KLAMATH CALLS FOR LABORERS

Irrigation Project and Industries Handicapped by Lack of Workmen.

GOOD WAGES ARE OFFERED

Farmers and Railroad Contractors Compete in Securing Help During the Busy Summer Months. Indians Work on Canals.

KLAMATH FALLS, Or., July 29.—(Special.)—The labor situation in Klamath Basin is still tense, owing to the vast amount of work requiring men and the difficulty in procuring laborers. Mason, Davis & Co., contractors on the first unit of the Klamath project, have partially relieved their needs by bringing in a large number of Greek laborers who have been employed elsewhere on railroad construction and were attracted by the wages paid here, $2 a day and board for eight hours' work. About 100 laborers have been brought in during the past week by the contractors, transportation being furnished to the end of the Klamath Lake Railroad. Some of these men have preferred the hayfields to ditch work, but farmers in the vicinity of Merrill, Bonanza, Fort Klamath and Klamath agency are still crying for men, and in some instances paying wages of $2.25 a day and board in order to get the thousands of tons of alfalfa, timothy and wild hay into stack in the best possible condition.

Several hundred men could easily find employment in the Klamath Basin at these high wages for the next eight or ten weeks, and it is doubtful if the wage scale will again be lowered. Probably 1000 men could find work immediately, and, with the contractors on the California Northeastern Railroad anxious to double and treble their forces and place additional subcontractors at work in pushing that road towards Klamath Falls, there will be no dearth of work for all who care to come.

Indians Work on Canal.

A great many miles of main canal and laterals, embracing 19 miles of the second unit of the project and 27 miles of laterals and drainage canals, besides the greater part of the laterals to serve the first unit of the irrigation works yet to be built by the United States engineers and laborers, are the need to accomplish this. Indian labor was to have been employed largely on this work, and Captain O. C. Applegate, agent for the Government to employ Indians for the work, had recruited a considerable force from the agencies at Yannix and Fort Klamath, which it was expected to augment to the number of 150 men by this time. However, the Klamath Indians are progressive farmers and stockmen themselves, and a majority were obliged to leave the canal work long enough to put up their own hay crops. The greater part of the labor now employed by the Government camps is white, and until the latter part of August it cannot be expected that many of the Indians will return to the canal.

From the end of the California Northeastern Railroad, now completed to a point 38 miles from Laird's Landing, on Lower Klamath Lake, comes the welcome news that large numbers have been added to the force employed, and it is anticipated that work can be prosecuted without further annoyance from this source.

Travelers Take to Fields.

While it is not possible to impress travelers into labor of the hay fields here, because remote from the routes of travel, there are instances reported where men on vacation trips to the mountains and fishing grounds have been induced to take up the pitchfork in lieu of the rod and gun. One sturdy farmer of the Merrill section is credited with a most successful assault on the force of Mason, Davis & Co., at Camp No. 2, where he charged the works and captured a full crew for his alfalfa field by paying higher wages than the contractors were paying, and when intercepted by the foreman of the gang, promptly made that worthy a liberal offer to take the foremanship of his ranch. The representative of the canal-builders acknowledged himself beaten by the nerve of the farmer, but politely declined the offer of higher wages and called on headquarters for more men to fill up his depleted ranks.

Building operations in Klamath Falls, Merrill and Bonanza have not been interfered with by the difficulty of obtaining labor, as the work is more or less of the skilled class and receiving higher compensation. In Klamath Falls, four brick buildings and several other business structures are in course of construction. Others are planned for which contracts have been let. In Merrill, considerable construction work is under way, and at Bonanza a new public school building, opera-house and several other buildings are being erected. There are a number of instances where carpenters and brick-workers have quit their regular occupations for the fields, but not in such numbers as to embarrass the contractors on buildings, and not because of receiving higher pay, but purely through the desire to enter the hayfields for a change of work.

PREPARE TO ERECT BIG MILL

Palmer Lumber Company Clearing Ground Near La Grande.

LA GRANDE, Or., July 29.—(Special.)—A force of men started today clearing the ground for the erection of the Palmer Lumber Company's large mills. About 20 acres of trees and brush require clearing away before the construction of the buildings can begin.

On account of the extreme preparatory work the company does not plan to put the mill in operation this year, but expects to open up for work early in the Spring. A corps of railroad engineers is busy staking out the spur to the mill site.

The county plans to further improve its roadways in the vicinity of the new mill. At the next session of the County Court the matter of an extension of the road northward from Marion street will be brought up, also preliminaries for a new bridge across the Grande Ronde River.

SURVEY WILL SOON COMMENCE

Klamath Points to Be Connected by Electric Lines.

KLAMATH FALLS, Or., July 29.—(Special.)—Engineer J. D. Boyle, of Seattle, employed as chief engineer for the Oregon and California Development Company, will this week begin the first field survey to be made for the projected electric railroad to connect Klamath Falls with Bonanza, Merrill and other points within the Klamath Basin. This is the electric railroad project which J. D. Carroll has been promoting and in which General C. M. Idleman, of Portland, is one of the incorporators.

The importance of this system as a connecting freight, express and passenger line for the California Northeastern and Oregon Eastern Railroads, as well as for handling the internal traffic of the Klamath Basin, will be great, if carried to successful completion. It is stated that capital has been pledged for the initial work and that the parties interested are prepared to invest whatever may be required to construct and operate the line.

The route is remarkable in that there is a difference in elevation between the most distant points of less than 100 feet in a distance of 26 miles. With level valley lands under the main canal of the United States reclamation project intervening, with the dense population which such a region can sustain and will attract as a result of the Government irrigation works, the opportunity presented in this basin was calculated to prove most alluring to investors in electric railway enterprises.

It has been the announced intention of the promoters of this railway project to await the completion of the California Northeastern Railroad to the Klamath Basin for delivery of steel rails and heavy construction material. This will be accomplished probably by October and meantime the electric railway people are taking up their preliminary work.

OREGON FRUIT FOR ALCOHOL

Factory May Soon Be Established at Garfield.

GARFIELD, Wash., July 29.—(Special.)—It is now possible that Garfield may have an alcohol factory. P. H. Routzahn, one of Garfield's prominent business men, has been investigating with a view of ascertaining the opening for such a plant in this city. In discussing the matter he said:

"Since Congress has passed the bill removing all duty from alcohol I have been looking into the matter and find that I can produce the finest kind of alcohol from the hundreds of tons of fruit that annually go to waste in the orchards in this district. There is practically no limit to the raw material that can be procured here with little or no expense for the purpose.

"The Palouse country produces potatoes in abundance and they can be used to splendid advantage in making alcohol. I believe this district has many advantages over others for a factory of this kind and I have practically all the machinery for the venture. I am thinking very strongly of going into the business, as I am satisfied it will be a paying proposition from the start."

GROWERS TO UNITE

Gain by Co-Operation in Handling Oregon Fruits.

SHIP IN CARLOAD LOTS

Mrs. E. E. Gore Discusses Progress of the Industry With Special Reference to the Rogue River Country.

MEDFORD, Or., July 29.—(To the Editor).—Not a little interest has been expressed in the editorial in The Oregonian of July 23 on "Fruit Marketing Problems," and that of July 24, on "Gaining a Reputation for Fruit."

That Rogue River apples, pears and prunes are held in high esteem all over the world, is a well known fact. This is due, primarily, to the existence of ideal conditions of climate, soil and slope of land, which make this section the horticulturist's paradise. The ability to utilize these conditions by the intelligent application of scientific methods of fruit culture ensures the production of fruit that cannot be excelled in size, form, flavor or color.

Realizing from several years of unprofitable experiments with small quantities of fruit, that shipping must be carried on to an extent permitting carload sales, efforts have been made through the co-operation of the Fruit Growers's Association and the Oregon Development League to unite the various fruit-growing industries. This plan is intended to eliminate as far as possible that element of loss due to making small shipments and the attendant damaging of the product in transit because of careless sorting or packing.

Importance of Picking.

In the Rogue River valley the packing business has been, and is, studied in detail, and well-directed efforts are employed to secure uniform standards in preparing fruit for market.

Many women and girls are considered expert packers and are engaged a few days at a time by the small growers to pack the crop. The assortment of varieties ripening a few days or weeks apart provide lucrative employment throughout the season. In this immediate vicinity the commission merchant does very little packing, as his work is contracted for and performed at the orchards.

Near Phoenix, in the German settlement, a small farm of 14 acres is made to yield vegetables, alfalfa and fruit for family consumption, and the owner markets 100 to 150 boxes of as choice apples as are produced in the valley. These apples are scientifically sprayed, picked, sorted and packed and are shipped through larger growers in a way to be profitable in a small way to the producer.

This is one of many cases that might be cited. The small grower co-operating with the large orchardist makes it possible to seek out the best possible market, and by the use of refrigerator cars to insure the attractive appearance of the product, enhance its keeping qualities, and place it in the hands of the consumer in unexcelled condition. For this the producer receives a price that makes the use of first-class fruit prohibitive on the part of the local consumer who, by the use of lower grade fruit at cheaper rates, provides a market for the less saleable product.

Southern Oregon apples are famous in New York and London. Last year the press gave wide circulation to the fact that J. W. Perkins, of Medford, received $7.30 per box in New York for a carload of Cornice pears. Orchardists are very jealous of the reputation of Oregon fruit and are willing to co-operate with small growers in all possible ways to insure the perpetuation at home and abroad.

NO COMPLAINT AT LA GRANDE

Little Damage Has Been Done to the Wheat Crop.

LA GRANDE, Or., July 29.—(Special.)—Wheat harvesting began this week, and, although the farmers do not universally agree as to the condition of the crop, there is little cause for complaint. There will undoubtedly be a shortage in some of the late Spring-sown grain, but the cool nights during the past week have worked wonders, and fields that were thought to be firing have revived and are in excellent condition.

There is no doubt that the Fall-sown grain is first class, and the yield will be heavy. A shortage of help is feared, although it is believed the present situation will be relieved by workers from the beet fields, as the work of cultivating the beets will soon be finished.

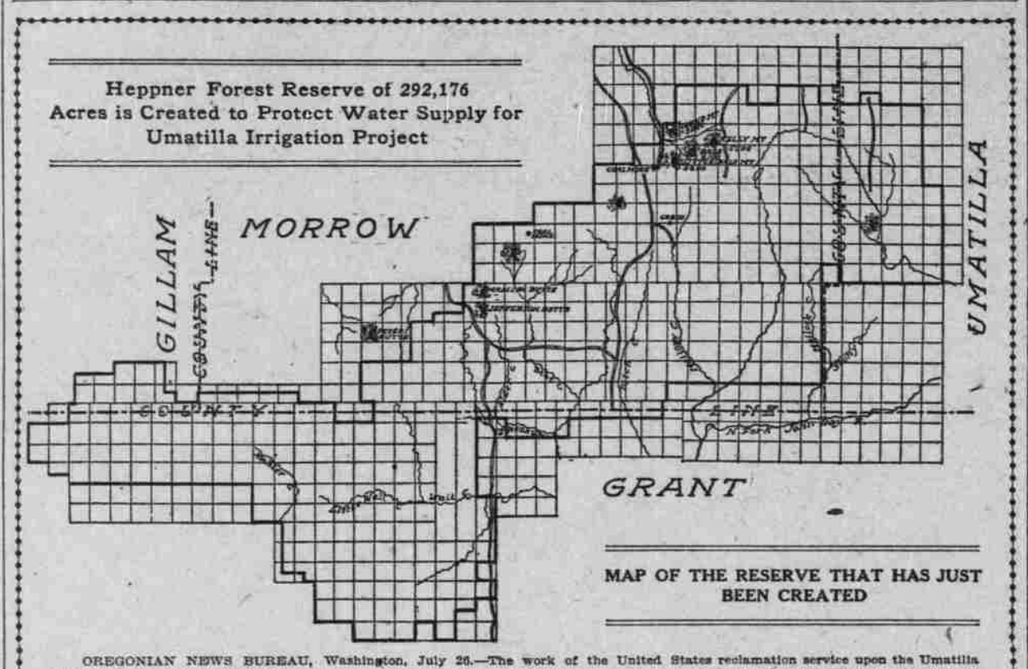
WATER SYSTEM AT DAYTON

Reservoir Holding 50,000 Gallons Will Be Installed.

DAYTON, Or., July 29.—(Special.)—Dayton is to have a 50,000-gallon reservoir at the head of the waterworks. The original plan of a concrete basin has been abandoned because the contractors refused to undertake the work. The City Council will superintend the construction work, and will build a redwood tank. The new reservoir will furnish ample fire protection, and will materially reduce insurance rates in Dayton.

A commercial club has been organized by the business men to promote the welfare of Dayton and the surrounding country. The temporary officers are: J. E. Mellinger, president, and B. L. Barry, secretary.

Heppner Forest Reserve of 292,176 Acres is Created to Protect Water Supply for Umatilla Irrigation Project



MAP OF THE RESERVE THAT HAS JUST BEEN CREATED

OREGONIAN NEWS BUREAU, Washington, July 26.—The work of the United States reclamation service upon the Umatilla irrigation project will be greatly furthered by the forest reserve that has recently been established just south of the town of Heppner, in Eastern Oregon.

This reserve embraces an area of 292,176 acres, covering a spur of the Blue Mountains which separates the waters of the North Fork of the John Day River from Willow Creek and other streams flowing northward into the Columbia and Umatilla Rivers.

Certain of the streams heading in this area are of great value, as the Umatilla project contemplates the use of flood waters from the Umatilla River by storage, supplemented by any additional supply that can be obtained by diverting the flood waters of Willow Creek, or any of the tributaries of the John Day River.

The records of the discharge of the Umatilla River show that if storage can be had there is sufficient water supply for from 60,000 to 75,000 acres of land, and it is estimated by the reclamation service that an area of probably not less than 150,000 acres of land is available for irrigation if the water supply can by any means be sufficiently increased to cover it. Every effort will accordingly be made by the Government to protect the forest cover at the heads of these streams, within the forest reserve, with a view to regulating and increasing the stream flow of the region. The reserve will be carefully patrolled at Government expense to keep out fires and to prevent wasteful and destructive use of its resources of all kinds.

As the entire tract is essentially range land and offers but little inducement to the homebuilder, its withdrawal from settlement will not interfere seriously with any interests. In all other respects the reserve will be open to use by the public under such restrictions only as will insure the permanence of its resources. The timber, water, pasture, mineral and other resources will continue to be for the use of the people.

POWER LINE IS EXTENDED

RURAL HOMES WILL HAVE ELECTRIC LIGHTS.

Irrigation at May Park and Fruitdale Will Also Be Helped by Extension.

LA GRANDE, Or., July 29.—(Special.)—The spirit of industrial development is making itself manifest in the homes of the residents of May Park and Fruitdale, two of the most productive fruitgrowing districts in the valley. The towns are situated in such close proximity to La Grande that the residents have succeeded in inducing the Grand Ronde Electric Company to extend its power line for their use.

This extension will supply power for pumping plants for irrigation along the river, and also electric service for the residents. The feed line branches from the Island City line and crosses the river north into Fruitdale. Motors are being installed for pumping purposes at the residence of C. H. Conkey, J. S. Chandler, L. C. Pennell and J. B. Stoddard. At the latter place a 15-horsepower motor will be installed, this being one of the heaviest fruit-producing tracts in the valley. Altogether, the electric company has contracts amounting to 35 horsepower.

There are between 60 and 100 families that will be benefitted by this industry, and who will be able to enjoy the comforts of electric light and water systems in their homes. The residents of May Park and Fruitdale have long enjoyed the privileges of the telephone and rural mail delivery, and with this new acquisition, all that is now desired is an electric railway. Without doubt, this, too, will soon be supplied.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

BEER HELPS EASTERN OREGON FARMER TO HARVEST HIS CROP OF HAY

Tries Vainly to Find Laborers Until He Offers Them Cooling Hop Beverage—Then Flock Volunteers.

Pendleton Tribune.

The Umatilla County labor question has been settled at last, and now the ever-seeking laborers will not hang for an eight-hour day or refuse to earn their bread by the sweat of their brows on at least one ranch in the Birch Creek country.

The farmers and ranchmen of Umatilla County are having a hard time in getting men to take care of the fast-ripening crops, according to the stories that are being told by them when they come into Pendleton to secure a crew and are forced to return empty-handed to their ranches. One man, however, has solved the riddle. He is of a modest and retiring disposition, however, and has requested that his name be not used, though he tells his story with some grim enjoyment.

"The farmers," said the rancher, yesterday afternoon, "are up against a lot of hoboes who are as afraid of work as an Indian is of a bath. They do not want work, although they seem to be hunting it, and, if I am not mistaken, there are a hundred men in town today who are living off the people without exerting themselves enough to soil the yellow leather of a new hatband. When they are asked to go out on a ranch they refuse unless they are promised an eight-hour day, and if by any chance some concession is made to them they refuse unless they are also promised boiled water to drink. But I got ahead of 'em," and the rancher smiled and looked pleased with a grim gleam of expectation in his eye. "I have got a load ready to go out with me at 4 o'clock.

"I have asked a hundred men to go help me put in my crop if I have asked one," continued the rancher, "and I could not get one to promise. All of them asked me if I worked over eight hours or if I gave them boiled water until I was sick of the whole business and mad, and when the last man I tried to give a job asked me if the water was good on the ranch I said: 'I am sure I don't know; I never drank it.'

"'What!' said the laborer, 'don't drink water?'

"'No,' I answered, 'I drink beer.'

"'Well,' persisted the workingman, 'but how about the water for the hands?'"

"I guess it will wash them," answered the farmer. "Are you so fastidious that you want boiled water to wash in?"

The good news could not be comprehended by the laborer and he asked again, to make certain, "You don't give the hay hands beer, do you?"

"Well," said the rancher, "they do not have to drink it unless they like it. They can drink water if they prefer that kind of a beverage."

"Say, partner," interrupted the laborer, "I am your man. I will help you put in your hay, and I have got three friends around town here who would like jobs, too."

The farmer looked at the man a minute and then laid down the conditions:

"You have got to work if you go with me, and the day is more than eight hours long by nearly four."

"Oh! that is all right," was the answer.

"And if you don't do the work as I want it done you get paid off on the ranch and have to walk into town," continued the rancher.

"That's all right, too," he was assured. "We won't quit until you get through with us."

"Their blankets are over at the barn in my wagon. I always kept beer on the ranch, but never thought to mention it. But you bet they will earn it," continued the farmer, and that is how the industrial problem has been solved on one ranch in Umatilla County.

Low Rates East Next Week

Cheap excursions via the Burlington to Chicago, Milwaukee, St. Louis, Peoria, Kansas City, Omaha, Memphis and other points east and south.

Tickets on Sale August 7, 8 and 9.

Choice of routes via the Burlington thro' Denver, Billings or St. Paul. Fast daylight trains between St. Paul and Chicago on the cool "Mississippi River Scenic Line." Nearly 300 miles of picturesque river scenery.

Let us help plan your vacation trip.

Burlington Route

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C., B. & Q. Ry.,
100 Third St., Portland, Or.

MORRIS BROS.
BANKERS

HAVE REMOVED FROM
First and Alder Streets to
temporary offices

733-35 CHAMBER OF COMMERCE
Building. Phone Main 975

HORSE HEAVEN HARVEST

HOT WAVE CUTS WHEAT CROP DOWN TO ONE-HALF.

Fall-Sown Grain Not Greatly Injured and Will Average 25 Bushels to the Acre.

KIONA, Wash., July 29.—(Special.)—Harvesting began generally throughout the Rattlesnake and Horse Heaven country this week. Spring wheat is found to be greatly injured by the hot wave, being but about half a crop. At the Travis farm a few miles south of Kiona, in the Horse Heaven country, the Spring grain is averaging about nine bushels to the acre. The Fall-sown grain and volunteer, however, does not seem to be greatly injured and will average 20 to 25 bushels to the acre. As the acreage in the wheat belt adjacent to Kiona is much greater this year than ever before, the actual amount of grain to be marketed here will be as great as in previous years, and probably greater.

Wheat is already beginning to come into the local warehouses. The Winter wheat grades No. 1, but the Spring-grown is pretty badly shriveled. However, millers say the shriveled grain makes just as good flour, if not better, than the fully matured and filled berry.

An agent of the Portland grain buyers has been investigating the Horse Heaven wheat belt this week in the endeavor to form an estimate of the amount of wheat that will be marketed at the Columbia River for shipment to Portland by steamer. He reports that two new steamer landings will be established on the Washington side of the river, in this county.

A force of workmen is improving the dam of the Kiona Water Supply and Irrigation Company at this place. Rock is being blasted from the adjacent bluffs and the dam strengthened and raised, as it has not in the past delivered quite enough water at the midsummer stage of the river to satisfy the owners. This canal is owned by local farmers and is about two miles in length.

NEW CHURCH AT GILBERT'S

Rev. H. Vrooman Organizes Independent Evangelical Church.

Rev. Hiram Vrooman, of Boston, who is conducting services for the New Jerusalem Church, of Portland, in the Knights of Pythias Hall, has organized the Union Independent Evangelical Church and Sunday school, in the schoolhouse at Gilbert's Crossing, a growing suburb just east of Lents. Mr. Vrooman has made his home on a farm in that neighborhood, and, finding that he could organize and conduct this church and Sunday school without interfering with his ministerial duties in Portland, has effected the organization, and holds services every Sunday afternoon in the schoolhouse at 3 o'clock. While this is a growing district, there is no church in it, and the people are supporting Mr. Vrooman in his work.

Women, from their sedentary habits, are often subject to headache and constipation. These are quickly removed by Carter's Little Liver Pills.

TRAVELERS' GUIDE.

GREAT NORTHERN RAILWAY
TIME TABLE
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	To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle.	7:00 am
1:45 pm		6:50 pm
4:15 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. Dakota, September 2.
S. S. Minnesota, October 20.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)
S. S. SHINANO MARU will sail from Seattle about August 7 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.

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND
DAILY.

	Depart.	Arrive.
Yellowstone Park-Kansas City-St. Louis Special for Chehalis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and Southwest	8:30 am	4:30 pm
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
Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, St. Paul, Minneapolis, Lincoln, Omaha, St. Joseph, St. Louis, Kansas City, without change of cars. Direct connections for all points East and Southeast	11:45 pm	6:50 pm

A. D. Charlton, Assistant General Passenger Agent, 255 Morrison st., corner Third, Portland, Or.

TRAVELERS' GUIDE.

NORTH PACIFIC S. S. CO.'S
POPULAR S. S. ROANOKE
2500 Tons.
The only first-class Passenger Ship sailing from Portland to San Francisco, Los Angeles and Eureka, sails:
Thursday, August 2.....8 P. M.
Thursday, August 16.....8 P. M.
Thursday, August 30.....8 P. M.
From Columbia Dock No. 1. Ticket Office, 132 3d, near Alder. Phone Main 1314.
H. YOUNG, Agent.

PORTLAND-ASTORIA ROUTE
Fast Str. TELEGRAPH
Makes round trip daily (except Sunday). Leaves Alder-street dock 7 A. M.; returning leaves Astoria 2:30 P. M., arriving Portland 9 P. M.
Telephone Main 565.

American-Hawaiian Steamship Company
The splendid A1 steamer "NEVADAN," Green, master, will arrive at Portland on or about Thursday, July 19, and, having discharged her New York cargo, will load at once and sail promptly for Honolulu and Kahului, Hawaiian Islands. Freight will be received at any time from now to date of sailing for this steamer at Columbia Dock No. 1, foot of Northrup street.
For rates of freight and all other particulars, apply to
THE CHAS. F. BEEBE CO., Agents,
First and Ankeny Streets.

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.

Steamer Chas. R. Spencer
FAST TIME
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.

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.	5:20 P. M. Daily, except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 8:40 A. M., or upon arrival train No. 4, daily except Saturday. Arrive Riparia 4 P. M. daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.

EAST via SOUTH
SOUTHERN PACIFIC COMPANY

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.
§8:00 P. M. §11:00 A. M.	Forest Grove passenger.	§2:50 P. M. §10:20 A. M.

*Daily. §Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40 A. M.; 12:50, 2:05, 4:00, 5:20, 6:25, 8:30, 10:10, 11:50 P. M. Daily except Sunday, 5:30, 6:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:35 A. M.; 1:55, 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, 9:35, 11:45 A. M. Sunday only 10:00 A. M.

Leave from same depot for Dallas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland 10:15 A. M. and 6:30 P. 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, Gen. Pass. Agt. WM. M'MURRAY, City Ticket Agent.

PACIFIC COAST STEAMSHIP CO.
Special Alaska EXCURSIONS
Cottage City, August 11-25. Fare $66 round trip.

"AROUND PUGET SOUND" EXCURSIONS EVERY FIVE DAYS.

SOUTHEASTERN ALASKA ROUTE.
From Seattle at 9 P. M. for Ketchikan, Juneau, Skagway, White Horse, Dawson and Fairbanks.
S. S. City of Seattle, August 1, 10, 20, 30.
S. S. Humboldt, August 4, 14, 24.
S. S. Cottage City (via Sitka), July 27; August 11, 25.

NOME ROUTE.
Third sailing S. S. Senator about July 24.

FOR SAN FRANCISCO DIRECT.
From Seattle at 9 A. M.—City of Puebla, July 26; Queen, July 29; Umatilla, Aug. 3.
Portland Office, 249 Washington St. Main 229.
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