, San' Francisco... Mar. 12 Roanske, Los Angeles Mar. 15

the Valencia inquiry. Logan has samples of the lifeline thrown ashore from the wreck, which broke.

The Queen City brought news of the narrow escape of a large schooner on Monday from going ashore near Hesquoit Point. A heavy southeast gale prevailed on Sunday, and on Monday the sea set the vessel shoreward. She was in the bay between Sydney Inlet and Hesquoit Point all day, trying hard to work off shore, and

SAXONIA ENCOUNTERS STORM

Cunard Liner Strikes Cold Wave and

Wallows in Ugly Seas. BOSTON, March 2-One of the most hazardous passages ever made by the Cunard liner Saxonia across the Atlantic ended today when the steamer arrived here 24 hours late. She was covered with ice and had lost her wireless apparatus. For more than ten hours on February 22 In she was helpless in a gale and snow storm, on account of disabled engines. After repairs had been made the storm object enefit until the 28th, when she ran into another until the man agreement of the control of th

WILL BRING CEMENT.

Balfour, Guthrie & Co., Charters British Bark Inverness-Shire.

Resolved, That the committee is opposed to the construction of any bridge whatever tered the British bark Inverness-shire to across the Willemette River below the present Etcel bridge unless absolutely necessary Portland. She left Iquique for the English

Channel October 20, and should be ready to commence loading in April. The Inverness-shire is a large carrier, her net register being 2167 tons. She is well known, having loaded wheat for Europe at this port several times. This brings the number of vessels listed for Portland to 16, with some of them well due to arrive.

Council Committee Decides by Four-to-Three Vote.

SOME SPIRITED TALK MADE

Attorneys in Asphalt Controversy Make Sharp Charges, and Each Retorts to Remarks by the Other.

By a vote of 4 to 3, the streets committee of the Council yesterday decided to postpone indefinitely all further action relative to the ordinance providing for specifications calling for the "Victor" brand of paving material in future local street improvement contracts. Kellaher, Masters and Wallace voted against the idea of indefine tain of the Berlin declined to pay off his lace voted against the idea of indefion the ground that he had already the money to the runner who signed . The sallors received their money. nitely postponing, while Annand, Men-efee and Wills were in its favor. This created a tie, which was broken by the affirmative vote of Chairman

A minority report will be presented to the Council next Wednesday night, and every effort made to secure a re-vocation of the committee's action. A petition was presented by Attorney Dan J. Malarkey on behalf of the Barber Asphalt Paving Company, signed by a large number of local property owners and requesting that the ordinance calling for the incorporation of the Victor band of excise ation of the Victor brand of paving material in the specifications be

Attorney "Pike" Davis objected to the consideration of any measure that contemplated infringement upon the Puritan brand of bitulithic pavement of the Warren Brothers, asserting that City Attorney McNary had rendered an opinion that such an ordinance would be invalid.

"Oh, you wrote that opinion of the City Attorney yourself," retorted Ma-larkey, heatedly. "Yes, and you wrote the opinion in the Bruin investigation case," responded Davis, with equal ardor.

"Certainly I did." came the quick answer from Malarkey. "because I was attorney for the investigating committee in that case while you were not the attorney for the city in this paying matter."

saving matter. Later Davis denied authorship of he legal opinion relative to the bitu-

MOTHER SAYS HE IS INSANE

C. Sleigh, the Accused Burglar, Will Undergo Medical Examination.

Whether or not C. Sleigh, held in the City Jail on a charge of burglary, is mentally unbalanced is to be deter ned by County Judge Webster before the prisoner is brought to trial. was decided in the Municipal Court yesterday morning, when the case was continued for one week, upon motion of Deputy District Attorney Brand. The examination will probably proceed the first of next week. Sieigh's aged mother, bowed by the The cargo removed from the hold of



C. SLEIGH, WHOSE MOTHER CLAIMS HE IS INSANE.

the Geo. W. Elder is found in good consum not counted on. The steamer Altona has been placed in mmission to alternate with the steamer Pomona on the Portland-Albany run. She

makes her first trip Monday. The Swedish ship Clan McFarlane hence October 27, arrived at Falmouth Wednesday, making the run in 125 days, which is considered a good average

Domestic and Foreign Ports.

ASTORIA. Or., March 2.—Condition of the bar at 3 P. M., rought wird, east, weather, rainy, Sailed at 7:15 A. M.—Steamer Roanoke, for Port Los Angeles and way porta. Arrived down at 3 P. M.—Steamer Aurelia. British steamer Vermont, from San Francisco, is anchored outside the har.

Falmouth, March 1.—Arrived—Swedish abig Clan MacParlane, from Portland.

San Francisco, March 2.—Arrived—Steamer A. Plant, from Coos Bay, Coronado, from Gray's Harbor, Homer, from Coos Bay, Coos Bay, March 2.—Arrived—Steamer Allance, from Eurela.

Seattle, March 2.—Sailed—Steamer George Loomis, for San Francisco.

Olympia, March 2.—Sailed—Steamer George Loomeric, for China. Comeric, for China. Gray's Harbor, March 2.—Sailed—Steamer Santa Monica, for San Prancisco; schooner Espada, for San Pedro.

Train Falls Into Canyon.

CHEYENNE, Wyo., March 2.- The engine and the mail and baggage cars of the north-bound passenger train on the Cheyenne & Northern Railroad, a branch of the Colorado & Southern, broke through a trestle at Buckhorn, 125 miles, north of Cheyenne, this afternoon and fell into the canyon. Enginer Donahue, Fireman Rex and Mail Clerk Benjamin Guy, all of Cheyenne, were injured. Rex is internally injured, and may die. Guy is seriously hurt. The passenger coaches stopped on the very brink of the chasm, and no passengers were injured. The trestle had been partly burned. The fire,

Optician Reed Pays Costs.

COLFAX, Wash., March 2.—The case against Dr. Walter Reed, of Portland, for practicing medicine without a license was dismissed by Justice of the Peace Delittle, after Reed paid all costs, amounting to about \$55, and agreed not to advertise as a "doctor" and to refrain from giving medical advice. The action was brought by the local Doctors' Club. Reed is pernitted to advertise as "Refractio

Your health depends upon the condition of your blood. Keep it pure by taking Hood's Carsaperilla.

sorrow her son has frequently brought upon her, is now in Portland, having come up from Seaside to assist the erring young man. She states that, in her opinion, he is insaue, and it was largely upon her request that District Attorney Manning asked for the examination into Sleigh's sanity. Although she has three times previous-ly been obliged to see him sentenced to the penitentiary, the mother believes her son innocent of wrongdoing, and intends to make every effort to clear him from the charge now pending against him.

Headquarters Detectives Kerrigan and Snow, who arrested Sleigh, do not care to make any statement as to their opinion regarding the prisoner's sanity, but they feel certain he is a man who is not safe out of jail, and that a conviction is sure to follow. if he is brought to trial. Sleigh is alleged to have been the

man who rebbed the home of Rev. Clarence True Wilson, pastor of Grace Methodist Episcopal Church, and certain articles that were stolen from there have been recovered and identi-fied. Sleigh is suspected of paving conducted a systematic thieving ex-pedition for some time here and in Vancouver, Wash.

In appearance, Sleigh is not a criminal. He dresses well, is clean, neat and attractive. He wears gold-rim eyeglasses, and, in fact, is the last man to be suspected of such daring crimes as he is charged with. His mother has made a strong impression with the officials, as she is widely known as a Christian worker, and be-cause of ner firm belief in the inno-cence of her son, she has the respect and sympathy of all who have met her.

AT THE THEATERS

What the Press Agents Say.

BAKER MATINEE TODAY.

Being Last Performance by "High-School Girls" in Portland.

The Baker will be dark tonight, and the last performance given by the "High-School Giris" Buriesquers will be the matince this afternoon at 2:15. This company of jolly comedians and dashing pretty girls has made a most favorable impression with all the patrons of burlesque in this city. Baker business has been far above the average all week and enthusiastic approval of the "High-School Girls" performance is met with on all sides.

d between the two acts of a buriesque ed "Whirley-Giggle." The feature act of ollo is the six Plying Banvards in a tiling aerial casting act originally with sine Beas.

"Human Hearts" Matinee.

"Human Hearts" will be given at the Em "Human Hearts" will be given at the Empire matines today and tonight at 8:15 for the last time in Poetland. There is little left to be said to theatergoers and others about this beautiful play, "Human Hearts." Its success this season is greater than ever, and it bids fair to hold a permanent place on the American stage. Full of pathos, beautiful romantic pictures, thrilling situations and a sprinking of bright, wholesome comedy, "Human Hearts" contains all the elements that fit it for an everlasting success.

MAIL ORDERS TODAY.

ence Over Window Sale Monday.

Mail Orders for Gadski Take Prefer-

Mail orders are now being received for the world-famous seprano, Madame Johanna Gad-ski, who comes to the Marquam Grand The-ator next Thursday evening, March 8, in sons recital. This famous singer will be heard the best selections from both the America and foreign composers, the programme is ing been chosen with the idea in view pleasing not only the lovers of classical, I those who enjoy the beautiful melody of some such as only an artist like Gadski can render Mail orders should be addressed to Calvir Heilig, inclosing a self-addressed stamped e velope, accompanied by money order or chec Mail orders will be filled before the windo sale opens next Monday morning, March 5.

"IMPERIALS" OPEN TOMORROW

Great Musical Farce and Show Girl Production All Next Week at Baker.

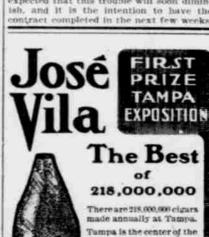
Williams' "Imperials" Buriesque and Ex-ravaganza Company, with several of the jost clever comedians on the musical fare comedy stage today, and 30 handsome show girls, will open a week's engagement tomo now afternoon at the Baker. perials" is a top-notch production in musica arce-comedy and extravaganza and has been That means from New York to Portland. The f this lively class of amusement. Willi Imperials" at the Baker will be the of attraction all next week in Portland seats for any performance should be s

"Little Johnny Jones" Coming.

One of the very charming principals in learge M. Cohan's "Little Johnny Jones" ompany, which is scheduled for the Marquam lrand Theater March 9 and 10, Friday and Saturday nights and a Saturday matinee, is Miss Adele Rafter, the very beautiful bru-nette who appears in the character of Floraile Fly, a San Francisco newspaper corre spondent visiting in London. Miss Rafter who, by the way, is the daughter of an Episco pallan minister, has only been on the stage about three years. Prior to that time she wa member of a well-known New York church ioir. Miss Rafter brings to her stage work sonality that is distinctly magnetic and oprane voice of remarkable range and great ity. Adele Rafter has been with "Little any Jones" Company since its initial prentation a year ago, October 16, 1964. advance sale of mats will open next Wedne day morning, March 7, at 10 o'clock,

Weather Delays Railroad Work.

LA GRANDE, Or., March 2.-(Special.) -Contractor George McCabe, who has charge of building the grade on the Wallowa extension from Elgin to the Wallowa River, was in La Grande yesterday morning, on his return from a business trip to Grangeville, Idaho, Mr. McCab stated that he had been unable to com-plete the first 17 miles of grade by March weather, the ground in many places being so wet that work was impossible. It is expected that this trouble will soon dimin sh, and it is the intention to have the



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yield to it, and it is particularly agreeable when used in the bath fter violent exercise. ALL GROCERS AND DRUGGISTS



Cure hoarseness and sore throat caused by cold or use of the voice. Absolutely harmless.

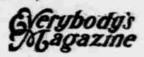
"The Black Flag on the Big Three"

In Everybody's for March, Lawson says that the petty crimes of the big insurance companies have been revealed and will be stopped; but that the larger stealing-by millions and millions-has been made safer for the grafters than ever.

The only remedy is "to place the company in the hands of men at the coming annual election who will find out how many dollars have been looted, and have them make complete restitution and punishment and after that, an honest organization."

If this is not done, he predicts the insolvency of the

"big three" within five years. Better read what Lawson has to say.



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Daily. Portland Daily. Leave, Time Schedule. Arrive S:00 am To and from Spo-kane, St. Paul, 7:00 am 11:45 pm Minneapolia, Duluth 6:30 pm and All Points East Via Seattle.

To and from St.
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Daulath and All 8:00 am
Points East Via
Spokane.

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China ports and Manila carrying
passengers and freight.
S. S. Dakota, March 12.
S. S. Minnesota, April 28.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)
S. S. KANAGAWA MARII will sail from Seattle about March 20 for Japan and China ports. carrying passenger and China perts. S. S. KANAGAWA MARII will sail from Seattle about March 20 for Japan and China perts, carrying passengers and freight.

For ticksts, rates, berth reservations, etc., callgon or address

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ATLANTIC EXPRESS 8:18 P. M. 7:18 A. M. Daily.

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. Stoo P. M. Daily, way points, connecting Daily Daily with steamer for liwaton and North Beach, Sunday, steamer Hassailo, Ashet dock (water per.) FOR DAYTON, Ora-gon City and Yamhiii Daily, Daily, River points, Ash-st. except except dock (water per.) Sunday. Sunday.

For Lewiston, Idaho, and way points from Riparta, 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.



UNION DEPOT 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. *S:45 P. M. *T:25 A. M. *S:30 A. M. Morning train connects at Woodburn daily except Sunday with trains for Mount Angel, Sliverton, Brownsville, Springfield, Wendling and Natron, *5:55 P. M. Natron Eugene passenger connects at Woodburn with Mt. Anget and Silverton local. Corvalils passen Sheridan passen-*5:50 P. M. ger. Forest Grove Passenger.

Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street. Leave Portland daily for Oswego at 7:30 4. M.; 12:30, 2:05, 4, 5:20, 6:25, 8:30, 19:10, 1:30 P. M. Daily except Sunday, 5:30, 6:30, 1:35, 10:25 A. M. Sunday only, 3 A. M. S.55, 10:25 A. M. Sunday only, 9 A. M. Returning from Oswego, arrive Portland, daily, 8:30 A. M.: 1:35, 3:05, 5:05, 8:15, 7:35, 9:35, 11:10 P. M.: 12:35 A. M. Daily except Sunday, 6:25, 7:26, 9:30, 11:45 A. M. Sunday only, 10 A. M. Leave from same depot for Dailax and intermediate points daily, 4:15 P. M. Arrive Portland, 10:16 A. M. The Independence-Monmonth Motor Line operates daily to Monmonth and Airlie operates daily to Monmonth and Airlie operates daily to Monmouth and Afrile, con-necting with S. P. Co's trains at Lalias and Independence.

First-class fare from Portland to Sacra-mento and San Francisco, \$20; berth, \$5. Second-class fare, \$15; second-class berth. 2.50. Tickets to Eastern points and Europe; also apan. Chims. Honoluly 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.

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7:00 P. M. Express Daily.
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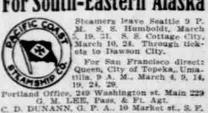
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"Jefferson," February 25, 9 P. M., via Wrangel, CHEAP EXCURSION RATES.

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