MAYOR SCHMITZ IS FOR PEACE

Suggests Arbitration as a Means of Ending the Sailors' Strike.

IS LOTH TO INTERFERE

San Francisco's Chief Executive Believes All Parties Should Get Together With a View to Relieving Tension.

SAN FRANCISCO, June 20.—In a letter addressed to the Sailors' Union of the Pacific and the United Shipping & Transportation Company, Mayor Eugene Schmitz today suggested that the existing differences be submitted to a board of arbitration to consist of seven members. He asks the sailors and the shipowners to each appoint a committee of three and these to choose the seventh member. The Sailors' Union has replied that its members will gladly agree to arbitration. The communication reached the shipowners at an hour too late to admit of consideration. It will probably be taken up tomorrow.

In his communication the Mayor says he has hesitated to interfere until convinced that a peaceful settlement seems impossible and that he deems it proper, in his official capacity, to request that both parties lay aside their private differences, which are doing irreparable injury to the good name of the city. The Mayor affirms that the water-front strike is impeding the transportation of building material and delaying the return of many men to regular employment.

While the trouble continues, he adds, peace will be maintained at all hazards and he proposes to exert every power and influence at his command to bring about a settlement. His suggestion of arbitration, he says, would be a command if within the power, and he will hold himself in readiness to render any assistance that may be required.

Owners of 200 sailing vessels plying between San Francisco and other ports, it is reported, will hold a meeting tomorrow, and it is said consideration will be accorded a suggestion to lay up their craft until the strike is settled.

HOLD A SECRET MEETING

Local Longshoremen Said to Contemplate Important Action.

Rumor had it along the Portland waterfront yesterday that the local longshoremen were contemplating an important step to be taken relative to the sailors' strike. It seems that the question whether they are permitted to assist in the unloading of the steamers Barracouta and Costa Rica, now supposedly en route for this port and manned by nonunion crews, is in accordance with their laws. The doubt on their part is said to have arisen from the fact that the sailors' union of San Francisco has withdrawn from the Waterfront Federation, and this action on their part may have caused the longshoremen's organization to suppose that they were not bound to respect the laws of the federation on account of the manning of the vessels by nonunion men.

The local union is said to have held an important session yesterday, which was secret in every particular, and not the slightest hint of what was accomplished there was to be learned. Just what action they decided upon could not be ascertained, and the effect on the local situation is problematical.

If they have decided not to assist in the unloading of the vessels, the action may have a serious effect, for the vessels would be compelled to depend upon nonunion stevedores, and there are said to be but very few of these obtainable in this port.

One version of the longshoremen's session was that they had met to consider the advisability of tying up the steamer Cascade, which arrived from San Pedro last evening, but as this vessel was manned by a union crew, they could not interfere with her in any way, and her cargo was discharged at the Oak-street dock without any trouble.

So far the longshoremen have worked on all vessels coming here, and were engaged in loading the steamer Johan Poulsen at the time she experienced the raid on the part of the delegates of the sailors' union which resulted in seriously wounding several innocent members of her crew, and their decision is awaited with more or less anxiety in waterfront circles.

FERRY MAY BE TIED UP.

W. S. Mason Does Not Meet With Law's Requirement.

Because the ferryboat W. S. Mason, plying between North Portland and Albina, does not comply with the Government specifications relative to the number of men she shall carry, the local inspectors of steam vessels may be forced to cause the vessel to be tied up.

Inspectors Edwards and Fuller report that the ferry is carrying only one engineer and one deckhand, whereas the Government requires that two engineers and two deckhands shall be carried by her class of vessel.

The retirement of the ferry from service for only one or two days would greatly inconvenience the residents of that section of the city, and would, no doubt, call down a storm of disapproval.

The inspectors also set up the claim that, while the ferry is equipped with a sufficient number of good life-preservers, the place where they are stored is not plainly marked, as required by law, which is another violation of the navigation rules, and on the two counts the vessel is subject to a heavy fine, which may result in her being tied up until the fine is paid and the defects remedied.

APOLLO CHARTERED INSTEAD

British Tramp Secured to Load Lumber in Place of Otta.

Before negotiations for the Norwegian steamship Otta were completed, it was decided to call them off, and instead of that vessel being under charter to load lumber here for the Pacific Export Lumber Company, she will remain on the Sound. In her place the local concern has secured the British steamship Apollo.

This last vessel is of about the same size as the Otta, and will carry about the same amount of lumber that was figured to be shipped by the other.

ENDEAVOR TO BREAK STRIKE

Pacific Coast Company Offers Strikebreakers Extra Pay.

SEATTLE, Wash., June 20.—(Special.)—In an effort to break the sailors' strike the Pacific Coast Company has decided to pay time and half to its men. The steamship company is building a big fence across the front of its piers to protect strike-breakers from the union pickets who have been interfering with the efforts to man the boats.

Early this morning several nonunion men, being taken to the company's docks, were assaulted by union pickets and two hacks in which sailors were carried to the dock were pursued on the way up town by a group of angry pickets. The drivers, fearing violence, drove at a gallop up town. Police protection has been ordered along the water front.

Dakota Breaks Pacific Record.

SEATTLE, Wash., June 20.—(Special.)—The steamship Dakota reached Yokohama at 2:22 o'clock this morning, breaking the Hill fleet's record for the trans-Pacific voyage. The Dakota made Yokohama in 11 days, 20 hours, 35 minutes. The Minnesota's performance on her second voyage, when she crossed in 12 days, 10 hours, was the previous record.

Efforts to Float Portland Futile.

VENTURA, Cal., June 20.—The barkentine Portland still lies on the sands off Hueneme Point, every effort of the tugboat to dislodge her having proved futile. None of the sailors have been ashore at Hueneme.

No information can be gained. The vessel today is listed badly to the north and she seems to be filling with water. The tug Warrior left last night and it is thought she has gone for assistance.

Striking Sailors in Riot at Seattle.

SEATTLE, Wash., June 20.—An incipient riot between policemen and striking sailors and their sympathizers was quelled with difficulty at 10 o'clock tonight. Two sailors, joined afterward by a third, assaulted a Japanese employe of the City of Puebla, and his cries brought the police, who arrested and jailed the assailants, despite a belligerent crowd of several hundred.

SLADE MILLS CLOSE DOWN

SAILORS' STRIKE FORCES OPERATION TO CEASE.

Vessels Tied Up by Walkout Prohibit Shipment of Lumber From Aberdeen Mills.

ABERDEEN, Wash., June 20.—(Special.)—As a result of the sailors' strike the American mill and the mills of the Slade Company were closed today. The closing may be temporary or until the steamers now here may be loaded. There is a good supply of lumber and unless the steam schooners can be sent it will be useless to continue manufacture.

The American mill looks like an arsenal, being entirely surrounded by a high board fence. The company runs logging camps which it will shut down and bring most of the workmen here to guard their property. Several owners of the mill today assisted in loading the Santa Monica and an attempt will be made to load the Coronado and the Centralia tomorrow, as extra men are expected tonight from out-of-town points.

Last night there was frequent fighting between nonunion workers and union men, and half a dozen men were roughly handled. There were no arrests. It is expected with the closing down of camps and the arrival of nonunion forces there will be more trouble, and the state may be called upon for assistance.

The Council, it is expected, will order all saloons closed.

The Coronado arrived today, which was the principal feature of the strike situation. The Coronado has been expected for a week but she was unable to get a full complement of men and was delayed. The captain reports that the ship was stoned out of San Pedro. On her arrival here she was boarded by police officers and at the American mill dock, where she landed, she was protected by an armed force.

Merchants are feeling the strike as the boats are bringing no supplies of fruit or vegetables from California ports.

Marine Notes.

Captain Ameglio, former master of the Italian ship Erasmo, arrived in Portland yesterday, on his way to his home in sunny Italy, where he intends to retire from the sea. While in Asiatic waters the captain, with most of his crew, became afflicted with beri-beri, and this has influenced him to give up his seafaring career.

The river steamer Columbia was purchased yesterday by the Open River Transportation Company for operation on the run between Celilo and Kennewick. The craft will be thoroughly repaired, and is expected to be ready for her new run by August.

F. P. Baumgartner, local agent for the Gray Steamship Company, left yesterday for a short vacation at Green River (Wash.) Hot Springs.

The steamer Roanoke is loading rapidly for the return trip to San Francisco, and expects to finish in time to leave on schedule tonight.

The British steamship Tottenham has shifted to the mill of the Eastern & Western Company, where she will complete her cargo of lumber for the Orient.

The steamer Cascade, which arrived last evening, expects to finish loading for the return trip to San Francisco some time tomorrow evening.

The United States cruiser Boston is due to join the rest of Admiral Goodrich's fleet today. She was expected yesterday, but was probably delayed by a slow passage up from San Francisco.

Arrivals and Departures.

ASTORIA, June 20.—Condition of the bar at 5 P. M., smooth; wind northwest, weather cloudy. Arrived at 7 and left up at 8 A. M., steamer Cascade, from San Pedro; sailed at 7:23 A. M., U. S. steamer Columbine; sailed at 7:50 A. M., schooner San Buenaventura, for San Francisco; sailed at 1 P. M., schooner Alumna, for San Francisco; arrived down at 12:30 and sailed at 2 P. M., steamer F. A. Kilburn, for San Francisco and way ports.

San Francisco, June 20.—Sailed at noon, steamer Atlas, for Portland; sailed at 5 P. M., steamer Asuncion, for Portland.

Oakland, June 20.—Arrived—Barkentine Amelia, from Astoria.

San Pedro, June 20.—Arrived—Steamer Yosemite, from Portland.

Point Lobos, June 20.—Passed at 8:45 A. M.—Barkentine Fullerton in tow of tug Sea Rover, for Portland. Passed at 2 P. M.—Schooner Monterey in tow of Dauntless, from Monterey for Portland.

Dublin, June 20.—Arrived yesterday—French bark Michelet, from Portland.

Rotterdam, June 20.—Sailed June 17—French bark Empereur Menelik, for Portland.

San Francisco, June 20.—Arrived—British steamer Dunerfe, from Callao; steamer Navarro, from Eureka; Titania, from Nanaimo; Northfork, from Eureka; Vanguard, from Eureka. Sailed—Steamer Korea, for Hongkong; Prentiss, for Eureka; steamer Asuncion, for Portland; French ship Ville de Havre, for This; French steamer Admiral Fourichon, for Havre.

Suez, June 20.—Arrived—Ningchow, from Seattle and Tacoma, via Yokohama, etc., for Liverpool.

Hongkong, June 20.—Arrived—Doric, from San Francisco, via Honolulu, Yokohama, etc.

Genoa, June 20.—Sailed June 16—Salatis, from Hamburg for San Francisco.

Yokohama, June 20.—Arrived previously—Dakota, from Seattle for Kobe, Nagasaki, Shanghai and Hongkong.

CHAPIN IN RACE FOR SPEAKERSHIP

Anti-Bourne Forces Said to Be Grooming Multnomah Representative.

PLAN TO DOWN MALARKEY

Would Elect C. W. Hodson President of Senate in That Event. This Rumor Is Strongly Denied by Chapin Men.

Boomed for next Speaker of the Oregon House of Representatives, W. H. Chapin, of Multnomah, has practically entered the race for that office, thereby increasing to five the avowed aspirants, the others being Frank Davey, of Marion; W. I. Vawter, of Jackson; B. F. Jones, of Polk and Lincoln, and W. K. Newell, of Washington.

To talk over Chapin's boom, members of the Multnomah delegation have been invited to a meeting tonight in Representative Frank Freeman's office.

Considerable gossip was going the rounds yesterday as to the meaning of the call and of Chapin's candidacy, some persons saying outspokenly that it was planned by the anti-Bourne forces, for the ultimate end of electing C. W. Hodson President of the State Senate, by putting out of the race for that position Senator Dan J. Malarkey, after which, it was alleged, Senator Hodson would be trotted forth.

Chapin Men Deny Plot.

This is vigorously denied by the Chapin men, who contended that no such game is in view, and that the real purpose of tonight's meeting is merely to bring the Multnomah members together into closer acquaintance.

The candidacy of Mr. Chapin, if successful, will shut out a Multnomah man for President of the Senate; at least this will be the case if precedent shall rule, because it has been an unwritten law that Multnomah County should never have both the Presidency and the Speakership, and it has been customary for Multnomah to secure the Presidency at sessions like next Winter's, when a United States Senator is to be elected and the President is to preside over the joint assembly that chooses the Senator.

At the last session, Multnomah took the Speakership and yielded the Presidency to Lane, for the reason then put forth by the delegates from this county that Multnomah should have the Presidency at the next session in January, 1907.

There are signs of a split over organization of the Legislature, to match the division in the primaries, when the issue was Bourne and anti-Bourne, and though all new legislators for Multnomah County are pledged to vote for Mr. Bourne for United States Senator, either by their "statement No. 1" or their "Republican voters' choice" promise, this does not oblige them to vote for this or that man for President or Speaker, even if the Bourne men should have favorites.

Mr. Bourne has declared that he will have nothing to do with the organization of the Legislature; therefore, the issue of his election cannot properly be the issue for election of presiding officers. This same argument is put forth by the anti-Bourne men. But each side is more concerned in the organization issue than it will confess.

Bourne Men in Minority.

Of the 13 House members for Multnomah, eight were nominated on the anti-Bourne ticket—Chapin, Beveridge, Freeman, Farrell, Northup, Beutgen, Wilson and Campbell—and five on the Bourne ticket—Adams, Bayer, Burns, Coffey and Driscoll. Many Bourne men consider the candidacy of Chapin as encouraged by their opponents, but this is denied, of course, by the latter.

It is alleged that the Matthews and the Simon elements, both antagonistic to Bourne, have coalesced, strange as this may seem, for the purpose of throwing obstacles in Bourne's path; that they want Hodson for President of the Senate, and not Malarkey; that Bailey and Beach, the two newly elected Senators for Multnomah, nominated in opposition to Bourne, are in this combination, likewise Sichel and Mays, holdovers.

Malarkey's Only Standby.

It is alleged that the only Senator for Multnomah whom Malarkey can count on is Nottingham, whose irreconcilable hostility to the Matthews element cannot be overcome by persuasions from the Hodson camp.

In point of numbers, therefore, it appears that Hodson has the better of the contest, so far as Multnomah alone is concerned and that Malarkey will have an up-hill pull in this county; and that Chapin would have the better of it in a caucus on the question whether Multnomah should put forth a candidate for Speaker.

Mr. Chapin is one of the leading spirits in calling the lawmakers together. "We wish to get in touch with things," is the announced purpose of the meeting.

How Chapin Might Withdraw.

And while Mr. Chapin has spoken as if he might be a candidate, he adds that even if he should decide to withdraw later, he might make advantageous combinations for this county, by doing so, and secure important concessions.

The four other aspirants are actively soliciting support. Davey, Vawter and Jones have announced their candidacies by letter to each of the 58 other Republican members of the House. Davey and Jones have paid visits to Portland in the last few days for the purpose of "sizing things up."

AT THE THEATERS

What the Press Agents Say.

BOWLES' "THE IMP."

Wonderful Portrayal of a Lovable Young Man.

Dick, the "Imp," the younger Dick of the incomparable play, "When We Were Twenty-One," running this week at the Baker Theater, is a role which many a juvenile actor has essayed and many have made more or less of a hit in. Harry Mestayer once did well with this part in the Neill-Morosco Company when it presented this same play in this same theater. But there has never been a more intelligent, painstaking, sympathetic portrayal of the role than that which is being made by Donald Bowles in the performance this week. He feels the part; he gets right into it, and you can follow every turn and gradation of his mind as the character develops.

When at last he breaks down and weeps, that he has been so mistaken and wrong and at fault, not realizing before the great generosity of his guardian, the whole house weeps with this lovable youth who has had such a hard time and who is at heart a brave little gentleman with all the true instincts in him. Everybody in the audience wants to hug the dear fellow, who resolves to brace up and make a man of himself.

AT THE HEILIG TONIGHT.

Kendall Company at Heilig Tonight and Empire Tomorrow Night.

"Said Pasha," the merry and melodious comic opera, will be sung tonight at the Heilig Theater by the Kendall Musical Company. Friday and Saturday nights and at the matinee Saturday it will be sung at the Empire Theater, because they have to make room at the Heilig for Henrietta Crosman. This lovely little opera, sung by this splendid collection of artists, is a real treat to people who like fun and good music.

The popularity of the Kendall company, gained in so short a time, is proof of their merit. It is as good an entertainment as we are used to receiving at much larger prices from the traveling troupes. Seats on sale this morning at the Empire Theater for Friday and Saturday of this week.

TOMORROW NIGHT.

Henrietta Crosman Will Begin Engagement at the Heilig Theater.

Henrietta Crosman will appear at the Heilig Theater tomorrow and Saturday nights, June 22 and 23, with a special matinee Saturday afternoon in her latest and greatest New York success, "Mary, Mary, Quite Contrary." Miss Crosman has a proud record of successes, but the most brilliant mark comes from her work in this new comedy. The appearance here of so gifted an actress, unquestionably the most talented and the most popular on the stage today, will appeal to all patrons of the theater in this city and vicinity.

Her record is two years in New York in "Mistress Nell," 100 nights in "As You Like It," two seasons in "Sweet Kitty Bellairs," and long runs in other of her plays. In nothing that she has done has she won so much approval as she has in "Mary, Mary, Quite Contrary." In modern comedy Miss Crosman is delightful. This comedy is one of the most interesting of recent years.

Critics and public agree that in "Mary, Mary, Quite Contrary," Miss Crosman has made the biggest hit of her career. Seats are now selling at the Heilig for the engagement.

Grand.

Some of the newest and brightest jokes of the season are told by the dolls used by Hugh J. Emmett, in his vaudeville act at the Grand this week. Emmett has many innovations in his specialty and he keeps the house in the best humor. Daring and sensational is the cycle whirl, as performed by Mr. and Mrs. Hoffman. They whirl around the circle in opposite directions, passing each other by a bare inch, and then they run races at the edge of the incline. The act is hair-raising. Stith and Stith have an act in which they manipulate plates and give a number of novelties in the juggling line. Long and Mitchell have a sketch. The plot is full of funny situations and the dialogue is engaging. Herbert Mitchell sings and tells stories, while Master Hoff sings the local song, "Papa, Photo Me," by B. J. McHenry.

"The Serpent's Sting" Is Stinging.

Some of the most capable players in stock are playing at the Lyric. This week's bill, "The Serpent's Sting," a Western play, the scene of which is laid in Goldfield, was an immediate hit Monday night. It is breezy, intense, full of heart interest and comedy. Among the chief roles are those taken by the popular Frank Fanning, Lillian Branscombe, Charley Conners and Sterling Lord Whitney. The people all go to the Lyric at least once a week and nothing is ever said upon that stage to bring a blush to the cheek.

Pantages Good Bill.

There is a host of good things in the vaudeville line at Pantages Theater this week. First in line is the Grace Huntington troupe in the side-splitting farce comedy, "A Matrimonial Mix-Up." Following this siege of fun comes a delightful musical act by McFee and Carlton, the musical kings. They are followed in turn by George and Allen, as clever a team of comedians as ever crossed a vaudeville stage. The Zanfrellas put on a daring acrobatic feat that is a novelty. Billy Evans does a first-rate comedy act, Jean Wilson sings an illustrated ballad and moving pictures conclude the performance.

Bluejackets Hold Annual Shoot.

The sailors and marines of Admiral Goodrich's squadron participated in the annual rifle practice competition on the range of the Oregon National Guard yesterday morning. The scores will not be announced until they are officially summed up, which will not be until after the shoot is concluded. The delayed arrival of the cruiser Boston may stretch the shoot over for several days, for the scores of her crew will have to be reckoned in the averages.

Jiu-Jitsu Experts for Yale.

VICTORIA, B. C., June 20.—The steamer Tremont, which arrived today, had among her passengers Ara Milala, a Filipino, bound to Washington on a political mission for the Philippines, also two Japanese jiu-jitsu experts, who have been engaged by Yale University.

Before You Leave the City

for your Summer home, make arrangements for the delivery there of a

Metrostyle Pianola

The Summertime's Best Entertainer

IF YOUR country home is not already equipped with a piano, you can rent a new one for the season at Eilers Piano House, or you can buy a slightly-used one of some standard make at a very low price.

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For the convenience of those who desire to purchase a piano, or Pianola Piano, or Pianola, or organ, etc., etc., or to rent an instrument, we have inaugurated an automobile and carriage service between our present offices and our wholesale department at corner Thirteenth and Northrup streets. But all applications must be made at our downtown offices, 351 Washington street, corner Park.

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Still the Biggest, Busiest and Best Dealers.

SAVED FROM THE GREAT FIRE

The entire manufacturing plant of the D. Ghirardelli Company was saved from the great conflagration that swept over San Francisco.

Grocers all over the Pacific Coast are still being supplied with the celebrated

GHIRARDELLI'S GROUND CHOCOLATE
GHIRARDELLI'S COCOA

Same Quality—Same Price

D. GHIRARDELLI CO.
SAN FRANCISCO

S.S.S. FOR THE BLOOD

The demand for S. S. S. has steadily increased since it was first placed on the market until it is now recognized as the greatest of all blood purifiers. It has won its way to success because ***IT CURES DISEASE,*** and there are few homes where "S. S. S. for the blood" is not a household saying. As the blood is the very life of the body, nourishing and supplying strength to every part, disease in some form is sure to follow when it becomes contaminated. Eczema, Acne, Tetter, Boils, Pimples and the various skin affections are due to an over-acid and impure blood-supply. Rheumatism, Catarrh, Scrofula, Chronic Sores and Ulcers, Contagious Blood Poison, etc., are all deep-seated blood diseases and will continue to grow worse and more dangerous as long as the impurities and poisons which produce them remain in the blood. In all blood disorders S. S. S. has proven itself a perfect remedy, and well earned the right to be called the greatest of all blood purifiers. It goes down into the circulation and forces out all poisons, impurities, humors, and unhealthy matter, and makes this life-stream rich, pure and health-sustaining. S. S. S. reaches inherited blood taints and so enriches the circulation that diseases of years standing are permanently cured. It contains no harmful minerals and is nature's real blood purifier. Book on the blood and medical advice free. ***THE SWIFT SPECIFIC CO., ATLANTA, GA.***

TRAVELERS' GUIDE.

O.R.&N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

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

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	9:30 A. M. Daily.	5:00 P. M. Daily.
SPOKANE FLYER.	6:15 P. M. Daily.	8:00 A. M. Daily.
For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.		
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.
PORTLAND - BIGGS LOCAL, for all local points between Biggs and Portland.	8:15 A. M.	6:00 P. M.
RIVER SCHEDULE.		
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach steamer Hassalo, Ash-st. dock.	8:00 P. M. Daily, except Sunday. Saturday 10:00 P.M.	5:00 P. M. Daily, except Sunday.
FOR DAYTON, Oregon City and Yamhill River points, Ash-st. dock (water per.)	7:00 A. M. Daily, except Sunday.	5:30 P. M. Daily, except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Saturday. Arrive Riparia 4 P. M. daily except Friday.

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

EAST via SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET, COAST & GOLDEN GATE ROUTES

Leaves.	UNION DEPOT.	Arrives.
*8:45 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Stockton, Los Angeles, El Paso, New Orleans and the East.	*7:25 A. M.
*8:30 A. M.	Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*5:55 P. M.
*4:15 P. M.	Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:35 A. M.
7:30 A. M.	Corvallis passenger.	5:50 P. M.
*4.50 P. M.	Sheridan passenger.	*8:25 A. M.
§10:45 P. M.	Forest Grove passenger.	§1:50 P. M.

*Daily. §Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30 A. M.; 12:50, 2:05, 4:00, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:25, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:30 A. M.; 1:05, 3:05, 5:05, 6:15, 7:35, 9:55, 11:10 P. M.; 12:25 A. M. Daily except Sunday, 6:25, 7:25, 9:30, 11:45 A. M. Sunday only 10:00 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 Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, $20; berth, $5. Second-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.

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

ALASKA

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"Dolphin," June 24; July 6, 18, 30.

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On excursion trips steamer calls at Sitka, Metlakahtla, Glacier, Wrangel, etc., in addition to regular ports of call.

Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Totem Poles."

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Boats leave Portland and The Dalles daily, 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., Portland; Foot of Court St., The Dalles.
Phone Main 914, Portland.

San Francisco & Portland Steamship Co.

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Phone Main 268. 248 Washington St.

Steamer Chas. R. Spencer

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Up the beautiful Columbia, the most enjoyable of river trips. Leaves foot Oak st. for The Dalles and way points daily at 7 A. M., except Friday and Sunday; returning at 10 P. M. Sunday excursions for Cascade Locks leave at 9 A. M.; return 6 P. M. Phone Main 2960.

WILLAMETTE RIVER ROUTE

Steamers for Salem, Independence and Albany leave 6:45 A. M. daily (except Sunday). Steamers for Corvallis and way points leave 6:45 A. M. Tuesday, Thursday and Saturday.

OREGON CITY TRANSPORTATION CO., Office and Dock, Foot Taylor St.

TRAVELERS' GUIDE.

TIME TABLE — GREAT NORTHERN RAILWAY

THE COMFORTABLE WAY.

TWO OVERLAND TRAINS DAILY

THE ORIENTAL LIMITED
The Fast Mail

VIA SEATTLE OR SPOKANE

Daily. Leave	Portland Time Schedule.	Daily. Arrive
8:30 am 11:45 pm	To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle.	7:00 am 6:50 pm
6:15 pm	To and from St. Paul, Minneapolis, Duluth and All Points East Via Spokane.	8:00 pm

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

S. S. Minnesota, July 25.
S. S. Dakota, Sept. 2.

NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

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North Coast Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East	2:00 pm	7:00 am
Puget Sound Limited for Claremont, Chehalis, Centralia, Tacoma and Seattle only	4:30 pm	10:55 pm
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S. S. Humboldt, June 4, 14, 23.
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NOME ROUTE.

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7:00 P. M.	Express Daily. Astoria Express, Daily.	9:50 P. M.

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