# CEMENT CARGO

Kelvinbank Chartered to Load for Portland at London.

TO BRING 30,000 BARRELS

Speed Is Essential Feature, and the Kelvinbank Is Expected to Beat Other Cement - Carriers

Into This Port.

For the first time in the history of the port a steamer was chartered yesterday to bring an entire cargo of cement to Portland from Europe, This is the result of the unprecedented heavy demand for the material and when Balfour, Guthrie & Co. decided to lead the British steamer Kelvinbank at London instead of engaging a couple of sailing vessels for the business it was because a steamer can be counted on to deliver the goods in less than half the time required for the average wind-jammer. Selling at the rate of \$3.50 a barrel, cement can be imported at a handsome profit even with the higher steamer freight, and in view of the present condition of the market time plays an important part.
The Kelvinbank is a large and

speedy vessel, her enpacity being about 26,000 barrels. She is now on the way to London from Naples, where she recently delivered a cargo of wheat from Pacific Northwest warehouses, and the charterers expect to have the cement ready for distribution in Portland by the middle of July. On her way out from the Pacific Coast to the Mediterranean, the Kelvinbank cov-

### STEAMER INTELLIGENCE.

Due to Arrive.	
Steamer-Prom. Dat	e
Senator, San Francisco April	- 5
Despatch, San Francisco April	5
Johan Poulsen, San Fran April	163
Alliance, Eureka and way April	9
Columbia, San Francisco April	- 9
Rosnoke, Los Angeles April	10
F. A. Kilburn, San Prancisco, April	15
*Aragonia, OrientApril	18
Due to Depart.	
Steamer-Destination. Dat	٠.

Redondo, San Prancisco ... April 5 Cascade, San Francisco .... April 5 Senator, San Francisco.....April Despatch, San Francisco.... April Columbia, San Francisco .... April 11 Alliance, Eureka and way ... April 11 Roanoke, Los Angeles, ...... April 12 .......

ered the distance to Cape St. Vincent, Portugal, where she stopped for or-ders, in 63 days, and it is figured that she can do the return voyage in about the same length of time.

Whether these heavy importations of coment will have the effect of reducing prices or not is a question that time only can answer, but some importers contend there will be a read; buyer for every barrel brought in. They also deny the existence of a cement combine, saying that rumors of a combination for the purpose of hold-ing up prices are without the least

"The fact of the matter is simply is," said one of the importers yeserday, "that the demand for cement is strong and under such elecumstances it is but natural for quotations to ad-vance. The charter of a steamer to bring a full cargo of the material from Europe goes to illustrate the de-

Specific Charges Against Skipper.

ABERDEEN, Wash., April 4.—(Special.)
George Moir, Robert Easton, Pontus
Norman, John B. Martin, Samuel R. Wilsen, C. A. Essen and T. P. Smith, members of the crew of the barkentine Kohala, have gone before a notary public
and other legal officials and sworn to a
"satement concerning their littreatment statement concerning their illtreatment by Captain Dedricks, while in the port of Champerico. They allege that their hands were placed behind their backs and frons, that they were put in the old of the ship under the hatches for 24 hours during suffocating weather, and kept for 24 hours with a small allowance lays and then compelled to return to the ship under the same armed guard. They further sliege that the from were so tight that their fiesh was swollen under the torture, and that their sufferings were It is also declared under oath that Norman was struck by the captain

Captain Dedricks repeats his denials day, and says the crew was mutinous and that his statements are borne out by the signed deciarations of the Ameriul, which documents he has with which will be used to support his evidence in case of a bearing.

CENTENNIAL MIGHT BE LOST

Wreckage Adrift in Pacific Believed to Be From Overdue Steamer.

SAN FRANCISCO, April 4 .- Officers of the Northwestern Steamsalp Com-pany's steamer Pennsylvania, arriving here from New York, report that when ten days from this port, the masthead and part of the deck planking of a wrecked steamer were sighted drifting before the wind.

Charles Nelson Company's steamer Centennial is now 20 days overdue from Hakodate and shipping

overdue from Hakodate and shipping men are speculating as to the chances of the sunken hull and masthead sighted at sea belonging to that vessel. Fifty-nine persons were aboard the Centennial when she left Japan for this port, and steamers arriving from the Orient and other ports have brought no word of her.

STEAMERS ARE OVERDUE, Senator and Despatch Should Have Heached Harbor Yesterday.

Evidently the northwester which has been blowing off the coast for the past few days has been preity severe, for neither the steamer Senator no Despatch has arrived in the river although due yesterday morning from San Francisco. Word of their arrival has been expected hourly from the mouth of the river, but

to a late hour last night neither of a well-known craft hove in sight. The Despatch left San Francisco Sat-day noon and should by right have sched the river Tuesday, her average me from the Bay City to Astoria being

The whereabous of the steam schooners Wasp and Johan Poulsen is still a mystery, but it is believed that they proceeded to the Sound, although they were reported as having sailed for Portland.

Meeting Will Settle Dispute.

Andy Madsen, business manager of local tranch No. 25 of the Longshoremen's Julion, and minth vice-president of the L. M. and T. Association, will leave I. M. and T. Association, will increase for Erie, Pa., in a few days to attend the conference to be held on the lith of this month for the purpose of arbitrating this month for the purpose of arbitrating the dispute between the sallors and long-shoremen regarding the name of i. L. M. and T. A., which, the sallors contend, en-croaches upon their grounds. Other mat-ters of common interest to the two organizations will also be taken up for settle

Scharrer and Bride at White House. WASHINGTON, April 4.—Lieutenant Edward Scharrer, of the German army, and his bride, formerly Miss Withelmina Busch, of St. Louis, were presented to the President today by Representative Bartholdt. The Scharrers are on their way to Stuttgart. Later in the day they were guests in the Speaker's gallery of the House. Lieutenant Scharrer, it is understood, will not resume his commission in the army of Emperor William.

Floating Stranded Freighter.

VICTORIA, B. C., April 4.-Salvage operations commenced this afterneon on the small steam freighter Selkirk, which stranded on Jones Island near Sydney, when en route to Tacoma from Ladysmith, with 160 tons of copper matte. The steamer's bow is well up on the rocks and the after part of the hull is under water. The cargo is being lightered ing lightered.

Mountain Gem's Route Extended.

Frank J. Smith, transportation manager owns on the upper river that have never had steamboat service before. also connect with the White Bluffs Trans-portation Company that runs up to Priest Hapids on the Upper Columbia.

British Ship Brabloch Chartered.

Columbia River was relieved of its only disengaged vessel yesterday when the Puget Sound Flour Mills chartered the British ship Brabloch to load wheat from Tacoma to United Kingdom for orders. She was taken at 28s 2d. The Brabloch arrived at Astoria November 24 last.

Steamer Senator Arrives.

The steamer Senator reached Astoria from San Francisco at 9 o'clock last night and left up at 10:30. She will be at Alnsworth wharf early this morning. Her tardiness was due to strong headwinds all the way up the Const.

Lumber Drogher Buffeted by Storm. HONOLULU, April 4.- The ship Elwell,

from Port Hadlock, Puget Sound, arrived at Lahaina yesterday in a leaking condi-tion. During the voyage she experienced rough weather and lost 12,000 feet of her lumber cargo.

Marine Notes.

The steamer Redondo sails at 2 o'clock this afternoon for San Francisco. The schonner Mabel Gale is ready to sall for San Francisco with a cargo of 89,000 feet of lumber.

A request has been made to the Light-house inspector for the establishment of a red sector in the Tree Point Light, Alaska, to cover Lord Rocks.

schooner Bee will leave down today bound for San Francisco with a cargo of lumber. While northbound coasters are being While northbound coasters are being delayed by the northwesterly winds, southbound craft are making double-quick time. The steamer Columbia made the run from Portland to the Bay City in 60 hours, arriving there Tuesday night at 10 commission, thus leading to his the commission from President Lincoln.

between Portland and San Francisco will ing President of the United States, apbe made with her departure tomorrow night, if she gets away in time. Her run will be taken temporarily by the Costa Rica, which is now undergoing some slight alterations at the Union Iron Works.

The United States River and Harbor Service has sold the launch and two

WERE BOUND AND BEATEN
Service has sold the launch and two
quarterboats which were used in construction work on the Upper Columbia. The launch was sold to George Withrow Sailors of Barkentine Kohala Make of Arlington, for \$25, and the two quar terboats to L. R. Ferbasche, of Umatilla

VESSELS IN PORT.

Jules Gommes, French ship, 1902 tons, i tream ready to proceed to the United King Crillon, Prench ship, 1734 tone, at Meres

dock discharging rement.

Francois d'Ambols, French bark, 1629 tons, at Bandeid's dock, discharging ballast.

Lumber, Clackmannanshire, British ship, 1482 tona, at Portland Lumber Mills, loading for Port Piris Australia. Harry Morse, American bark, 1241 tone,

Portland Lumber Mills, loading for Boston, Baltuere, British bark, 1388 tone, at North Pacifis Lumber Mills, loading for Genoa, Italy, Crescent, American schooner, 1238 tone, at Inman, Poulsen & Co.'s mills, loading for

Mabel Gale, 619 tons, loading at Inman, Poulsen & Co.'s mills for San Pedro. W. P. Jewett, schooner, \$52 tons, loading at Stella. for San Francisco. Portland, schooner, 438 tons, loading at

Schome, schooner, 620 tons, at North Pa-cific Mills, loading for San Pedro. Polaris, schooner, 717 tons, insting at East-ern & Western Mills for Manils. Virginia, schooner, 5al tons, at Inman, Poul-sen & Co's Mills, loading for San Francisco, Cascade, eteamer, at North Pacific Mills, loading for San Francisco.

Brabloch, British ship, 2000 tons, disengaged at Astoria.

Berlin, American ship, at American Can Company's dock, leading cannery supplies.

General Neumayer, French bark, 1454 tons, going on drydock,

Arabia, steamer, 2868 tons, at Albina dock,

loading for the Orient. Redondo, steamer, at Greenwich dock.

Domestic and Foreign Ports.

ASTORIA. April 4.-Condition of the bar a

Col. Theodore J. Eckerson Answers Last Roll Call.

OREGON PIONEER OF '49

Veteran of Seminole and Mexican Wars and Many Campaigns Against the Indians Is Dead in This City.

Lieutenant-Colonel Theodore J. Ecker-Lieutenant-Colonel Theodore J. Ecker-son, an Oregon pioneer, and one of the oldest retired Army officers in the United States, died at his home in this city last night at 7 o'clock from old age. Colonel Eckerson came to Oregon May I, 18th, after a voyage of six months from New York, on the United States steamship Massachusetts, with the first detachment of troops sent to Oregon, consisting of



The Late Colonel Theodore J. Eckerson. \*\*\*\*\*\*\*\*\*

two companies of artillery, under com-mand of Major J. S. Hatheway, of the First Regiment United States Artillery. Colonel Eckerson was creditably connected with the history of Indian wars in

military history was a remarkable one. At the age of 18 he enlisted as a private in the United States Army, after serving an apprenticeship of seven years in the printing business in New York City, and served as private, Corporal, Sergeant, First Sergeant and Acting Sergeant-Major in infantry and artillery for over 13 years, embracing three years in the Seminole Indian War in Plorida, and other service on the far frontier, besides other service on the far frontier, besides being engaged in the battles of Palo Alto, Resaca de la Palma and Monterey, under General Taylor, and the siege of Vera Cruz and battles of Cerro Gordo, Contreras and Cherubusco, where he climbed the works with Captain J. M. Smith and five others, and received the surrender, Chapultepec, Garita de Belen, and the capture of the City of Mexico, under General Scott, in the brigade with The barkentine Amaranth left down under General Scott, in the brigade with yesterday bound for Maulla. The steam and under the notice of Grant, then a under General Scott, in the brigade with

General Grant was afterward instru-General Grant still further, after become

wars mentioned, and many years of fron-tier service before railroads or telegraphs were established; long and fatiguing marches being then necessary in hunting the Indian foes; then receiving for his long and meritorious service commission after commission as an officer and living to see his two cident sons receive officers' commissions in the Regular Army; while commissions in the Regular Army; while his two daughters are today wives of offi-cers of the Army, both of whom are grad-uates of West Point Military Academy. Colonel Eckerson held medals and diplomas for the Grand Army of the United States, the Mexican War, the Loyal Le-gion, Sons of the American Revolution, Society of Foreign Wars and Indian Wars of the Northern Pacific Coast. He re-ceived the personal acknowledgment of General Scott for a daring service per-formed in Puebla, Mexico, during the Mexican War.

Colonel Eckerson did excellent service

for Oregon in her early days of trial and for Oregon in her early days of trial and danger. He had charge of the ordnance depot at Vancouver during the period of the greatest indian troubles, and took the responsibility, without orders from Washington and against the remon-strance of General Wool, to supply arms and ammunition upon the requisitions of the Governors of Oregon and Washing-ton Territory, for the use of the people. In this he rendered an invaluable service, that never will be forgotten.

with the exception of Brigadier D. H. Rucker was the oldest Regular Arms officer living. He is survived by his son, Captain Theodore H. Eckerson, retired, of Oakinnd, Cal.; a daughter, Adelaide Reynolds, wife of an Army officer; a daughter, who is married to Major O'Conner. Fourteenth Cavalry, stationed at Walla, Wash; and R. J. Eckerson,

of 700 Minnesota avenue.

No funeral arrangements have yet been made, but these will be announced as soon as word is received from his absent children.

PERSONAL MENTION.

CHICAGO, April 4.-(Special.)-W.

restern people registered today as fol-From Chehalis, Wash,-W. Brunswig, at the Cadillac.

From Seattle-J. H. Hyde, W. B. Gaff-ney, at the Imperial: J. N. Heney, at the Holland.

NEW YORK, April 4-(Special.)-North

Penalty for Faking Plot.

NEW YORK, April 4.-Larry Rogers, who recently perjured himself, telling the District Attorney of a "plot to assassinate Rev. C. H. Parkhurs," was today sentenced to seven years and six months in Sing Sing.

Spend a day in Salt Lake City, and another in Colorado Springs or Denver. You have this privilege if your tickets read via the Denver & Rio Granda. See Colorado's famous peaks and gorges in their Wintergarb. Call upon or write W. C. McRrida. In Third street, for particulars.

## For Breakfast Luncheon or Tea

A few small biscuits easily made with Royal Baking Powder. Make them small - as small round as a napkin ring. Mix and bake just before the meal. Scrve hot.

Nothing better for a light dessert than these little hot biscuits with butter and honey, marmalade or jam.

You must use Royal Baking Powder to get them right.

ROYAL BAKING POWELR CO., NEW YORK

Planing Mill, Sausage Factory and Residences Burned.

TOTAL DAMAGE \$18,500

Flames Sweep Block Bounded by Ninth, Tenth, Flanders and Glisan Streets-Large Crowd Attracted to Scene. .

LOSSES BY LAST NIGHT'S PIRE.

Planing mill of Hockenyos & Buffington, where fire started; totally destroyed; loss \$10,000, insured. Residence of Mrs. Elizabeth Hyde.

100 North Tenth street; loss \$2500. Dwelling occupied by C. Boyd. 10616 Tenth street; loss \$500, no insurance. Dwelling occupied by Zan Edwards;

total loss, no insurance. Residence occupied by Mrs. C. N. Knapp: loss \$1500, Insurance \$800. Packing plant and sausage factory of Chicago Market, 101 North Ninth street; partially destroyed, damage by smoke and water; insurance \$500 Fulton Market's sausage factory, 103 North Ninth street; slight loss. George Craw's transfer stables, 408

Planders; damage \$1200. Cottage of Mrs. Bertha Hansen, 406 Flanders; loss \$300. Two houses adjoining stable on the west; damage \$750.

.The burning out of a dynamo in the rear of the planing mill of Hockenyos & Buffington, at Tenth and Flanders streets, about 10 o'clock last evening resulted in

Some one turned in a still alarm, which was followed five minutes later by one from Box 6. at Seventh and Glisan streets. On the arrival of Chief Campbell two engine calls were sent in Before the fire was under control the planing mill, George Craw's stable across Flanders street, three dwellings adjoining that structure, two residences and three cottages adjoining the mill on the north and east and the sausage factory of the Chicago Markét were either totally destroyed or partially so.

Chicago Market were either totally de-stroyed or partially so.

The fire drew a crowd estimated by the police and firemen as containing over 15,000 curiosity seekers, assem-bled to watch the confiagration, the fiames and sparks from which made the streets for blocks around as light

The fire afforded several opportuni-The fire afforced several opportuni-ties for the display of bravery on the part of firemen and citizens. A ladder-man of truck No. I carried several per-sons out of rooms over the sausage factory amid the cheers of the crowd. while John Taggart got in for a Car-negle medal by rushing through the flames and smoke into the Hyde resi-dence and carrying out Miss Mayme Hyde, who had returned to the house to save a picture, and became confused in trying to get out. Patrolmen Endicott and Tichnor res-

cued aged Mrs. Hansen from her little home, which was one of the first to

catch fire.

Fifteen horses were quartered in Craw's stable, but through the efforts of Patroimen Joe Keller and Lytle and a stable hand, they were taken out un-

While their brother officers were busy with the work of rescuing the horses, Patrolmen Joe Burke, Mackey and Gustafson performed excellent service in saving furniture in the dwelling adjoining the planing mill on the north. The total loss is estimated at \$18,000, with small insurance.

**RUNAWAY ENGINE'S MISHAP** Northern Pacific Engine Falls Into Turntable Pit.

Northern Pacific locomotive No. 27, while housed at the depot roundhouse, yeaterday morning. "broke from her moorings." ran out over the turntable, and after skidding a short distance, left the rails and fell over on her side in the table pit. She had been left standing in her stall with the throttle open. At 7 o'clock yesterday morning a wiper lit her fires, not knowing that the valve had been left open. Then he went away. Slowly the boiler began to make steam, and when enough had accumulated to move the locomotive, she started out of the stall of her own initiative. No one was near her when the accident happened. The damage to engine and turntable will probably amount to over 1600. The engine was considerably damaged, and the

drawhead of the turntable will have to be rebuilt. The righting of the engine offers considerable difficulties, and it will probably not be lifted before noon today. It will probably not be before tonight that the turntable can be again operated.

Three Southern Pacific engines were blockaded in the roundhouse by the accident, and will have to remain in their dent, and will have to remain in the stalls until the track is cleared.

CHANGES HER MIND.

Mrs. Kaufman Declines to Sell Business Block.

Through a misunderstanding over the sale of the big building at the southwest orner of Second and Morrison streets Mrs. Clara Kaufman, owner of the block, may be made defendant in a breach of contract suit by J. H. Peterson, would-be purchaser of the property. In the event of legal action the case will preevent of legal action the case will pre-sent many novel aspects and will entail endless legal technicalities. The situa-tion was brought on at a conference of the parties concerned during which Peter-son left the room, refusing to meet the terms set out. Later he decided to take the property and so declared just is min-utes before the hour his option expired. The owner, however, regarded the deal as off and declined to sell.

The option, or contract for sale in ques-

The option, or contract for sale in ques-tion, was entered into by Mrs. Kaufman with Gus Rosenblatt and L. B. Sealey, the latter persons agreeing to secure a purchaser of the property before 12 o'clock noon, Monday, April 2, the consideration to be \$500,000, payable one-half down and the balance in sums of equal

down and the balance in sums of equal proportions to cover a certain period, for which a mortgage on the property was to be tendered as security.

As agents for the property Messrs. Rosenblatt and Sealey secured J. H. Peterson as a purchaser. He was not quite satisfied with the stipulations as to payment on the building and requested a conference with the owner and her attorneys. This was arranged for Monday morning at the offices of Dolph, Mallory, Simon & Gearin, where it was hoped that some definite terms could be decided upon other than those of the original contract. Mr. Peterson made several proposals which were not acceptable to the owner, and she in turn made a concession from her contract which was not approved of by Peterson.

Finding that he could not make satisfactory terms at that time. Peterson withdrew from the office of the attorneys, and was followed shortly after by Mr. one of the most spectacular conflagrations in the recent history of the city. The fire originated in the rear of the mill, and the explosion scattered the flames to the several adjoining buildings, all of which were old and of frame construction. In a short time the entire block of buildings bounded by Ninth, Tenth, Flanders and Glisan streets was threatened with destruction.

Some one turned in a still alarm, which was followed five minutes later by one from Box 6, at Seventh and Glisan streets. On the arrival of Chief Campbell two engine calls were sent in. Before Both timepleces registered 11:56 A. M., or

Both timepieces registered 11:86 A. M., or 15 minutes before the expiration of the contract. Several others in the room at

contract. Several others in the room at the time were requested to observe the time with a view of substantiating this part of the deal if occasion required. Mr. Dolph was notified of this occurrence, as was Mrs. Kaufman.

Mrs. Kaufman considered that the sale was off by reason of Peterson having left the office of the attorneys, and decided to withdraw the property from the market and now refuses to deliver the deeds.

Mr. Peterson contends that he has acted. ket and now refuses to deliver the deeds.

Mr. Peterson contends that he has acted
in good faith and is entitled to the property, as he had rescived from Rosemblatt
and Sealey an option on the purchase
until 12 o'clock noon, April 2, and as he
deposited his forfeit with the firm by that
time, he will insist on his rights in the
premises. If the deed is not secured he
says he intends taking such action as
may be necessary to secure it. The main
may be necessary to secure it. may be necessary to secure it. The main point at issue is whether Peterson's withdrawal from the office of the attorneys presented him from taking up the orig-inal contract before the expiration of the

FORTUNE COMES TO THIEF

Girl Receives News of Bequest in

NEW YORK April 6-(Special.)—When Bisic Eldridge, a 17-year-old housemaid, was arraigned in court this afternoon charged with stealing \$150 worth of cloth-ing from her employee. ing from her employer, she was notified that her father, John Eldridge, of Chesterfield, Mass, died Saturday, leaving her a fortune of 100,000. She was held until her relatives can arrive here from Chesterfield.

INTO BLAZING FURNACE

Boy's Foot Slips While Playing on Garbage Dump.

LOS ANGELES, April 4.—While playing on the dump at the city garbage incinerator. John Cota, a 14-year-old boy, alipped and fell into the siide which conveys the garbage to the furnace and was quickly carried into the fire and burned to death.

Barnes' Promotion Strikes Snag. WASHINGTON, April 4.—The Senate committee on Postoffices and postroads today referred to a subcommittee the nomination of Benjamin F. Barnes, exassistant secretary to President Roosevelt, to be Postmaster of this city. The subcommittee, consisting of Senators Burrows, Carter and Culberson, was authorized to take testimony concerning any protest that may be made.

UNPRECEDENTED SUCCESS OF

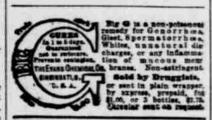


At No. 162% First St. Cor. Morrison No misleading statements to the afflicted. I guarantee a complete, safe-and lasting cure in the quickest possible time, and at the lowest cost possible for honest and successful treatment. I cure catarrit, asthma. inus, throat, rheumatism, nervousness, stomach, liver, kidney and lost manhood. PEMALE TROUBLES AND ALL PRIVATE DISEASES.

My remedies are harmless, composed of roots, heris, bude and barks especially se-lected and imported direct by us from the interior of China. IF YOU ARE APPLICTED DON'T DELAY.
DELAYS ARE DANGEROUS.
If, you cannot call, write for symptom blank and circular. Inclose 4 cents in stamps.

The C. Gee We Chinese Medicine Co., 162%
First St., Cor. Morrison, Portland, Or.
Please mention this paper.





TRAVELERS' GUIDE.



TWO OVERLAND TRAINS DAILY The ORIENTAL LIMITED The Fast Mail VIA SEATTLE OR SPOKANE. Portland Daily
Time Schedule. Arrive

8:30 am cane. St. Paul. Min-7:00 am 11:45 pm neapolis, Duluth and 6:50 pm All Points East Via Seattle, To and from St.
Paul. Minneapolis.
Polluth and Ali
Points East Vis
Spokans.

Great Northern Steamship Co.
Salling from Seattle for Japan and
China ports and Mantia, carrying
passengers and freight,
B. S. Minnesota, April 29,
B. S. Dakota, June 7. NIPPON YUSEN KAISHAP (Japan Mall Steamship Co.)

8. S. SHINANO MARU will sail from Seattle about May in for Japan and China ports, carrying pasengers and freight.

For thekets, rates, berth reservations, etc., call on or address H. DICKSON, C. P. & T. A.

122 Third St., Portland, Or. Phone Main 680.



OF TRAINS PORTLAND

Yellowstone Park-Kaneas City-St. Louis Special for Chehalin. Centralia. Olympia. Gay's Harbor, South Spekane. Lew-iston. Butte. Billings. Denver, Omaha, Kan-gas City, St. Louis and Southeast

North Coast Limited, electric lighted, for Ta-coma, Beattle, Spokane, Butte, Minneapolia, St. Paul and the Best..... 2:00 pm 7:00 am

Puget Sound Limited for Chehalis, Centralis, Ta-come and Seattle only. 4:30 pm 10:55 pm Twin City Express for Tacoma, Scattle, Spokane,
Helena, Butte, St. Paul,
Minneapolis, Lincoln,
Omaha, St. Joseph, St.
Louis, Kansas City,
without change of care.
Direct connections for all
polists.

A. D. Charlton, Assistant General Passen-ger Agent, 255 Morrison et., corner Third. Portland. Or.



SOUTHEASTERN ALASKA ROUTE From Seattle at 9 P. M. for Ketchi-kan, Juneau, Skagway, White Horse, Dawson and Fairbanks. S. S. City of Seattle, April 1-11-21. S. S. Humboldt, April 5-15-25. S. S. City of Seattle, April 5-15-25.
S. S. Cottage City (via Sitka) April 6-20

S. S. Spokane, June 7-21; July 5-20; From Seattle at 9 A. M.; Umatilla, April 2-15; Queen, April 8-22; City of Topeka, April 12-28.

ALASKA EXCURSIONS.

Portland Office, 249 Washington st. G. M. LEE, Pass. & Ft. Agt. C. D. DUNANN, G. P. A., 10 Mcrket St., San Francisco.

Upper Columbia River Route STEAMER MOUNTAIN GEM For Arlington, Irrigan, Umatilla, Hover, Wallula and Way Points. Low Rates, Prompt Service

Freight Received at Alder-street Dock.
FRANK J. SMITH
Traffic Manager.
116 Woccorfor Bidg. Phone Main 505.

TRAVELERS GUIDE, OREGON SHORT LINE OW UNION PACIFIC

TRAINS TO THE EAST DAILY

Through Pullman standards and tourist stepping-cars daily to Omaha, Chicago, Spo-kans; tourist sieeping-car daily to Kansas City. Reclining chair-cars (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.

For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern ATLANTIC EXPRESS S:15 P. M. T:15 A. M. Daily.

SPOKANE FLYER. 6:15 P. M. 8:00 A. M. Dally.

RIVER SCHEDULE, FOR ASTORIA and S:00 P. M. D:00 P. M. ay points, connecting bits steamer for liwater and North Beach. Sunday. Sunday. way points, connecting with steamer for liwscc and North Beach,
steamer Hassaio, Ashst dock

Daily,
except
Sunday,
Saturday
10:00 P. M. FOR DATTON, Ore-gen City and Yambill Biver points, Ash-st. dock (water per.) Sunday. 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, 6 P. M. daily except Fri-day.

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



Leaves. UNION DEPOT. Arrives OVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, Sacramento, Og-den, San Fran-cisco, Stockton, Los Angeles, El Rest.

Morning train
connects at
Woodburn daily
except Sunday
with trains for
Mt. Angel. Ellverton, Brownsville, Springfield,
Wendling and \*5:55 P. M \*8:30 A. M \*4:15 P. M Eugens passenger connects at Woodburn \*10:83 A. M

Forest Grove Passenger. Daily. | Daily except Sunday. PORTLAND-OEWEGO SUBURBAN SERVICE AND YAMHILL

8-80 P. M.

\*8:25 A. M.

Woodburn with Mt. Angel and Silverton loca Corvallis passes.

4:50 P. M.

DIVISION. Depot. Foot of Jesterson Street.

Leave Portland daily for Oswego at 7:36

A. M; 12:50, 2:03, 4, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:38, 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, 5:15, 7:35, 9:55, 11:10 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, 10:15 A. M.

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

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