Murder Indictment Against Him Dismissed.

NO EVIDENCE TO CONVICT

District Attorney Adams Says He Was Told That Testimony Would Be Offered, but It Was

Not Produced.

The Indictment against Paul Musa charging him with the murder of Julius Kuhn, a saloonkeeper on Williams avenue. Febuary 17, was dismissed by Judge Stearns yesterday on motion of Deputy Distict Attorney Adams, who said the evidence was insufficient to obtain a conviction. In moving for a dismissal Mr. Ad-

Your Honor, I move that this man be freed. We have no evidence against him. When the information was filed we were forthcoming; it has not."

Joel M. Long, attorney for Musa, said he was in possession of abundant evidence tending to establish the innocence of his Musa was overloyed at his release, and

shook hands with his friends and left the courtoom accompanied by his wife and baby 10 months old. The only evidence against Musa was his alleged confession to a young man named Joseph Milner that he committed the deed for the pur-pose of robbery, which Musa denied. The case was worked up by Detectives John F. Kerrigan and Frank Snow, and little of nothing was accomplished until a reward was offered. Detective Kerrigan, after a violent quarrel with Captain of Detectives Patrick Bruin, resigned from the police force. Detective Kerrigan al-leged that Captain Bruin spoiled the case. Paul Musa is a young man well known in Portland, and he worked on the Irvington sewer.

Appearances indicate that another will be added to the long list of unsolved mur-der cases in Portland. The total number of such mysteries in the past few years

ONE REMAINING INDICTMENT

Names Are Withheld Until Arrests Can Be Made.

Within the next few days the particulars of the one remaining indictment of the Federal grand jury which has not been announced will be made public. Government authorities have been serving warrants in obedience to the indictment for some time, and it is understood that most of the men involved have now been taken in question. been taken in custody. The announce-ment of the details is held back, however, until some of the California men can be found, as it is feared they will make good their escape if warned premature-

While not so important as the indictments returned Saturday night, it is be-lieved that several names are included in the list of men who are wanted. Sevcrai Eastern persons are involved, as well as men of California and Oregon. The charge is believed to be similar to those of the other two indictments.

As announced by The Oregonian Sunday, Judge Woiverton yesterday fixed the ball of the men indicted Saturday at from 1990 in 1990. The principals who will

\$3000 to \$4000. The principals who will be required to give bonds of \$4000 are; F. W. Gilehrist, Ralph Gilchrist, Patrick F. W. Gilchrist, Raiph Gilchrist, Patrick Culligan and James Macpherson, of Alpina, Mich.; Herman W. Stoer, of Bensen, Minn.; Benjamin F. Allen. A. C.
Palner and H. Judd Palmer, of Portland; Edmund Dorgan, F. J. Devine, Malcolm McAlpin and John J. Collins, of
Albany; Charles M. Eikins, John Combs
and M. E. Brink, of Prineville; Baron
Schlerhols, of Little Rock, Ark. The
following will be required to give ball
of \$2000 each; Donald Sieffa, of Prineville; W. W. Brown, of Seattle; Thomas
H. Watkins, of Albany; J. W. Hopkins, Watkins, of Albany; J. W. Hopkins Vancouver, and E. N. White, of Port

BLODGETT WANTS NEW TRIAL

Murderer of Mrs. Alice Minthorn Re-Hes Upon Technicalities.

motion for a new trial for George Blodgett, who was convicted of the mur-der of Mrs. Alice Minthorn, was argued yesterday before Judge George by Charles F. Lord, counsel for the defend Lord, counsel for the defendant, and Gus C. Moser for the prosecution, Mr Lord argued that the court erred in al lowing Miss Julia Maxwell, the chie witness for the state, to read the short hand notes of Blodgett's confession mad Lord said Miss Maxwell might have b allowed to refresh her memory from the notes and to testify, but should not have

heen allowed to read the alleged con-fession in full to the jury.

Another objection raised by the pris-ener's counsel was that at the time Man-ning secured the confession of Blodgett the District Attorney was acting as a grand jury and that it was unlawful to introduce the alleged confession as evi-dence during the trial. Lord also main-

and laws of the United States were ated because the life and liberty of prisoner was jeopardized without due

MAEGLY JUNCTION FIGHT.

Hill and Harriman Contentions Are Heard by Judge Frazer.

in the suit between the O. R. & N. Co. and Portland & Scattle Rallway Company to establish the grade at Maegly's Crossto establish the grade at Maegly's Crossing, the Hill company is still engaged in proving its case before Judge Frazer sitting as a Commissioner. The Portland & Sentile Company contends that it will cost the corporation \$100,000 to establish the grade at Maegly Junction as the O. R. & N. Co. wants it done, and on the contrary the Harriman line can reduce its grade four feet at this point and make things easy for its rival and permit the work of building to progress rapidly and the new line to come into Portland. Charles H. Carey is fighting the bettle for the Hill line, and is vigorously opposed by W. W. Cotton and Arthur C. Spencer, attorneys for the Harriman line.

riman line.

W. A. Grondahl, a civil engineer for the Portland & Seastle Company testified at length and said the O. R. & N. could drop its grade four feet and also that Massly Junction was 6.4 feet higher than the O. R. & N. Co.'s track at the steel bridge. Mr. Grondahl said in the past the O. R. & N. Co. in establishing its grade had not attempted to avoid the river freshets. The witness admitted river freshets. The witness admitted that the Hill line caused a survey to be made around the pentusula to tool the people and the Harriman line, and after-wards had a survey made across the wards had a survey made across the peninsula. He did not think there was anything wrong about it. They simply surveyed the territory generally to accortain the best way to build the line. The hearing will be resumed on Wednesday.

Two Divorce Suits Begun.

B. F. Seaton has sued Linzie Seaton in the State Circuit Court for a divorce be-cause of desertion beginning July 17, 1993. They were married in Indian Territory

March 4, 1966.
Catherine Snider has instituted suit in the State Circuit Court against George Snider for a divorce because of infidelity. She alleges in her complaint that he has associated with other women in back rooms of saloons and places of amuse-ment and has neglected his family. Mrs. Brigham is named as correspondent. The litigants were married at St. Helens in 1898 and have two children

Gets Saloon Back

The Atlantic Cafe saloon, conducted by Mysterious Billy" Smith, which was aken possession of by the Sheriff on Friday, was yesterday restored to Smith ! order of Judge Sears. Smith appealed the case to the Superior Court and filed an appeal bond. The saloon was attached by Mrs. Smith, who sued for support. which he says she does not require Sheriff Word allowed the place to remain open on Saturday in charge of a keepe and closed the place on Sunday because the Sheriff did not desire to break the Sunday closing law.

Suit Is Ordered Dismissed.

A suft never dies in the Federal cot until it is formally settled or dismissed, and for this reason Judge Wolverton yesterday granted the motion of District Attorney Bristol to dismiss the suit of Ching Wo vs. B. F. Jossey.

Jossey was an immigrant inspector, who was charged with roughly handling

ALL ARE INVITED TO REGISTER.

County Clerk Pields is looking for you if you have not registered. For your convenience he will keep his office open until 9 o'clock tonight and will be pleased to have your name upon the rolls of those entitled to vote in Multnoman County.

Ching Wo. He committed sulcide short ly after the suit was filed against him, and Ching Wo has returned to the Flowery Kingdom.

Sues for Alleged Malicious Arrest. Simcos Chapman yesterday filed two damage suits in the State Circuit Court against I. G. Wikstrom because Wickstrom caused his arrest on May 4, 1906, in Columbia County on a charge of malicious and wanton destruction of a fiume. A hearing before Justice of the Peace H. P. Watkins resulted in a dismission of the P. Watkins resulted in a dismissal of the complaint. Mr. Chapman alleges that his arrest was malicious and without provo-cation, and he asks for \$10,000 damages.

Pleads Not Guilty to Murder.

Gosta Wirtanen, who shot and killed Mat Watilo April 22, pleaded not gullty in Judge Sears' court yesterday, and his trial was set for May 21. The charge sgainst Wirtanen is murder in the first degree, Dan J. Malarkey appeared as his

WORK ON VANCOUVER LINE

It Is Hoped to Open the New Route About June 1.

The new Vancouver line of the Portland Railway Company will be opened for traffic by June 1, unless there are unexpected delays in the work. The extension has been completed about three-fourths of the way to the north side of Hayden Island, where piling is being driven for the ferry ellp. Workmen are now building a singlespan bridge across Oregon Slough, on this side of the island. This slough has a depth of about 45 feet, and in some of the temporary work piling 100 feet long was driven. Because the driving of piling across the slough would obstruct the current, the Government required the building of a bridge across the slough. Had it not been for this requirement, some of the longest piling ever driven in the state would probably have been used, as it was the intention of the railway company to make a trestle for the entire distance. New cars for the Vancouver run are being given the finishing touches in the shops of the Portland Ballway Company, and will be ready to go into commission when the trestle is finished. They are of the most powerful type used by the company and are expected to cut the running time to Vancouver to about 30 minutes. The new line is almost straight most of the way, and the trestle beyond the city limits has been strongly built, with the intention of developing a bile. with the intention of developing a high

STRUGGLE TO CONTROL IS ON

Hill and Harriman Suits Will Be Tried Out.

Condemnation suits filed by the Port-land & Seattle Railway in Clark County, Wash, to secure rights of way across lands belonging to the Columbia Valley, will come to trial before Judge McCredi will come to that before Judge McCredie of the Superior Court at Vancouver today at 10 o'clock. The suits involve a number of points along the Columbia where the grades of the opposing roads conflict and the outcome of the cases today will probably have an important bearing on the legal fight for rights of way along the whole distance from Vancouver to the whole distance from Vancouver to

Wallula, where the surveys of the two roads conflict. The Portland & Scattle will be represented by James B. Kerr. A. L. Miller and George H. Reed, while the Harriman in-terests will be looked after by Judge Martin L. Pipes and George W. Stapleton. The contention of the Hill attorneys will be that the Columbia Valley seeks merely to block the construction of the Portland & Seattle and is not acting in good faith The larger numbers of men at work on the Portland & Seattle will be shown to prove that the Hill road is being con-structed in good faith and Judge Mc-Credie will be urged to grant the road rights of way as a matter of public

rights of way as a matter of public policy.

The Harriman attorneys will contend that, as the rights of way in dispute have already been secured by a railroad which is building a road down the north bank of the Columbia, the court has no right to take the property away to give it to another railroad, thereby preventing the Columbia Valley from building. The axsertion that the Harriman road does not intend to build along the north bank will be combatted and the money being spent there will be adduced to show that the building operations have a definite end in building operations have a definite end in view and that that object is the con-struction of a railroad.

Will Attend to Claims Here.

F. H. Fogarty, assistant general freight agent for the Northern Pacific, is or-ganizing his claim department and has aided two clerks to the freight office force to attend to all claims originating in the territory under Mr. Fogarty's juris-diction. All claims in the Portland territory will be adjusted here just the same fory will be adjusted here just the same as before the removal of the freight chaim department to Tacoma. L. C. Mackuy and Ludwig Falk are the new claim clerks for the Portland office.

To regulate the atomach, liver and bow-els and promote digestion, take one of Carter's Little Liver Pills every night. Try them,

Steamer Czarina Slow in Reaching Port.

FIVE DAYS FROM BAY CITY

Will Load 1500 Tons of Wheat for G. W. McNear's Flour Mills at South Vallejo-Probably Go to Puget Sound Next.

It took the steamer Czarina exactly Francisco to Portland, whereas generally he trip is made in two and a half days She arrived last night and went to the coal bunkers for fuel, but will be at Irving dock this morning to load about 1500 tons of wheat for G. W. McNear's

mills at South Vallejo.

Captain Duggan says the Czarina, like the other north-bound steamers which have recently made port, encountered terrific northerly and northwesterly winds and towering seas. There were days when the steamer barely made 100 miles, and yet her furnaces never went hungry for coal although the sunnit was not for coal, although the supply was not over-abundant when the bar finally was sighted to starboard. Nothing was seen of the steamer Francis H. Leggett, with of the steamer Francis H. Leggett, with Hammond Lumber Company's log-raft in tow, although the Czarina met her at some point off the coast. It is supposed that the Leggett stood well out to sea with her cumbersome tow, although she was only 30 miles off shore opposite Crescent City when the hawser parted. There is not a great deal of wheat left in the local warehouses for shipment, and the Czarina will probably take only one or two more cargoes south this season. She will possibly go to Puget Sound for the next cargo, and then come to Portland.

steamer Johan Poulsen eached Portland last night, after a ough voyage from the Bay City. She so came in ballast to load lumber for a

return cargo. She went to Inman, Poul-sen & Co.'s mills to receive her cargo. WILL NOT DELAY TRAFFIC.

New River Steamer Being Built So as to Run Under Bridges.

The new steamer Pronto, being built by the Willamette & Columbia River Towing Company, is being constructed so that she will be able to run under any of the bridges crossing the harbor, although her dimensions are much greater than many of the craft plying out of this port, and for which the draws have to open at all stages of the river. This will prove a great benefit to traffic and will also be appreciated by the bridge tenders especially by reason of the fact that principally the Pronto will be engaged in towing log rafts. owing log rafts.
The hull, which is 100 feet in length, was

P*******************

STEAMER INTELLIGENCE.	
Due to Arrive.	
Steamer-From. Dat	e.
Barracouta, San Francisco May	8
Roanoke, Los Angeles May	
Redondo, San Francisco May	19
Costa Rica, San Francisco, May	
Alliance, Eureka and way May	3.5
Breakwater, San Francisco May	
*Numantia, OrientMay	
Aurelia, San Francisco May	
*Arabia, OrientJune	24
Due to Depart,	
Steamer- For, Dat	

Breakwater, Eureka and way, May 8 Aurelia, San Francisco May 10 Roancks, Los Angeles..... May 11 Redondo, San Francisco..... May 12 Barracouts, San Francisco ... May 12 F. A. Kilburn, San Francisco, May 12 Despatch, San Francisco, May 13 Costa Rica, San Francisco ... May 13 Alliance, Eureka and way ... May 16 *Numantia, Orient......June 2 *Arabia, Orient.....July 1 *Carrying mail.

built by the Portland Shipbuilding Com-pany, but the machinery is being installed by a crew engaged by the owners at the foot of East Yambill street. In order to foot of East lamnil street. In order to enable the boat to run under the bridges the cabins are located on the main deck and the pilot house and stack have been built remarkably low for the size of the The Pronto will be ready to go in com-

mission in about two weeks.

BIG STEAMER COMING.

Dulwich Will Load Lumber at This Port for Wellington, New Zealand.

Port for Wellington, New Zealand.

Some time ago a cargo of lumber was sold to dealers in Wellington, New Zealand. and yesterday the British steamer Dulwich was chartered by J. J. Mooré & Co., to carry the lumber access the sea. The larger portion of the cargo will be furnished by the North Pacific Lumber Company.

The Dulwich is a big carrier, her capacity for lumber being about 2,600,000 feet. She left Ancon for San Francisco March 10 and is supposed to have arrived at the Bay City recently, although no mention has been made of her on account of the excitement incident to the earthquake.

With the charter of the Dulwich there are six large steamers listed to

there are six large steamers listed to come to Portland to load lumber for ports across the Pacific within the next two months and all told they will carry away about 20,000,300 feet,

ESTABLISHES NEW RECORD.

First Turbine Steamer to Cross Pacific Develops Remarkable Speed.

VICTORIA. B. C., May 7.—The steamer Maheno, of the Canadian Australian Line, arrived this morning after a record-breaking trip of 21 days from Sydney, On the way from Honolulu, Hngh Mc Carley, a seaman, belonging to Sydney, fell overboard and was drowned.

GOES ON LA CENTER RUN.

Gasoline Boat Relief Takes Up Route Abandoned by Steamer Leona.

F. J. Brauer started for La Center yesterday with the gaseline boat Relief, taking up the route abandoned several weeks ago by the steamer Leona, which ran opposition to Captain Ramm's steamer Mascot for about a year. The Relief will make three

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. Serve 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 POWDER CO., NEW YORK

business which formerly went to the Leona, but which went back to the Mascot when the owners of the Leona finally decided that Captain Kamm was a hard competitor to drive out of a chosen field. The Relief is a stern-wheeler with a lo-ton capacity. Her main feature is the small cost of operation, two men being able to handle ne

Overdue Red Rock Spoken.

The British ship Red Rock, which left San Francisco October 20 for Liverpool was spoken March 20 in the vicinity the Island of St. Paul, near the equator, in the South Atlantic. Some uneasiness was felt for her safety, having been out about 200 days without word having been received from her, but her slow passage is now attributed to contrary winds and calms. The Red Rock is well known in Portland. She was here last about two years ago in command of Captain M. L. Porter, who made many friends. At present she is in command of Captain Rice.

Will Float the Elder Tomorrow.

Captain W. H. Baker, who is superin tending the raising of the steamer Geo. W. Elder, telephoned from Goble yesterday that the pumps would be put to work at high tide Wednesday, when he expects to see the steamer float from the rocks without fail. About 400 tons of cement and gravel have been put into the hold, and he believes that there will be no trouble when the pumps are set to work. Two towboats will be on hand to take the steamer to the drydock as soon as she comes off the rocks.

Vessels Sail for Portland.

Advices were received yesterday from Europe stating that the steamer Kel-vinbank left London for Portland May 5 with a cargo of cement consigned to Balfour, Guthrie & Co., and that on the same day the French bark La Perouse sailed from Swanses with a cargo of coal for the same destination. The French bark Jacobsen is reported as having sailed from Dunkirk for Portland April 14. with a cargo of cement consigned to W. F. Fuller & Co.

Rocks for Columbia Jetty.

ASTORIA, Or., May 7 .- (Special.)-Two bargeloads of rock for the jetty, the first delivered this year, were brought down from the Columbia Contract Company's quarry this morning by the tug Samson t is understood the Cascade Constr-Company will begin the delivery of rock next week, the tug Vosburg being used to tow the barges.

Big Shad Caught in Columbia.

ASTORIA. Or., May 7,-(Special.)-A 12%-pound shad was caught in a gillnet last night and delivered at the Tallant-Grant Packing Company's cannery this morning. This is one of the largest of that variety of fish ever caught in the Co-

Hobson Commands the Samson. ASTORIA, Or., May 7 .- (Special.) - Captagn William H. Hobson, of this city, is now in command of the tug Samson, and he has been succeeded as master of the

steamer Lottie by Captain Nathan Burk

Marine Notes.

A report from North Head yesterday stated that the steamer Northland passed the mouth of the Columbia River bound north.

It was reported yesterday that the stegmer Tottenham, which was chartered a few days ago to load lumber at this port for China, will deliver her cargo at

The Oriental liner Nicomedia was at the O. R. & N. Albina dock yesterday, but will probably shift to the flour mills this afternoon to receive a large ship-

The steamer Breakwater sails tonight for San Francisco via Coos Bay. She will deliver a large quantity of general merchandise at Coos Bay and load about 2,000,000 shingles at the mills there for the Bay City. It is expected that the Breakwater will continue on the run for the

No word has been received concern ing the steamer Frances H. Leggett and the big log raft which broke away from her off Crescent City last Saturday, and it is supposed that the dangerous men-ace to navigation is still adrift. Captains have taken warning and will keep a sharp lookout in plying along the

VESSELS IN PORT. Miscellaneous.

Emilie, German ship, 1785 tons, at Mersey

Nicomedia, German steamer, at Albina Bardowle, British bark, at Columbia dock to I discharging freight. Aurelia, steamer, at Portland Lumber

Breakwater, steamer, at Oak-street wharf. Czarina, steamer, at Irving dock, loading Johan Poulsen, steamer, at Inman, Poulen & Co.'s mills, loading lumber. Domestic and Foreign Ports.

ASTORIA, May 7.- Condition of the ba

at 5 P. M., smooth; wind northwest, weather clear. Arrived at 6 and left up at 7 A. M., steamer Cassina, from San Francisco, ar-rived at 7:45 and left up at 11 A. M., steamer Johan Poulsen, from San Francisco, sailed at 1:50 P. M. steamer Alliance, for Coos Bay and Burska. San Francisco, May T.—Arrived last night.

Commercial Club Will Enlarge Its Facilities.

LAUDS CONGRESSMANJONES

'Made in Oregon' Exposition Movement Meets the Hearty Co mendation of the Club's Board of Governors.

Plans for the enlargement of the Commercial Club's scope of activity, more particularly in advertising and advancing the interests of the City of Portland were informally discussed by the board of Governors at their weekly meeting, during the luncheon hour yesterday. Scores of suggestions, received from other similar organizations in the United States in answe to letters of inquiry sent out by Man-ager Tom Richardson, were considered In addition to this matter, which will

be further considered at the next meet-ing of the board, a large accumula-tion of routine business and detail work was disposed of.

Commend Wesley L. Jones. A feature of the meeting was the A feature of the meeting was the unanimous passage of a resolution expressing the club's grateful appreciation of the work done in Congress by Representative Wesley L. Jones, of Washington, in behalf of the improvement of the Columbia River and directing Manager Richardson to write him a letter in the name of the club thanking him for his untiring efforts in that regard.

Congressman Jones is the only representative of the Pacific Northwest on the rivers and harbors committee and

the rivers and harbors committee and gave the Oregon delegation most effi-cient aid in securing the recent appro-priation for the jetty work at the

mouth of the Columbia. Indorses "Made in Oregon" Fair.

The board also gave its strong in dorsement to the "Made in Oregon" ex position, promoted by the Admen's League, by issuing the following state-

To the people of Oregon: It is the con rmed belief of the Board of Governors o firmed belief of the Board of Governors of the Portland Commercial Club that no senti-ment has been presented to the people of this state which means more for its perma-nent development than the "Made in Oregon" movement festered by the Portland Admen's League, heartily assisted by the Manufactur-ers' Association of the Northwest, the Cham-ber of Commerce, Board of Trade and this

The dates chosen are May 19 to 26, inclusive, and during this time the merchants of the City of Portland will fill their show which dows with the products of the manufactories

the City of Portland will fill their show windows with the products of the manufactories of Oregon and give a most effective illustration of the present industrial strength of the state, and as a result possibilities for additional workshops in every avenue of production will be made manifest.

To many who are occupied with their own avocations this will be somewhat of a kindergarten school, but we feel that many thousands will be gratified by the showing made of what has been already accomplished by Oregon, and we trust that what takes place at Portland from the 19th to the 20th of May will produce such a lasting impression that the movement will spread to every part of the state, and that in the show windows of the villages, towns and cities of Oregon prominence will be given to Oregon-made goods until not only the grown people but school children may become familiar with our products. ur products.

An active and energetic committee is ar An active and energetic committee is ar-ranging a plan of entertailment, particulars of which will be given in the newspapers. The railroads have made special rates for the occasion, and we trust that all the members of the Portland Commercial Club, and the fitzens of this city and state as well, will constantly wear the "Made in Oregon" but

at \$30,000,000 was perfected to control elec-trical transportation, lighting and power, with Portland as its seat of operation. There are other combinations of capital working in the same line. Every portlon of the state can be benefited through increasing its industrial operantities, and for that reason the "Made in Oregon" movement about be encouraged by every influence that has a desire to real-tice a rester (Irrecon. at \$30,000,000 was perfected to

Oregon sheep are beginning to move to the ranges of Idaho, Wyoming, Mon-tana and Colorado in large quantities and within ten days the O. R. & N. will have all it can handle. The flocks are sent to the mountain ranges for the Summer and in the Fall are run into feed lots where they are fattened for the Middle West packing houses and slaugh-tered. Some few fat sheep are now be-ing sent to the packers.

Lower Rates on Furniture.

Rates have been made by the O. R. & N. that promises to open up a new field for "Made in Oregon" products. In a short time a tariff of \$1.50 on furniture from Portland to Idaho Falls and Black-foot, Idaho, minimums 12,000 pounds in tain Kamm's steamer Mascot for about a year. The Reilef will make three from Partland to Idaho Palis and Black-from the Reilef will make three from Partland to Idaho minimums 12,000 pounds in steamers Costa Elica and F. A. Kilburg, from Partland to Idaho minimums 12,000 pounds in from Partland and this point on Lewis River and Captain Brauer believes that he can get a shafe of the leves that he can get a shafe of t



Dr. W. Norton Davis & Co. ESTABLISHED 1889

Van Noy Hotel, Cor. Third and Pine Sts. Portland, Oregon

Special attention paid to treatment

Office Hours: Daily, 9 to 5 and 7 to 8 P. M. Sunday, 10 A. M. to 12 M. Should you desire you may pay after cure has been effected. Consultation free and confidential. All medicines free until cured.



TRAVELERS' GUIDE.



The Fast Mail VIA SEATTLE OR SPOKANE. Daily. Portland Leave Time Schedule. 8:30 am kane, St. Faul, Min-li:45 pm Poapolis, Duluth and All Points East Via Scattle.

6:15 pm To and from St. Paul. Minneapolis. Duluth and All S:00 pm Points East Via Spokane. Great Northern Steamship Co. Sailing from Scattle for Japan and China ports and Manila, carrying passengers and freight.

S. S. Dakota, June 7. S. S. Minnesota, July 25. NIPPON YUSEN KAISHA (Japan Mail Steamship Co.)

S. S. SHINANO MARU will sail from Seattle about May 15 for Japan and China ports. carrying passengers and freight.

For tickets, rates, berth reservations, etc., call on or address

H. DICKSON, C. P. & T. A.

122 Third St., Portland, Or.

Phone Main 680.



TIME CARD OF TRAINS PORTLAND

8:30 am 4:30 pm North Coast Limited, elec-tric lighted, for Tacoma, Seattle. Spokane, Butte, Minneapolis, St. Paul and the East

. 2:00 pm 7:00 am Puget Sound Limited for Claremont, Chehalis, Cen-tralia, Tacoma and Seattle only Twin City Express for Ta



NOME ROUTE

S. S. SENATOR June 1

Secure Tickets Now SOUTHEASTERN ALASKA ROUTE

From Seattle at 9 P. M. for Ketchikan, uneau, Skagway, White Horse, Dawson Juneau, Skagway, White Horse, Dawso and Fairbanks— S. S. City of Seattle, May 1, 11, 21, 31, S. S. Humboldt, May 5, 15, 25, S. S. Cottage City (via Sitka), May 4, 18. ALASKA EXCURSIONS.

S. S. Spokane, June 7, 21; July 5, 20; Au-FOR SAN FRANCISCO DIRECT From Seattle at 9 A. M.; Umatilla, May 3, 16, 30; Queen, May 9, 23, June 6. Portland Office, 249 Washington st. Main 229.

G. M. LEE, Pass. & Ft. Agt.

C. D. DUNANN, G. P. A., 10 Market St., San Francisco. North Pacific S. S. Co.'s

Steamship ROANOKE

2500 Tons

Sails for San Francisco, Los Angeles and Eureka Phone Main 1314.

H. YOUNG, Agent.

REGULATOR LINE"

The Dalles, Portland & Astoria Navigation Co.

Boats leave Portland and The Dalles dally, except Sunday, at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock Foot of Alder St. Fortland; Foot of Court St., The Dalles.

Phone Main 914, Portland.

TRAVELERS' GUIDE, OREGON

AND UNION PACIFIC S TRAINS TO THE EAST DAILY

Through Pullman standards and tourist idepling-cars daily to Omaha. Chicago, Spo-kagis; tourist sleeping-car daily to Kanass. Lity. Reclining chair-cars (seats frue) to the East daily.

UNION DEPOT. | Leaves. | Arrives. CHICAGO-PORTLAND 8:15 A. M. 5:25 P. M. SPECIAL for the East Daily. SPOKANE FLYER 6:15 P. M. 8:00 A. M. Daily.

For Eastern Washington Walla Walla, ewiston, Coour d'Alens and Great Northern

ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt Daily.

BIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 F. M. way points, connecting Daily, with steamer for liwaco and North Heach Sunday. Steamer Hassalo, Ash steamer Hassalo, Ash 10:00 P. M. FOR DAYTON, Ore-gen City and Yambili Daily, Brilly, River points, Ash-st. except dock (water per.) Sunday, Sunday,

For Lewiston, Idaho, and way points from tiparis, Wash: Leave Riparis 5:40 A. M. or upon arrival rain No. 4. daily except Saturday. Arrive Riparis. 4 P. M., daily except Fri-

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

UNION DEPOT. OVERLAND EX-PRESS TRAINS for Salem. Rose-burg. Ashland, Bacramento, Og-den. San Fran-cisco, Stockton, Los Angeles, Es Paso, New Or-leans and the East. *7:25 A. M. East.

Morning irain
connects at
Woodburn delly
szeept Sunday
with trains for
Mt. Angel. Silverton, Brownsville,
springfield, Wendling and Natron. *5:55 P. M.

Corvaills passon-7:30 A. M. 110:45 P. M. Forest Grove pas- 11:50 P. M. senger.

*Daily. †Daily except Sunday.

*6:15 P. M. Eugene passenger connects at Woodburn with Mt. Angel and livetton local,

DIVISION. Depot, Foot of Jefferson Street. Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:26

A. M.: 12:80, 2:05, 4:05, 5:20, 6:28, 8:30, 10:10,
11:50 P. M. Daily except Sunday, 5:36, 6:28, 8:30,
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, 7:35,
9:35, 11:10 P. M.: 12:25 A. M. Daily except
Sunday, 8:25, 7:25, 9:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from Same depot for Dailas 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 Dailas and
Independence.
First-class fare from Fortland to Sacramento and San Francisco, \$20: berth, \$5.
Second-class fare, \$15: second-class berth, nd-class fare, \$15; second-class berth. \$2.50.
Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia. CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.

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Astoria and Columbia River Railroad Co.

C. W. STINGER, City Ticket Agent.

Leaves. UNION DEPOT. | Arrives. Daily. For Maygers, Rainler, Clatakanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Sasside, Astoria and Seashore.

7:00 P. M. Express Daily, Astoria Express.
Daily,
C. A. STEWART, J. C. MAYO, Comm'l Agt., 248 Alder at. G. F. & P. A. Phone Main 905.

San Francisco & Portland Steamship Co

Steamship Coota Rick Teaches Portland S. P. M., May 18, for Sas Francisco (Spearet, deck) and Oskiand (Broadway dock). S. S. Freight received daily at Alnaworth dock or San Francisco, Oskiand and points benefit. yend.

Passenger and freight reservations should
be made at the following address:
AMMES H. DEWSON, Agent,
Phone Main 268.

248 Washington St.

WILLAMETTE RIVER ROUTE Steamers for Salem, Independence and Albany leave 6:45 A. M. daily (scopt Sunday). Steamers for Corvaills and way points leave 6:45 A. M. Tuesday. Thursday and Salurday. OREGON CITT TRANSPORTATION CO.

Office and dock, foot Taylor St. Steamer Chas. R. Spencer

Up the beautiful Columbia, the most en-joyable of river trips. Leaves foot Cak st. for The Dalles and way points daily at I A. M., except Priday and Sunday; returning at 10 P. M. Sunday excursions for Cascade Locks leave at 9 A. M.; return 6 P. M. Phone Main 2960.

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