WILL BUILD NEW LUMBER CARRIER

Olson & Mahoney Contract for Steam Schooner at Aberdeen.

WILL RUN FROM PORTLAND

Vessel Will Be Completed January 7 and Will Be Equipped With Machinery Here-Oliver J. Olson Discusses Plans.

Oliver J. Olson, of the San Francisco shipping firm of Olson & Mahoney, which operates a number of steam schooners and sailing vessels in the lumber-carrying trade along the Coast, was a visitor in Portland a few hours yesterday after-noon. Mr. Olson is on his way home from Aberdeen, and during his stay in this city outlined some of the plans of his com-nany.

pany.

He has just completed a contract with the Lindstrom Shipbuilding Company, of Aberdeen, Wash, for the construction of a new steam schooner which is to ply in the lumber trade between Portland and the lumber trade between Portland and San Francisco. This vessel is to have a carrying capacity for 750,000 feet of lumber, and is to be completed by January 7. She will be 180 feet long, 38 feet beam and will have 12 feet depth of hold. The Lindstrem Company only has the contract for the construction of the hull, and the bollers and machinery of the vessel are to be installed by the Williamette Steel & Iron Works, of this city.

The new yeasel is to have superior equip-

& Iron Works, of this city.

The new vessel is to have superior equipment over that of the other steam schooners at present plying along the Coast, for the reason that she is to have two sets of cargo winches, instead of one, as the others are supplied. She will have two cargo derricks at each mast. These appliances will enable the vessel to load and unload much quicker than at present. It is estimated that with her new equipment the new vessel will save a day and a

the new vessel will save a day and a half, both at loading and mioading. The San Francisco shipowner had many pleasant things to say of the flourishing seaport of Aberdeen and was especially pleased with the shipbuilding industry as carried on there at present. He stated that Olson & Mahoney's steam schooler Jim Butler is almost ready for sea, and will be towed around to Astoria Saturday, where the Willamette Steel & Iron Works where the Willamette Steel & Iron Works Company will take charge of the new craft and bring her to this city for the purpose of installing the machinery. It is estimated that the engines and boilers of the Jim Butler will be in place six weeks after the local firm commences work on the vessel. She will stop at the St. Johns drydock on her way to Portland to have been propelles shipped.

her propeller shipped.
"The lumber trade along the Coast," said Mr. Olson, before entraining for San Francisco, "Is assuming such large proportions that carriers must be handled with the greatest dispatch possible, and in the effort to promote this facility we are sparing no expense to equip our new vessels with the latest in the machinery line that will expedite the work of load-ing and unloading. The Olson & Mahoney Company operates a fleet of steam schooners and sailing vessels between Aberdeen on the north and San Pedro on the south. The schooners Oliver J. Olson and Andy Mahoney are on their way to Portland to load lumber for San Francisco. Both ves-sels but recently visited this port, and on their last appearance took cargoes at \$5 per thousand for San Francisco. On the next voyages of the vessels from this port they will receive \$6.75 a thousand feet." mas L. Wand, another of the Olson & Mahoney fleet, left San Fran-cisco Monday for the Columbia River. This vessel usually loads at one of the mills down the river. The same com-pany operates the schooners Annie Lar-sen, Alpha and James A. Garfield, all of have made frequent visits to the Columbia River.

MAY USE SALMON FLEET.

Alaska Cannery Tenders May Be

Used in the Lumber Trade. The pressing need of lumber-carriers

will probably result in the impressing of the Alaska cannery-tender fleet into the trade. These vessels are due from the northern straits almost any time now, and as soon as they put in negotiations will be opened for their use as lumber-carriers.

carriers.

There are about 25 of these vessels, and as each is estimated to be capable of handling 500,000 feet each trip, they will help out the situation considerably.

The cannery fleet consists of the following vessels: Levi Perkins, 1475 tons; L. J. Sorse, 1271; Lucile, 1297; Oriental, 1550; Paramita, 1444; Santa Clars, 1454; D. T. Witch, 1178; Sanders, 1461; Czar of Russia, 1882; Czar of Italy, 1774; Czar of France, 1572; Servia, 1138; Finkan, 1495; See King, 1285; Tacoma, 1871; Abby Palmer, 1705; Balcoutha, 1654; Becheny, 1200; Bohemia, 1529; Bonanga, 1298; Coalings, 874; Columbia, 1337; Charles E. linga, 874; Columbia, 1337; Charles E. Moody, 1734; C. B. Kenny, 1014; San An-tonio, 1138; Electro, 928; Buterpe, 1247; Indiana, loi4; Isaac Reed, 1428; James Nes-

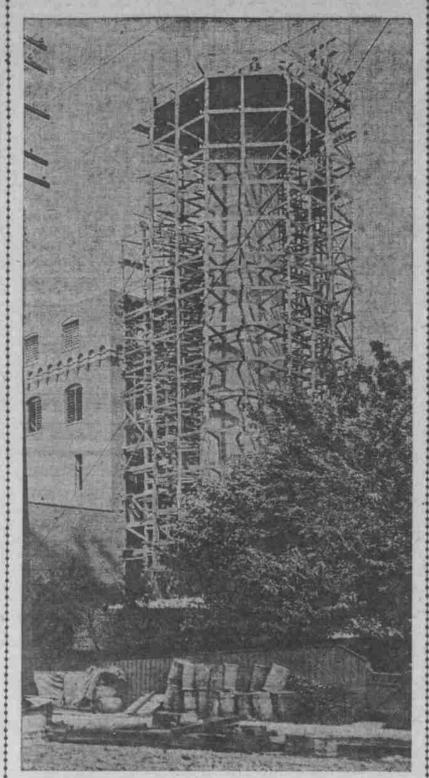
CRUISER DOGALI MAY COME

Italian War Vessel Said to Have Been Ordered to Portland.

The cruiser Dogall, of the Pacific squad-ron of the Italian navy, is among the prospective visitors to Portland this Summer. The warship is at present along the west coast of South America, and, according to Italian Consul C. F. Candiani, may be ordered north for a brief cruise along the Oregon and Washington coasts. The unofficial advices received by the Consul indicate that the Dogali will be here for a brief stay about the middle of September. She is of the type of the Umbria, which was here last year, only the latter is a much older vessel. The complement of the Dogall is 290 officers and men, and the local Italian colony is already arranging for their reception.

Pay License Under Protest.

ASTORIA. Or., Aug. 7.—(Special.)—The State of Washington has a law which provides that a licenso of 550 per year must be paid on every flah-receiving scow that is simtloned during the season on the north side of the Columbia River. There has been considerable contravers over has been considerable controversy over the collection of this license from the Oregon packers, as they claim it is an extortion. To avoid trouble, however, the packers are now paying the license under protest, and it is understood they will bring suits later on to have the money re-funded.



ADDITION TO WEINHARD'S BREWERY WILL BE USED AS ICE PLANT.

Another structure of brick and stone is being added to the already large plant of the Weinhard brewery. It is to be an ice manufactory and the largest on the coast, having a capacity of 250 tens per hour, while the large one new operating turns out only 172 tens. The plant will be fitted with all the modern machines including an ammonia condensor, a steam condensor, purifiers, reboil-ers, and everything that goes to make a first-class ice plant. The building, when completed, will be 145x54 feet, three stories high, and will cost upwards of \$50,000. The engine-room will be 54x84 feet and the smokestack to the power-house will have a base 16 feet in diameter and will tower 130 feet high. The whole building, when completed and fitted with machinery, will represent an outlay of more than \$100,000.

dent occurred during pleasant weather, and when there was but little strain on the mast. The mast has been in position only four years, but an examination showed that it was badly decayed. Chairman Pendieton, of the Board of Pilot Commissioners, will arrive tomorrow morning to investigate the matter, and he will probably order a survey of the vessel. Orders have been sent to rush the work on the Pulitzer as rapidly as possible, and until she is ready the pilots will use the tugs exclusively. will use the tugs exclusively

Assaults by Strikers Frequent. ABERDEEN, Wash., Aug. 7 .- (Special.) have been resumed, several taking place last night in which two men were badly pounded. Three arrests have been made

Assistant Collector at Aberdeen. ABERDEEN, Wash., Aug. 7.-(Special.) -Owing to increased business at this port, F. J. O'Brien has been sent here by Collector of Customs Harper of the Puget Sound district, to assist Deputy

French Cruiser Starts South. SAN DIEGO, Cal., Aug. 6.-The French cruiser Catilet, which has been in harbor for six weeks, sailed today for Tahiti, by way of Honolulu.

Marine Notes.

Taylor, Young & Co. have listed the British ship Allertin as coming to this port. She will probably load lumber out of here.

The river towboat Gamecock, which is engaged in towing lografts to the local mills, is having a shaft installed at the Willamette Iron Works. The French bark Laennec will be towed

up from Astoria today. She brings a cargo of 15,237 barrels of cement, consigned to W. P. Fuller & Co., of this city. The schooner O. M. Kellogg was towed up to the mills of the Portland Lumber Company yesterday afternoon for the purpose of taking on a cargo for San

The oil tank steamer Asuncion, Captain Bridges, left down from the Portsmouth tanks last evening. She is going to San Francisco for another cargo of fuel oil for the local trade.

The Italian ship Caterina Accame, which finished loading a cargo of lumber at Knappton on Monday, left last evening for Antofogasta, Chile. She has 1,440,639 feet of Oregon fir on board.

The steamer Barracouta is due to arrive up from San Francisco tomorrow. She is a slow vessel and consumes more than a day longer in making the trip than do the other vessels of the same line.

The San Francisco & Portland Steam-ship Company's steamer Costa Rica completed the fastest voyage down the coast in her history when she completed the last trip between these ports in 36 hours. Her officers hope to better this record when they secure a seasoned crew.

Arrivals and Departures.

ASTORIA, Aug. 7.—Condition of the har at 5 P. M., obscured; wind northwest, weather forgy. Arrived at 7:30 A. M., steamer Tiverton, from San Francisco; arrived at 0 A. M. barge Santa Paula, in tow of tug Sea Lion, from Port Harford; arrived at 2 P. M., schooner Churchill, from

Manila.

San Francisco, Aug. T.—Salied—Steamer
Atias, for Portland; steamer Mayfair, for
Willapa; schooner Coquille, for Suislaw, Arrived—Last night, steamer Costa Rica, from

Portland Oarsmen Prepare for Big Regatta.

-Assoults by strikers and non-strikers DELIGHTED WITH COURSE

Senior Fours Make Good Impression at Lake Quinsigamond-Receive Hearty Welcome From Wachusett Club at Worcester.

WORCESTER, Mass., Aug. 7 .- (Special.)-The Portland Rowing Club senior four crew arrived in fine shape and rowed Sunday, yesterday and today, making a fine impression on the rowing sharps who have watched its work. The crew is devoting much attention to turning buoys, because the senior fours is a turning race.

The members of the crew all express

themselves as delighted with the course, which they admit to be the finest they have ever seen. Today they worked two fast spins, Murphy coach-ing from a launch. They are quartered at the Quinsigamond Boat Club, the

most exclusive here.

The entry list is the biggest ever made. The international fours will be rowed Friday, seniors Saturday, with five crews in the former and six in the

The members of the Wachusett Club have taken a great fancy to the Port-landers and are giving them the time of their life, but are careful to break no training rules.

PERSONAL MENTION.

C. E. Happersett and family, of La Grande, have been visiting the former's parents, of Montavilla. Mrs. M. E. Daggett, special officer of the Juvenile Court, who is spending the vacation period at Seaside, came up to town yesterday on business connected with her court duties.

Miss Anne Bloch, of St. Louis, is the guest of Mrs. "Larry" McLean. Mrs. McLean has taken the Potter fat at Four-teenth and Jefferson streets for the remainder of the season.

CHICAGO, Aug. 7.—(Special.)—The following from Portland registered at Chicago hotels today: Miss E. Morrison, at the Auditorium; P. Bevis and wife, at

BUY THEM NOW.

Dress and walking skirts, suits and waists—our prices make them go fast. Le Palais Royal, 375 Washington street.

Dresden Dolls at the Star.

Pilot Schooner Is Dismasted.

ASTORIA, Or., Aug. 7.—(Special.)—The state pilot schooner San Jose, which was sent to the station of the mouth of the Columbia while the Pulitzer is on the drydock, was brought inside last evening with her foretop carried away. The acci-

ATTRACTS PART

Large Body of Portland Business Men Will Leave on Excursion Friday.

TRADE BENEFITS EXPECTED

Pilgrimage of 463 Miles Will Be Taken With Side Trips to Pelican Bay, Williamson River, Merrill and Irrigation Works.

Great interest is being taken in the excursion of Portland business men to Klamath Falls, which leaves on the morning of Friday, August 10, in special Pullmans, returning August 16. The junket will probably include over 40 representative Portlanders who are interested in bringing the Klamath region into closer commercial relations with this city.

The trip will prove a surprise to many.

as it will open up to their eyes a vast territory as yet in its infancy as regards development. It is expected that the latent possibilities of the southeastern part of the state will appeal as never be-fore to the Portlanders who will go on the excursion, and that they will make stronger efforts than ever to get the development. It is expected that the latent possibilities of the southeastern part of the state will appeal as never before to the Portlanders who will go on the excursion, and that they will make stronger efforts than ever to get the business of Klamath County is assured. The pilgrimage to a district distant 453 miles from Portland of a large number of business men is calculated to impress the Klamath residents with the idea that Portland and the northern part of the state is interested in the remote southern section, and to bring about closer and more friendly relations. This is bound to result from such a jaunt and by reason of the better uncerstanding of the Klamath country that will result from the trip. Portland will will result from the trip. Portland will be better prepared than ever before the needs of the southern end of the state, and will be better prepared than ever to deal with ure proportionately as the liquor business in the State of Oregon, and that such confiscation would carry with it a corresponding depression in all other lines of commercial enterprises. The great transportation lines, the wholesale houses, the hig department stores, and, in fact, all the various other moneyed companies and corporations would suffer proportionately as the liquor business would be injured. All are dependent upon one another to a certain extent.

That great benefit to Portland will be realized from the trip is conceded by all. Her trade will be extended and the growing importance of Klamath County will be understood.

The special Pullmans carrying the carr

party will go out at 8:20 A. M. Friday morning, arriving at Thrall the next day at 2:45 A. M. The party will take the Klamath Lake Rajiroad at that point at 7:35 A. M. for Pokegama, arriving at 10 A. M. the same day. The excursion will leave Pokegama by stage at 10:30 A. M. and will arrive at Klamath Falls at 5 P. M.

While in the Klamath basin, many descriptions of the recognition of the control of the control

While in the Klamath basin, many delightful side trips will be taken. Among the most enjoyable will be a steamer ride to Pelican Bay, one of the most famous fishing waters of the West. The water of the bay is wonderfully clear and cold, and rainbow trout of splendid size and flavor abound. Fifteen miles west of Pelican Bay, Mount Pitt towers 5000 feet above the level of the lake, its snow-capped summit forming a charming background to the picture that lies before the eye.

The Williamson River, a nearby stream, is another of the noted trout streams of

By the visit to the scene of the Irriga-By the visit to the scene of the irriga-tion work known as the "Klamath Project," the visitors will become better acquainted with the work along this line that is being done by the Govern-ment. The Klamath ditches will water 250,000 acres with water taken for the most part from the Upper Klamath Lake, a natural reservoir of nearly 100,000 acres, lying from 69 to 100 feet above the main Klamath Valley.

The party will leave Klamath Falls on

the main Klamath Valley.

The party will leave Klamath Falls on the return trip Wednesday. August 15, at 4 o'clock A. M., reaching Portland the next day at 7:25 A. M. The Southern Pacific has made a rate of \$18.70 for the round trip, which does not include Pullman reservations. Pullman reservations.

MAYOR SHINDLER IS CZAR

His Word Law at Milwaukle and He Runs Town on Cash Basis.

While Mayor Shindler, of Milwaukie Or., is a sort of Czar in the municipal Or., is a sort of Czar in the municipal affairs of that pioneer town, he has kept the town out of debt. Beginning way back several years ago, he fought the powder-houses to a finish, and brought about incorporation after a hard battle. Then he was elected Mayor, and nobody has had the ghost of a show to succeed him since Milwaukie incorporated. He laid down a rule at the start that there must be no debt, and there never has

been. At all meetings of the Council the will of Mayor Shindler has been supreme. What he says goes, but he runs the city the same as he does his own business. There is something over \$2000 in the treasury of the town, so that when the City Hall, that is building, is completed, a check will be drawn for the contract price in favor of Contractor J. M. Snyder. After a time, when money again accumulates in the treasury, the building will be completed, but not before.

Taxes for municipal purposes are very light in Milwaukle. The Milwaukle Clubhouse and the roadhouse contribute \$1500 per annum, and that is more than enough to pay all expenses of the city government and pay for the new City Hall. Mayor Shindler is not troubled about "tainted money" for municipal purposes, and the conservative element has ceased to fight his methods, which are very comfortable for the property-owners. He says that he will make Milwaukle a city.

WHY THE WOMEN LOST

This Writer Says It Was Threat of Prohibition.

GRESHAM, Or., Aug. 7.—(To the Editor.)—What caused the defeat of the woman suffrage amendment? That there were several causes is plain enough, but to my thinking the most important cause of defeat was the fear of a threat made by the women themselves that they would saddle upon the server a prohibition law which would state a prohibition law which would put every liquor-dealing establishment out of business.

I heard four different women, who

I heard four different women, who came here from the East make speeches before election day, and every one of them made the statement that the women voters would be able to control the fiquor evil if allowed to vote. At one meeting in this neighborhood the sentiment of all the women present was secured and they were unanimous that they would vote for prohibition of the liquor traffic. That sentiment was suite general, according to

would be injured. All are dependent upon one another to a certain extent and when one of their number is threatened the other would rally to its support. In my opinion, shared by many others, it was the open threat made by the imported speakers of the woman suffragists that proved so disastrous to their cause.

That there was some such idea pervading the minds of many is certain. That the idea found lodgment in the brains of the party leaders is also plain, for I know it to be a positive fact that the chairman of the Multnomah Republican County Central Committee personally solicited Republican voters to vote against the woman suffrage amendment.

ilightful side trips will be a steamer ride to Pelican Bay, one of the most famous fishing waters of the West. The water of the bay is wonderfully clear and cold, and rainbow trout of splendid size and flavor abound. Fifteen miles west of Pelican Bay, Mount Pitt towers 5000 feet above the level of the lake, its snow-capped summit forming a charming background to the picture that lies before the eye.

The Williamson River, a nearby stream, is another of the noted trout streams of the state where it is only necessary to cast a fly to get a big string of trout. Fishing from boats is common on these streams, thus avoiding interference with brush and trees on the banks.

Visit to Irrigation Canal.

Another interesting side trip that the excursionists will take is a visit to the main canal of the United States Reclamation Project under construction. A drive will be taken to Merrill through the heart of the district to be reclaimed by the irrigation scheme and the return will be made by steamer on Klamath Lake.

Aside from its business features, the irlp promises to be a pleasant vacation jaunt. The district to be visited has few superlors as an outing place, and the chain of lakes furnish an ideal summering place.

By the visit to the seene of the irrigation of the scale of the possibly succeed in their desires.

EUGENE L. THORPE. more votes next time and possibly succeed in their desires.

EUGENE L THORPE.

BUSINESS ITEMS.

If Baby Is Cutting Teeth, Be cure and use that old and well-tried remedy, Mrs Wisslow's Southing Syrup, for children teething. It southes the child, softens the gums, allays all pain, cures wind colleged distributes.







and chronic discases of men, also blood, stomach, heart, liver, Ridmey and throat troubles. We cure SYPHILIS (without mercury) to stay cured forever. We remove STRICTURE without operation or pain, in 15 days. We stop drains, night losses and sper-matorrhoes by a new method, in a short time. We can restore the sexual vigor of any man under 50 by means of local treat-ment peculiar to ourselves.

We Cure Gonorrhoea in a Week

Over 50 per Cent of Our Cases Have Been Cured at a Cost of \$10 and Many Only \$5.

Office hours, 9 to 5 and 7 to 8; Sundays and holidays, 10 to 12. Dr. W. Norton Davis & Co. Corner Pine, Portland, Or. Offices in Van Noy Hotel, 524 Third St.



AND UNION PACIFIC

S TRAINS TO THE EAST DAILY Through Pullman standards and tourist siesping care daily to Omaha, Chicago, Spokane; tourist sleeping car daily to Kansas City, Reclining chair care (seats free) to the East daily. UNION DEPOT. Leaves. Arrives. CHICAGO-PORTLAND 8:30 A. M. 5:00 P. M. Dally. Dally.

SPOKANE PLYER 5:15 P. M. 8:00 A. M. Daily. Daily. For Eastern Washington, Walla Walla, Lew-ton, Coeur d'Alene and Great Northern pointa. ATLANTIC EXPRESS 6:15 P. M. 7:15 A. M. for the East via Huntington. Daily. PORTLAND BIGGS 8:15 A. M. 8:00 P. M. Doints between Biggs and Portland.

RIVER SCHEDULE. FOR ASTORIA and S.00 P. M. S.00 P. J. Dally, except co and North Beach steamer Research Ash. Steamer Research Ash. South Steamer Research Ash. South Steamer Research Steamer Re FOR DATTON, Ore-gon City and Yamhili Dally, Dally, Silver points, Ash-st. except except dock (water per.) For Lewiston, Idaho, and way points Riparis, Wash, Leave Riparia 6:40 A. or upoh arrival train No. 4. Gally except urday, Arrive Riparia 4 P. M. daily e Friday.

Ticket Office, Third and Washington Telephone Main 7/2. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt

Leaves. UNION DEPOT. Arrives. OVERLAND EX-PRESS TRAINS for Salem, Rose-burg. Ashland. *S:45 P. M. *T:25 A. M. burg. Ashland,
Sacramento, OgGen. Ein Francisco, Stockton,
Los Angeles, El
Paso, New Orleans and the
East. Morning train Morning trains to no nects at Woodburn daily except Sunday with trains for Mt Angel, Silverton, Erownsvills, Springfield, Wendling and Natron, Eugene passenger connects at Woodburn with Mt. Angel and Eliverton local, 4:15 P. M. *10:35 A Corvaliis passen-ger. 7:30 A. M. Sheridan passen-\$8:00 P. M. Forest Grove pas-\$11:00 A. M. sanger.

"Daily. EDaily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL

DIVISION.
Depot, Foot of Jefferson Street.

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, 8:20, 10:10,
11:30 P. M. Dally except Sunday, 5:30, 6:30,
6:40, 10:25 A. M. Sunday only, 9 A. M.
Returning from Oswego, arrive Pertland,
daily, 8:35 A. M.: 1:55, 3:05, 5:05, 6:15, 7:35,
0:35, 11:10 P. M.: 12:25 A. M. Dally excep.
Sunday, 6:25, 7:25, 9:35, 11:45 A. M. Sunday only 10:00 A. M.
Leave from same depot for Dallas and intermediata points daily, 7:30 A. M. and 6:15
P. M. Arrive Portland 10:15 A. M. and 6:15
P. M. Arrive Portland 10:15 A. M. and 6:15
P. M. Arrive Portland 10:15 A. M. and 6:15
P. M. Independence-Monmouth Matar Line

P. M. Affice Potential of the A. A. And Close The Independence-Monmouth Motor Line operates daily to Monmouth and Afrile, connecting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, \$20; berth, 23. Econd-class fare, \$15; second-class berth, \$2.50. Tickets to Eastern points and Europe; also Japan, Chins. Honolulu and Australia.

CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.

C. W. STINGER, WM. M'MUERAY, City Ticket Agent. Gen. Pass. Agt.



TIME CARD OF TRAINS PORTLAND DAILY. Depart Arriva

North Coast Limited, elec-tric lighted, for Tacoma, Seattle, Spokans, Butte, Minneapolls, St. Paul and the East .. 2:00 pm _7:00 am Puget Sound Limited for Claremont. Chahalis, Centralia, Tacoma and Seattle only........... 4:50 pm 10:53 pm

Twin City Express for Tacoma, Scattle, Spokane,
Helens, Butte, Si, Paul,
Minneapolis, Lincoin,
Omaha, St. Joseph, St.
Louis, Kansas City,
without change of cara
Direct connections for
all points East and
Southeast H:45 pm 6:30 pm
A. D. Chariton, Assistant General Passenger Agent, 256 Morrison at, corner Third,
Pertiand, Or.

SOUTHEASTERN ALASKA
ROUTE.
From Beattle at 0 P. M.
for Ketchikan, Juneau.,
Skagway. White Hores,
Dawson and Fairbanks.
S. S. City of Seattle, August 10, 20, 30.
S. S. Humboldt, August
4, 14, 24.
S. E. Cottage City (via Sitka), August
11, 20.

August 9.

From Seattle at 9 A. M.—Umatilla, Aug 8.

Portland Office, 249 Washington St.

Main 229.

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

C. D. DUNANN, G. P. A., San Francisco.

Scandinavian American Line Large Fast Twin Screw Passenger Steamers

Direct to Horway, Sweden and Denmark Sailing from New York at noonist Cabin \$80 and upwards, 2d Cabin \$47.50.
OSCAR II. Aug. 2, Sept. 13
C. F. TIETGEN Aug. 9, Sept. 20
HELLIG OLAV Aug. 16, Sept. 27
UNITED STATES Aug. 20, Oct. 11
For Uckets apply to Local Agents, or to
A. E. JOHNSON, 1 Brondway, N. Y.

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.

VORTHERN THE COMFORTABLE WAY. TWO OVERLAND TRAINS DAILY THE ORIENTAL LIMITED The Fast Mall VIA SEATTLE OR SPOKANE. Dally, PORTLAND Dally, Leave, Time Schedule, Arrive 5:30 am to and from Spo-kane, St. Paul. Min-neapells, Duluth and 1:45 pm All Points East Via 6:50 pm Seattle. To and from St. Paul. Minneapolts. Dujuth and All S:00 pm. Points East Via Spokane. Great Northern Steamship Co. Sailing from Scattle for Japan and China ports and Manila, car-ying passengers and freight S. S. Dakota, September 2. NIPPON YUSEN KAISHA
(Japan Mall Steamentp Co.)
S. S. SHINANO MARU will sail
from Seattle about August 7 for
Japan and Chim ports, carrying
passengers and freight.
For tuckets rates, berth reservations, etc. call on or address.
H. Dickson, C. P. & T. A.
122 Third St., Portland, Or.
Phone Main \$53. NIPPON YUSEN KAISHA

TRAVELERS' GUIDE

Astoria and Columbia River Railroad Co.

UNION DEPOT. For Maygers, Rainier, Clatskanie, Westport, Cliffon, Astoria, War-renton, Plavel, Ham-mond, Fort Stavens, Gearhart Park, Sea-side, Astoria and Sea-Express Dally.
Astoria Express
Dally. T:00 P. M.

"Portland-Seaside Plyer" Saturday only. leave Portland 8:10 P. M. C. A. STEWART. Comm'l. Ast. 248 Alder st. G. F. & P. A. Phone Main 908. Columbia River Scenery

Regulator Line Steamers THE EXCURSION STEAMER "BAILEY GATZERT" makes round trips to CASCADE LOCKE every Sunday, leaving PORTLAND at 2 A. M., returning arrives 6 P. M. Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 A. M., serving about 5 P. M., carrying reight and passengers, Splendid accommodations for outfits and Hyestock. Dock foct of Alder street, Portland; foot of Court street, The Dalles. Phone Main pis, Portland.

Steamers for Corvaille and Way points leave 6:45 A. M. Tuesday, Thursday and Saturday. OREGON CITY TRANSPORTATION CO. Office and Dock, feet Taylor St.

Steamer Chas. R. Spencer Up the heantiful Columbia, the most enjoyable of river trips. Leaves foot Oak at. 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. Phous Main 2000.

SCANDINAVIAN AMERICAN LINE

NORWAY, SWEDEN AND DENMARK Sailing From New York at Noon. t Cabin 500 and upwards, 2d Cabin 547.00. F. TIETGEN ONITED STATES... For tickets apply to Local Agents, or A. E. JOHNSON, I Broadway, N. Y.

San Francisco & Portland Steamship Co.

Operating the Only Direct Steamers
Barracouta and Costa Rica call alternately every seven days with FREIGHT ONLY.

JAS. H. DEWSON, AGENT,

Those Main 258.

248 Washington St.



State Medical Institute 201 Second Ave., South, SEATPLE, WASH.

HAND SAPOLIO

FOR TOILET AND BATH Plagers roughened by needlework catch every stain and look hopelessly dirty. Hand Sapolle removes not only the dirt, but also the loosened, injured cuticle, and restores the fingers to their natural beauty.

ALL OROCERS AND DRUGGISTE

