

BUY THE AMERICAN BARK COLOMA

Russell & Rogers, of San Francisco, Desire Vessel for Lumber Trade.

NEGOTIATIONS THIS WEEK ON

Sale Expected to Be Consummated Before Departure of Vessel for San Diego With Cargo of Lumber—Is Old-Timer.

With a view to purchasing the American bark Coloma, W. F. Rogers, of the well-known San Francisco shipping firm of Russell & Rogers, is in Portland to inspect the vessel, now lying at the docks of the Portland Lumber Company loading a cargo of fir lumber for San Diego.

There are few vessels afloat at the present time whose names are more familiar to the local public than that of the bark Coloma. For this vessel, for many years she has plied the waters of the Pacific and has repeatedly been reported lost at sea, but eventually turns up at some port, and after a few repairs is ready for another voyage.

During the years she was a regular caller at this port she was commanded by Captain Cyrus Noyes, who was a part owner in the vessel, and who took much pride in this vessel as though it were his child.

TO EXCLUDE FOREIGN SHIPS

Only Vessels of American Register to Engage in Philippine Trade.

According to the latest orders issued by the Treasury Department at Washington, a copy of which was received here by Collector of Customs Patterson, no vessels other than those flying the Stars and Stripes will be permitted to engage in the American-Philippine trade on and after April 11, 1906.

SURVEYS WESTPORT HARBOR

United States Engineers at Work With View to Improving Channel.

ABERDEEN, Wash., Aug. 15.—(Special.)—United States Engineer Carpenter is at Westport on Government work and is making surveys of portion of the inner harbor. Prevailing heavy fog during the past week have greatly interfered at times and caused a cessation of operations.

An unusual sight was witnessed when the tug Darling started out with the two schooners Watson A. West and R. C. Slade in tow to San Francisco. The demand for lumber in that city has become so pressing that time is a great factor and the usual method of taking three weeks to make the trip has proved uneconomical.

The towing of the two schooners is an experiment and if, as the lumbermen think, the trip can be made in half the time, this plan of the drydock on the harbor will watch the experiment with unusual interest.

The schooner Robert R. Hild, Captain Erickson, has arrived from the Fiji Islands after a clear trip of 41 days. She entered at the Customs-House this morning.

Hole Punched in Her Bottom.

SEATTLE, Wash., Aug. 15.—(Special.)—The steamer Marichon, saved by the underwriters after wreck in Alaska waters, is to be towed from Esquimault to Quartermaster Harbor for repairs. The steamer Oregon, loading for Seward, will have to go to the drydock. A steel rail, while being lowered into her hold, slipped out of the chains and fell 20 feet, punching a hole through the plate at the bottom.

Pilot Schooner San Jose Repaired.

ASTORIA, Or., Aug. 15.—(Special.)—The repairs to the state pilot schooner San Jose were completed today and the vessel will be turned over to the pilots tomorrow morning. She will leave out at once for her station off the mouth of the river with Pilots McVicar and Wood on board.

Lumber Vessels Clear for Bay City.

ASTORIA, Or., Aug. 15.—(Special.)—The steamer Helen P. Drew cleared at the Custom-House this afternoon for San Francisco with a cargo of 225,000 feet of

lumber, loaded at Rainier. The schooner Halcyon also cleared this afternoon for San Francisco. She carries a cargo of 250,000 feet of lumber, loaded at the Clatsop mill.

SCHOONERS AT MONTESANO.

Three Vessels Loading Lumber in the Chehalis River.

MONTESANO, Wash., Aug. 15.—(Special.)—The Chehalis River front at Montesano has presented a busy scene this week, three lumber schooners—the Falcon, Abbie and Sadio Claudia—all being at the Montesano Mill Company's docks, this being the first time so many vessels have been in port at once. The Falcon is taking on a full cargo of structural lumber consigned to Balfour, Guthrie & Co., Valparaiso, Chile, where it will be used in railroad construction and bridge work.

KILBURN AND ROANOKE SAIL

Coastwise Steamers Carry Capacity Cargoes and Many Passengers.

With the usual capacity cargoes and enough passengers to tax their entire accommodations, the steamers F. A. Kilburn and Roanoke left last evening for

THE AMERICAN BARK COLOMA

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accommodations, the steamers F. A. Kilburn and Roanoke left last evening for coastwise ports. The former vessel goes to Coos Bay, Eureka and San Francisco, while the latter vessel calls at Eureka, San Francisco and San Pedro. The Kilburn was forced to refuse considerable freight destined for Coos Bay, owing to inability to find a place for it beneath her hatches.

Among the passengers on the Roanoke were a large number of students who are returning to Stanford and California universities after spending the Summer vacations at their Oregon homes.

Lightkeeper's Nerves Wrecked.

ASTORIA, Or., Aug. 15.—(Special.)—Charles Justice, assistant keeper at the Tillamook Rock light, was brought ashore by the tender Heather last night and taken to the hospital for treatment. His long residence on the rock and his habit of being afflicted with extreme nervousness, until it was feared he would become mentally deranged.

Big Raft on Way South.

ASTORIA, Or., Aug. 15.—(Special.)—The steamer Francis Leggett crossed out today for San Francisco with the big log raft in tow. In addition to towing the raft, which contains 8,000,000 feet of piling, the Leggett has on board 700,000 feet of redwood lumber and 7,000,000 shingles from Eureka.

Steamer Santa Monica in Trouble.

ABERDEEN, Wash., Aug. 15.—(Special.)—The steamer Santa Monica, which is enroute to Westport, is ashorehanded. Her captain is in the hospital, and the vessel today.

Marine Notes.

The dispute over the contract for the dredge Columbia has been amicably adjusted, and the necessary papers will be signed by Colonel B. W. Roesser in a day or two.

The steamer Aurelia left down for Linton yesterday to commence loading lumber for San Francisco. She will take on a part of this place and finish at St. Helens.

Assistant United States Engineer Ogden returned from the Upper Columbia country yesterday, where he went on a tour of inspection of the waterways of that vicinity.

The schooner Admiral was taken off the drydock last evening and will come up to the mill of the Portland Lumber Company today. She is scheduled to load a cargo of lumber for San Francisco.

The lumber line Numanita shifted from the Montgomery dock to the Alaska dock, where she will discharge most of the freight for Portland firms. The Eastern consignments were unloaded yesterday.

The Matson Navigation Company liner Hiloian left San Francisco yesterday bound for this city with a full cargo of freight from the Hawaiian Islands and San Francisco. Most of her cargo for this port was taken on at San Francisco.

The Oregon Electric Company was granted permission by the War Department yesterday to build a bridge across the Willamette River at Wilsonville. The structure is to be 60 feet above low water, and will permit of all river craft sailing under it.

Arrivals and Departures.

ASTORIA, Or., Aug. 15.—Condition of the bar at 6 P. M. smooth; wind northwesterly, with clear sky. Arrived down at 1:30 A. M. Steamer Helen P. Drew, from San Francisco. Arrived down at 8 A. M. Steamer Mabel Gale, sailed at 9:30 A. M. Steamer Heather, sailed at 10:45 A. M. British ship Bardowie, for Port Pirie, sailed at 1:30 P. M. Steamer Francis H. Leggett, with lograft in tow, for San Francisco. Left at 1 P. M. Steamer Prosper, arrived at 1:30 P. M. Steamer Taurus, from San Diego.

San Francisco, Aug. 15.—Arrived last night Steamer Meteor, from Columbia River; arrived Steamer Inqua, from Gray's Harbor; arrived Grace Dollar, from Gray's Harbor; arrived Barkentine Arago, from Coos Bay; sailed Barkentine John C. Meyer, for Gray's Harbor; steamer Cassina, for Coos Bay; Norwegian steamer Norman Line, for Seattle; steamer Helonah, for Portland; arrived Barkentine J. L. Eviston, from Malakoff.

Yokohama, Aug. 15.—Arrived yesterday—Missouri, from Seattle, for Nagasaki, Shanghai and Hong Kong.

Hood's Sarsaparilla brings back health and gives strength after serious illness.

CUTS THREE KNOTS

Judge Frazer Frees Two Wives and One Husband.

CHARGES OF BRUTALITY

Mrs. Atha Shaw Testifies That Man She Married Attempted to Compel Her to Lead an Immoral Life.

Judge Frazer yesterday granted three divorces. In the case of Atha Shaw against Martin Shaw, the plaintiff testified that her husband struck and beat her to compel her to lead an immoral life for his gain, and often threatened to kill her. Her maiden name, Gilliam, was restored to her. The litigants were married in Portland in 1899.

Jennie Rogers, who was divorced from Fred V. Rogers, to whom she was married in Portland August 4, 1905, testified

that Rogers had a former wife from whom he had been divorced. He told plaintiff that six months had not elapsed since the date of the divorce, and that his marriage to plaintiff was illegal. Mrs. Rogers said she ascertained the date made by her husband was not true.

Made First Wife Work.

Mrs. Rogers also informed the court that Rogers had told her first wife that he had worked for her support and wanted her to do the same. She stated that he kicked and abused her and finally abandoned her. Rogers is now in Fletcher, Idaho, his former home.

D. W. Campbell was granted a divorce from Alice Campbell on account of alleged desertion, beginning January, 1905. They have one child, a boy 5 years old. Campbell said his wife is attached to the child and he is willing, at least, and he will assist in his support. The Campbells were married in Skagway in 1898. Mrs. Campbell agreed to the divorce and accepted service of a copy of the complaint in August last.

Sues Absent Husband.

Mary L. Weaver yesterday filed an affidavit for publication of summons in her divorce suit against E. L. Weaver. He formerly lived at Cathlamet and is now said to be in Vancouver, B. C. The Weavers were married in 1888 and have one child, who is with the mother. Desertion is the grounds of suit.

Testimony was submitted in the divorce suit of Charles E. Miller against Echo Miller. They resided at Echo, Or. Drunkenness is the ground upon which legal separation is asked.

Part of a suit instituted proceedings in the State Circuit Court for a dissolution of matrimonial bonds because of alleged desertion, beginning August 16, 1898. The couple were married at Salem in 1888 and have no children.

SUPPLY FIRM ASKS DAMAGES

Alleged That Imperial Hotel Company Violated Contract.

The Ogden Hotel Supply Company, in a complaint filed in the State Circuit Court against the Imperial Hotel Company yesterday, alleges that the hotel people violated an agreement to keep an advertising ink well cabinet in the office of the Imperial Hotel. The plaintiff alleges that the hotel company, for a consideration, on April 25, 1906, agreed to keep the cabinet in place two years, and removed it on May 10 following.

The Ogden Hotel Supply Company avers that because of the removal it cannot keep its advertising contracts with its customers and demands \$500 damages.

Brewing Company Brings Suit.

The Portland Brewing Company yesterday sued Henry Hoffman, a saloon keeper, in the State Circuit Court to recover \$30 advanced to Hoffman by Mary A. Wilhelm in July, 1906, and also \$2 for goods sold. Hoffman settled the case yesterday, where the deputy sheriff who served the papers.

PERSONAL MENTION.

Dr. K. F. Purdy and wife, of Ashland, are guests at the Oregon Hotel.

Michael H. Kelley, a lumberman of Duluth, is a guest at the Portland.

R. Alexander and wife, of Pendleton, are guests at the Imperial Hotel.

Charles T. Early, a lumberman from Hood River, is a guest at the Perkins Hotel.

Dean Blanchard, banker and lumberman from Rainier, is registered at the Oregon.

H. S. McGowan, a salmon packer of McGowan, Wash., is registered at the Perkins Hotel.

E. W. Carter, cashier of the Bank of Ashland, is registered at the Oregon Hotel.

Charles R. Hardy, an attorney of Eugene, is a guest at the Oregon Hotel. He is here on business.

Mrs. Henry Robb and Miss Adelaide Bungart left last night for a visit of a week in British Columbia.

Mrs. Ernest Rogers, of Portland, and Mrs. Louis Blumauer, of England, are guests at the Hotel Portland.

Matt Mosgrove, of Milton, one of the

best-known merchants in Eastern Oregon,

is registered at the Perkins Hotel. D. H. Moseley, Sheriff of Ada County, Idaho, is registered at the Perkins Hotel. He is here on business connected with his office and will go from Portland to Eugene.

Harry A. Robb and wife, of Nampa, Idaho, are guests at the Portland. Mr. Robb is a clothing merchant and one of the big men of the town.

Mr. Nettleton, a member of the Seattle Civil Service Commission, was a guest at the Hotel Portland yesterday. He left for his home last night.

Mrs. W. J. Housenay, of 63 North Twentieth street, received a telegram yesterday stating that her son, Bruce, who is ill, in Cincinnati, of typhoid fever, has improved considerably.

Henry Blackman, of Heppner, a commission agent to the Jamestown Exposition from Oregon, is registered at the Oregon Hotel, accompanied by his family. They are on their way home after a visit at the sea shore.

CHICAGO, Aug. 15.—(Special.)—Oregonians registered today as follows: At the Stratford—Miss E. R. Rockwood and Jessie H. Millard, from Portland. At the Majestic—William Walker, from Portland. At the Auditorium—E. M. Brown, from Portland. The Sherman House—G. L. Balsler, from Portland.

PREPARE FOR AN EXODUS

RIVER STEAMERS TO CARRY CROWDS OF HOPPICKERS.

Boats Plying on Upper Willamette River Likely to Handle Bigger Excursions Than Ever.

The different transportation companies operating river steamers on the upper Willamette are preparing to handle the large crowds of hoppickers journeying to the fields in the near future. The annual exodus of hoppickers is due to commence next week, and by September the work of harvesting the crop will be fairly well advanced. The yards of the entire Willamette Valley report an excellent yield this year, and in most places the crop is much larger than in previous years, and to harvest this quantity of hops will require a large number of pickers, most of whom hail from Portland.

As a rule the hoppickers journey to the hopfields by river steamer, which has been found the most convenient means of transportation, owing to the fact that most of the yards are situated on the banks of the Willamette and its tributaries. In order to handle the big crowds of excursionists and campers, the transportation companies have been engaged in refitting and repairing the different steamboats of their respective fleets during the past month or two, and when the traffic begins, each vessel will be ready for the season's work. The Oregon City Transportation Company will have its three steamers ready for their portion of the business by the first of next week. The steamer Pomona has been recently remodeled, and under a thorough overhauling on the way to the Portland Shipbuilding yards, and was lately placed in commission. The Oregon has also been placed on the way, and these two boats, with the Altona, constitute this company's fleet.

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Floral "23" Coming Emblems at Funerals

Popular Skiddo Number Promotes to Supplant Traditional "30" Symbolical of an Ended Career.

Twenty-three for "thirty." Ever since telegraphy came into common use, "30" has been a popular expression among those who craft printers and others, meaning "the end," or "that is all." For years it has been customary to send floral offerings to funerals where the deceased has been connected in some way with one or the other of the craft professions, containing the plain simple figures, "30."

But after having been in use for more than half a century this old custom seems to stand some chance of being done away with. That new and up-to-date expression, "23," promises to take its place, even at funerals.

It is said that at a funeral in Portland, some time ago, a careless florist, or some friend with an eye for humor, sent to the house where a funeral was to take place a large floral arrangement, in the center of which were two emblematic figures. When the offering was rearranged so that the mourners could get a good view of the flowers, they were startled to see the figures "23" instead of the "30" they had expected to find.

The florist, however, was not displeased, and he has been wondering ever since whether "23" was well liked by the florists, or whether the custom is an absolutely new one that they have not noticed about.

So skiddo "23" for you.

Weak, Weary, Watery Eyes Welcome Murine Eye Remedy. It soothes. It cures.

WE CURE MEN

OUR FEE, \$12.50

When you visit the city call on the doctors who cure any and all uncomplicated cases for \$12.50.

PAY US FOR CURES

Our Special Offer

In view of there being so many afflicted with private, chronic and pelvic diseases who are treating themselves with Europe and who have decided to make a special offer to charge only one-half of our regular fee for curing those who are despondent. For instance, if you are afflicted with either Hydrocele, Gonorrhea, Trichomonas, etc., we will guarantee to cure you for one-half the regular fee, and accept the money in any way you wish to pay, such as by check, or to enable you to show the many who have treated without benefit that we have the methods that produce results.

Our methods are up-to-date and are endorsed by the highest medical authorities in Europe and America. Hence our success in the treatment of men's diseases. Remember, our specialty is limited to the diseases of MEN, and MEN ONLY.

PRIVATE DISEASES—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. We want every man in the country who is afflicted to write us about his ailment. We cure you at home. One visit only required to our office, when necessary.

HOURS—9 A. M. to 6 P. M. Evenings, 7 to 9. Sundays, 9 A. M. to 12 M. ST. LOUIS Medical and Surgical DISPENSARY CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.

GERMS IN RIVERS

Columbia as Well as Willamette Typhoid Infected.

State Board of Health Will Forbid Its Consumption on Steamers. Only 24 Cases of That Fever in July.

The report of the State Board of Health for July shows 322 births and 350 deaths, making an actual increase of 132 in Portland's population during the month. There have been 24 cases of typhoid fever reported in Oregon, with eight deaths. Only two of these deaths occurred in Umatilla County, and there were no new cases reported there, although that county has been regarded as the seat of a well-defined contagion. That the disease germs are still present in the waters of the Columbia River, which have heretofore been regarded as practically free from infection, are now infected by the stream, tributary to it, and which drain the typhoid region of Eastern Oregon.

Five cases of typhoid fever among employees of boats plying on the Columbia River not only show the presence of the typhoid germ in that stream, but it has brought out the fact that on these vessels the river water is used for drinking purposes. A vigorous campaign against this practice will soon be instituted through the state board.

"The Willamette has not been free from typhoid germs for years," said Dr. Wheeler yesterday, "but it was not until the Columbia became infected through its tributary streams from the districts about Pendleton and Walla Walla that it came to be considered dangerous. The germs of typhoid fever, which are carried by the Columbia and on both that river and the Willamette has developed the fact that river water is used for drinking purposes on the steamers, and it will have to be put to this practice."

In discussing the danger of incurring the fever through the use of river water, Dr. Wheeler was asked if the many bathers and swimmers who spend much time in the river during the summer season were in danger of swallowing the contaminated water. "They might get a mouthful and no germs, and the next one might contain a million germs," he replied; "so it is evidently behooves the many swimmers about Portland to cultivate the gentle art of keeping their mouths closed while in the water."

Lane County reports nine new cases of the fever, with one death. The new filtration plant at Eugene is now finished and is capable of clearing the water of probably 98 per cent of the germs it contains.

Multnomah County records 196 births, 196 deaths, 15 of these from tuberculosis, six cases and one death from typhoid, seven cases of diphtheria with three deaths, 74 cases of measles and two of smallpox. The marriages in this county alone amount to 17, and the entire number of 46 people are reported to have entered into wedlock during the month of July.

SUPPLIES FOR PANAMA

Isthmian Canal Commission Issues a Call for Bids.

Circular No. 22, requesting proposals from parties desiring to bid on supplies for the Panama Canal has been received at the Chamber of Commerce. The paper is issued by the Isthmian Canal Commission with headquarters at Washington, D. C., and contains full specifications for those interested.

An important item in the circular is the specifications for mosquito bar. Millions of yards of this stuff will be used during the years that will be required to build the great ditch and altogether the Government will invest a small fortune for mosquito netting alone.

The circular also refers to refrigerators, blasting material, donks, horses, mules, rock salt, paint brushes, steel rivets, and a good many other things which will be used during the work.

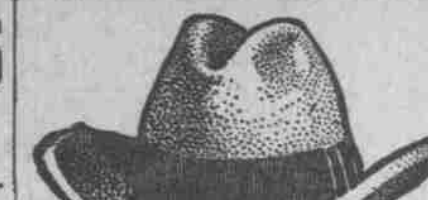
Any Portland dealer who may wish to furnish the Government with mosquito bar, or refrigerators, or horses, or mules, paint brushes, etc., for Panama, may examine the specifications at the office of the Chamber of Commerce.

EASTERN EXCURSION RATES

August 7, 8, 9, September 8 and 10.

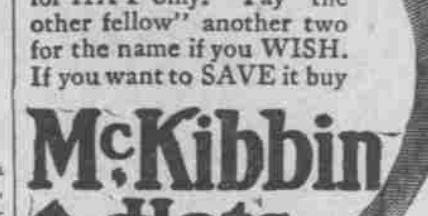
On the above dates the Great Northern Railway will have on sale tickets to Chicago and return at rate of \$71.50, St. Louis and return at rate of \$71.50, St. Paul and return at rate of \$71.50, Superior, Sioux City and return, \$60. Tickets first-class, good going via the Great Northern, returning same or any direct route stop-overs allowed. For tickets, sleeping car reservations, or any additional information, call on or address Dickson, P. & T. A., 123 Third street, Portland.

Your complexion, as well as your temper, will improve if you take Carter's Little Liver Pills.



McKibbin is all HAT.

You don't pay extra for "name" or "reputation". You pay for HAT only. Pay "the other fellow" another two for the name if you WISH. If you want to SAVE it buy



HAND SAPOLIO

It ensures an enjoyable, invigorating bath; makes every pore respond, removes dead skin,

ENERGIZES THE WHOLE BODY starts the circulation, and leaves a glow equal to a Turkish bath.

ALL GROCERS AND DRUGGISTS



MEN DON'T

foolishly neglect your health if afflicted with varicose veins, stricture, urethral weakness, catarrh, rheumatism, piles, blood poison, urinary troubles or any nervous or private diseases when you can be cured for

A FEE OF \$5 at the office of The Old Reliable Specialist, Dr. Pierce, 181 1st St., Portland, Or.

EAST via SOUTH

Leave. UNION DEPOT. Arrives. 8:40 P. M. OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Seaside, Astoria, Cannon Beach, Clifton, Coquille, Jewell, Madras, Medford, Nestor, North Bend, Oregon City, Seaside, Tillamook, Westport, Yachats, and other points on the coast. Daily except Sunday. 9:30 A. M. Morning train on Woodburn daily except Sunday. 10:15 P. M. Evening train on Woodburn daily except Sunday. 11:30 P. M. Night train on Woodburn daily except Sunday.

Portland-Oregon Suburban Service and Yamhill Division. Depot, Foot of Jefferson Street. Leave Portland daily for Oswego at 7:40 A. M.; 12:30, 2:05, 4:50, 6:50, 8:20, 8:50, 10:10, 11:30 P. M. Daily except Sunday. 8:40, 10:35 A. M. Sunday only, 9 A. M. Returning from Oswego, 7:40, 8:20, 8:50, 9:50, 11:10 P. M.; 12:35 A. M. Daily except Sunday. Leave from Oswego for Portland, 7:40, 8:20, 8:50, 9:50, 11:10 P. M.; 12:35 A. M. Daily except Sunday only 10:00 A. M.

The Independence-Monmouth Motor Line operates service between Astoria, connecting with S. P. Co.'s trains at Dallas and Independence. Ticket fare from Portland to Seaside and San Francisco, \$20; to Bertha, \$25. Second-class fare, \$16; to Astoria, \$12. Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia. CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 715. F. W. STINGER, City Ticket Agent. Wm. McMurray, Gen. Pass. Agt.

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.

San Francisco & Portland Steamship Co.

Operating the Only Direct Steamers S. S. Barracouta and Costa Rica sail alternately every seven days with frequent stops. JAS. H. DEWSON, AGENT, Phone Main 268. 248 Washington St.

WILLAMETTE RIVER ROUTE

Steamers for Salem, Independence and Albany leave 9:45 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



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 cars daily to Kansas City. Reclining chair cars (seats free) to the West.

Table with columns: UNION DEPOT, Leaves, Arrives. CHICAGO-PORTLAND SPECIAL for the West via Huntington. SPOKANE FLYER. PORTLAND EXPRESS. PORTLAND LOCAL. PORTLAND EXPRESS.

Table with columns: RIVER SCHEDULE. FOR ASTORIA and way points. FOR DALTON, Oregon City and Yachats. FOR LEWISTON, Idaho, and way points.

Ticket Office, Third and Washington. Telephone Main 268. Wm. McMurray, Gen. Pass. Agt.

GREAT NORTHERN RAILWAY

THE COMFORTABLE WAY. TWO OVERLAND TRAINS DAILY