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

NEGOTIATIONS NOW

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

are few vessels affoat at the present time whose names are more fa-millar to the local public than is that of the bark Coloma, for this vessel has in the bark Coloms, for this vessel has in former years made many a voyage between Portland and the Orient as well as from other coast ports. She is over 37 years of age, having been built by J. J. Cally at Warren, R. 1., in 1869. She is a square-rigged sailing bark of 853 tons register, and is 168 feet long and of 35 feet beam and has 20 feet depth of hold. feet beam and has 20 feet depth of hold.

For many years she has piled 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

caller at this port she was commanded by Captain Cyrus Noyes, who was a part owner in the craft, and who took as much pride in this vessel as though it were his child. To hear some other caprefer his child. To hear some other cap-tain's name mentioned in connection with this vessel does not seem to hitch, the old-timers along the water-front say when referring to the Coloma and her present commander, Captain Johnson. The venerable craft is now the property

of the Pacific Shipping Company of San Prancisco, and was sent here to load a cargo of lumber for San Diego. The cargo of number for San Diego. The shortage of available steam as well as sailing craft on the coast caused not only the impressing of the Coloma into the lumber-carrying trade, but it also caused the present errand of Mr. Rogers, who will in all probability accomplish his object before returning to San Francisco. Russell & Rogers own the steamer Aurelia, which is one of the finest ves-sels in the coastwise lumber trade, and

ns this vessel cannot handle all the lum-ber her owners have contracts to carry to San Francisco, it is desirable that they secure more vessels. The Co-loma is looked upon as a stanch craft and, barring a few minor repairs that are now being made to her, she is in a perfectly scaworthy condition.

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 yesterday 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, 1909. This order is in ac-cordance with an extension of time recently enacted on account of the shortage of tonnage flying the American flag, for the act was passed during the last session of Congress, and was to have gone into effect July 1, 1995. This extension of time, it is thought,

enable the American shipowners build a sufficient number of vessels to handle that traffic. The clause of the notice referring to this law is as follows: "That on and after April 11, 1909, no merchandise except supplies for the Army and Navy shall be transported by sea between ports of the United States and ports in the Philippines, directly or by way of a foreign port, or for any part of the voyage, in any other vessel than a vessel of the United States. The same tonnage taxes shall be levied, collected and paid upon all foreign vessels coming into the United States from the Philippines which are required by law on vessels coming into the United States from

SURVEYS WESTPORT HARBOR

United States Engineers at Work With View to Improving Channel.

ABERDEEN, Wash., Aug. 16.—(Special.)—United States Engineer Carpenter is at Westport on Government work and is making surveys of portion of the inner harbor. Prevailing heavy fogs during the past week have greatly interfered at times and caused a cessation of operations.

An unusual sight was witnessed when the tug Daring started out with the two schooners Watson A. West and R. C. Slade in tow to San Francisco.

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 unsatisfactory.

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 will be continued regu-larly as long as the demand for lumber

The Daring will bring back loads in the same way. Millmen on the har-bor will watch the experiment with unusual interest.

The schooner Robert R. Hind, Cantain 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. 16 .- (Special.)-

The steamer Mariechen, saved by the underwriters after her wreck in Alaskan waters, is to be towed from Esquimanit 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

Pilot Schooner San Jose Repaired.

ASTORIA, Or., Aug. 16 - (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. steamer Helen P. Drew cleared at the Custom-House this afternoon for San Francisco with a cargo of 225,000 feet of and gives strength after serious illness.

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

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

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

lumber, loaded at Rainier. The schoone Halcyon also cleared this afternoon fo San Francisco. She carries a cargo of 270,000 feet of lumber, loaded at the Clat-

SCHOONERS AT MONTESANO.

the Chehalis River.

MONTESANO, Wash., Aug. 16.-(Speeal.)-The Chehalis River front at Montesano has presented a busy scene this week, three lumber schooners—the Fal-con, Abbie and Sadie Claudina—all being at the Montesano Mill Company's docks, at the Montesano and Company a 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 rallroad construction and bridge work. This is the first all-water shipment ever made from Montesano to a foreign port, and it has been made possible by the reent clearing of the Chehalls River chan-nel up to this city. The Abbie and Sadie laudina are regularly chartered between here and San Francisco, making the round trip about every six weeks. All the mills here are now working to their full capacity, and their entire cut is ordered far in advance

KILBURN AND ROANOKE SAIL

Coastwise Steamers Carry Capacity

Cargoes and Many Passengers.

Three Vessels Loading Lumber in Judge Frazer Frees Two Wives and One Husband.

> BRUTALITY CHARGES

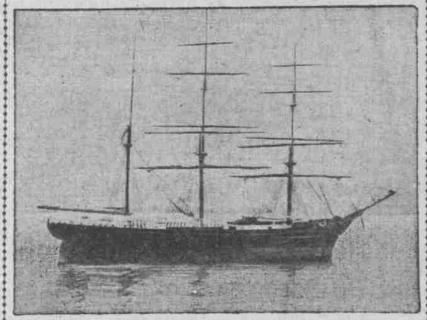
> Mrs. Atha Shaw Testifies That Man She Married Attempted to Compel Her to Lead an Immoral Life.

> 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, Gillam, was restored to her. The litigants were mar-

ried in Portland in 1899.

Jennie Rogers, who was divorced from With the usual capacity cargoes and Fred V. Rogers, to whom she was mar chough passengers to tax their entire ried in Portland August 2, 1905, testified

THE AMERICAN BARK COLOMA



WELL-KNOWN VESSEL MAY BE SOLD TO RUSSELL & ROGERS, OF SAN FRANCISCO.

accommodations, the steamers F. A. Kil-burn 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 go her inability to find a place for it be-neath her hatches.

neath 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. 16.—(Special.)— Charles Juston, assistant keeper at the Fillamook Rock light, was brought ashore by the tender Heather last night and taken to the hospital for treatment. His long residence on the rock had caused him to be afflicted with extreme nervous-ness, until it was feared he would become mentally deranged.

Big Raft on Way South.

ASTORIA, Or., Aug. 18.—(Special.)—The steamer Francis Leggett crossed out to-day for San Francisco with the big log raft in tow. In addition to towing the raft, which contains 8,000,000 fget of piling, the Leggett has on board 700,000 feet of redwood lumber and 7,000,000 shingles from

Steamer Santa Monica in Trouble.

ABERDEEN, Wash., Aug. 16.—(Special.)—The steamer Santa Monica, which is barbound at Westport, is shorthanded. Part of her nonunion crew is quitting 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 S. W. Roessler in a day or two.

The steamer Aurelia left down for Linnon yesterday to commence loading lum-er for San Francisco. She will take on a part cargo at this place and finish at

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.

dock, where she will discharge most of the freight for Portland firms. The East-ern consignments were unloaded yester-

The Matson Navigation Company liner Hilonian 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 50 feet above low water, which will permit of all river craft

Arrivals and Departures.

ASTORIA, Or., Aug. 16 .- Condition of the har at 5 P. M., smooth; wind northwest; weather clear. Arrived down at 1:50 A. M. and sailed at 8:45 A. M.—Steamer Costa Rica, and sailed at 8:45 A. M.—Steamer Costa Rica, for San Francisco. Arrived down at 8 A. M.—Schooner Mabel Gale. Sailed at 9:30 A. M.—Steamer Heather. Sailed at 10:40 A. M.—British ship Bardowle, for Port Pirle, Sailed at 1:30 P. M.—Steamer Francis H. Leggett, with lograft in tow, for San Francisco. Left up at 1 P. M.—Schooner Prosper, Arrived at 1:30 P. M.—Schooner Taurus, from San Pieses.

Diego. San Prancisco, Aug. 16.—Arrived last night San Francisco, Aug. 16.—Arrived last night—Steamer Meteor, from Columbia River. Arrived—Steamer Iaqua, from Gray's Harbor; steamer Grace Dollar, from Gray's Harbor; barkentine Arago, from Coos Bay, Sulled—Barkentine John C. Meyer, for Gray's Harbor; steamer Caarina, for Coos Bay; Norwegian steamer Norman Isles, for Seattle; steamer Helonian, for Portland. Arrived—Barkentine J. L. Eviston, from Maiutkons, Volchama Aug. 16.—Arrived—posychama Yekohama, Aug. 16.—Arrived previous Minnesota, from Seattle, for Nagi Shanghai and Hong Kong.

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 state-ment made by her husband was not true.

Made First Wife Work.

Mrs. Rogers also informed the court that Regers had told her his first wife 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, 1965. They have one child, a boy 5 years old. Campbell said his wife is attached to the child and he was willing she should keep the boy for the present, at least, and he will assist in his support. The Campbells were married in Skamokawa in 1838. 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 1895 and have one child, who is with the mother. De-sertion is the grounds of suit.

Testimony was submitted in the divorce wit of Charles H. Miller against Echo Miller, They resided at Echo, Or, unkenness is the ground upon which al separation is asked. George L. Hoover has instituted pro-

ceedings in the State Circuit Court for a dissolution of matrimonial bonds because of alleged desertion, beginning August 10, 1905. The couple were married at Salem in 1888 and have no children.

SUPPLY FIRM ASKS DAMAGES

Alleged That Imperial Hotel Company Violated Contract.

The Omaha Hotel Supply Company, in a complaint filed in the State Circuit Court against the Imperial Hotel Com-Court against the Imperial Hotel Company resterday, 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 The schooner Admiral was taken on the drydock last evening and will come up to the mills of the Portland Lumber Company today. She is scheduled to load a cargo of lumber for San Francisco.

The Omaha Hotel Supply Company avers that because of the removal it cannot keep its advertising contracts. cannot keep its advertising contracts with its customers and demands \$490

Brewing Company Brings Suit.

The Portland Brewing Company yesterday sued Henry Hoffman, a saloon keeper, in the State Circuit Court to recover \$530 advanced to Hoffman Mary A. Wilhelm in July, 1965, and also case with the deputy sheriff who served

PERSONAL MENTION.

Dr. K. F. Purdy and wife, of Ashland, Dr. K. F. Purdy and wife, of Ashiand, are guests at the Oregon Hotel, Michael H. Kelley, a lumberman of Du-luth, 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 lumber man from Rainler, is registered at the H. S. McGowan, a salmonpacker of

McGowan, Wash., is registered at the E. V. Carter, cashier of the Bank of Ashland at 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 Rebe and Miss Adelaide Bumgart left last night for a visit of a week in British Columbia.

est-known merchants in Eastern Oregon best-known merchants in Eastern Oreson, 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

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.

his office and will go from Portland to

the big men of the town.

C. M. Nettiqton, 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. Honeyman, of 53 North Twentieth street, received a telegram yesterday stating that her son, Bruce, who is ill, in Cincinnati, of typhoid fever, has improved considerable. has improved considerably.

Henry Blackman, of Heppner, a com-missioner 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

CHICAGO, Aug. 16.—(Special.)—Orego-nians registered today as follows: At the Strafford—Miss E. R. Rockwood and Jessie H. Millard, from Portland. At the Majestic-William Walker, from Portland.
At the Auditorium-E. M. Brown, from

At the Sherman House-G. L. Balser, 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 large crowds of hoppickers journeying to the fields in the near future. The annual exodus to the hoppards is due to commence next week, and by September the work of harvesting the crop will be fairly inaugurated. The yards of the entire Williamette Valley report an excellent yield this year, and in most places the crop is much larger than in previous years, and to harvest this vast 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 tribubanks of the Willamette and its tribu-taries. In order to handle the big crowds of excursionists and campers, the transportation companies have been en-gaged in refitting and repairing the dif-ferent steamboats of their respective fleets during the past month, and next week when the traffic begins, each ves-sel will be ready for the season's work. The Oregon City Transportation Com-pany will have its three steamers ready pany 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, underwent a thorough overhauling on the ways of the Portland Shipbuilding yards, and was lately placed in commission. The Ore-gona has also been placed on the ways,

gone has also been placed on the ways, and these two boats, with the Altona, constitute this company's fleet.

The O R. & N. Company's steamers Ruth and Modoc, both much larger boats than the others mentioned, will make a specialty of handling freight, but at the same time expect to carry a large number of excursionists to the hopyards. These two steamers usually ply as far south as Salem if the water permits, and after the picking season they are called upon to transport a large part of the upon to transport a large part of the

Floral "23" Coming Emblems at Funerals

Popular Skiddo Number Promises 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 of that craft, printers and others, meaning "the end," or "that is all." For years it has been cus-tomary to send floral offerings to funer-als where the deceased has been connected in some way with one or the other of the crafts mentioned, containing the plain simple figures, "20." 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 and beautiful floral plece, in the center of which were two em-blematic 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.

People have been wondering ever since whether "22" was worked into that floral offering by accident, or whether the cus-tom is an absolutely new one that they had heard nothing about. So skiddo "36," 23 for you.

Columbia as Well as Willamette Typhoid Infected.

WATER UNFIT FOR USE

State Board of Health Will Forbid Its Consumption on Steamers. Only 64 Cases of That Fever in July.

The report of the State Board of Health for July shows 532 births and 350 deaths making an actual increase of 182 in Portland's population during the month. There have been 24 cases of typhold 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 that locality, however, there seems to be no doubt, and Dr. C. H. Wheeler, secretary of the state board, states that the waters of the Columbia River, which have here-tofure been regarded as practically free from infection, are now infected by the streams tributary to it and which drain the typhold region of Eastern Oregon. Five cases of typhold fever among employes of boats plying on the Columbia River not only show the presence of the typhold 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. have been 24 cases of typhold fever re-

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

In discussing the danger of incurring the

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 not 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 repited; so it evidently behooves the many swimmers about Fortland to cultivate the gentle art of keeping their mouths closed while in the water.

Lane County reports nine new cases of

Lane County reports nine new cases o the fever, with one death. The new fil-tration plant at Eugene is now finished and is capable of clearing the water of probably 28 per cent of the germs it con

Multnomah County records 192 births, 136 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 175, and in the entire state 496 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. 323, 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 Commis

I, and contains full specifications for hose 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, desks, 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 har, or refrigerators, or horses, or mules, paint brushes, etc., for Panama may ex-amine 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 \$67.50, St. Paul, Minneapolis and Duluth, Superior, or Sloux 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 H. Dickson, C. P. & T. A., 122 Third street, Portland.

Weak, Wessy, Watery Eyes Welcome irine Eye Remedy. It soothes. It cures.

Your complexion, as well as your temper, is rendered miserable by a disorder-ted liver. Improve both by taking Carter's Little Liver Pills.

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 without receiving any benefit, we have decided to make a special offer to charge only one-half of our regular fee for ouring those who are now undersoing treatment elsewhere and are dissatisfied. For instance, if you are afflicted with either Hydrocele, Varicocele or Nervous Decline, we will guarantee to cure you for one-half the regular fee, and accept the money in any way you wish to pay, many who have treated without benefit that we have the methods that produce results.

Our methods are up-to-date and are indorsed by the highest medical nuthorities of Europe and America. Hence our success in the treat-ment of men's diseases. Remember, our specialty is limited to the dis-eases 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 5 P. M. Evenings, 7 to 3. Sundays, 9 A. M. to 12 M. ST. LOUIS Medical and Surgical DISPENSARY 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. CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.

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

Hats

HAND SAPOLIO

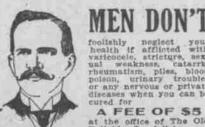
It ensures an enjoyable, invigorating bath; makes every pore respond, removes dead skin.

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

ALL GROCERS AND DRUGGISTS

TO COPAIBA





foolishly neglect your health if afflicted with varicoccie, stricture, sex uni weakness, catarra, rheumatism piles, blood pelson, 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.

TRAVELERS' GUIDE,

MPA

UNION DEPOT. Arrives. Leaves. OVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, Sacramento, Og-den, Ean Fran-cisco, Stockton, Los Angeles, El Paso, New Or-leans and the East. *7:25 A. M. *8:45 P. M.

Morning train
on nects at
Woodburn daily
except Sunday
with trains for
Mt. Angel. Eliverton, Brownsville,
Springfield, Wendling and Natron. *5:55 P. M. 98:30 A. M.

*4:15 P. M. Eugene passenger connects at Woodburn with Mt. Angel and Eliverton local. T:30 A. M. Corvaille passen-5:50 P. M. *4.50 P. M. Sheridan passen- *8:25 A. M.

\$8:00 P. M. Forest Grove pas-\$11:00 A. M. senger. *Daily. \$Daily except Sunday. PORTLAND-OSWEGO SUBURBAN BERVICE 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, 6:26, 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, 8:25 A. M.; 1:55, 3:05, 5:05, 5:15, 7:35,
8:85, 11:10 P. M.; 12:25 A. M. Daily except
Sunday, 8:25, 7:25, 9:35, 11:45 A. M. Sunday, 6:25, 9:35, 9: termediate 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 E. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and Ean Prancisco, 220; berth, 33. Second-class fare, 315; second-class berth, 32.50. Tickets to Eastern points and Europe; also Japan, China. Henolulu and Australia.

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

C. W. STINGER, WM. M'MURILAY, City Ticket Agent, Geo. 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 Ouly Direct Steamers
Barracouta and Costa Rica sail alternately every seven days with
FREIGHT ONLY. JAS. H. DEWSON, AGENT, Phone Main 268. 248 Washington St

WILLAMETTE RIVER ROUTE Steamers for Salem, Independence and Albany leave 6:45 A. M. daily (except Sunday).

OREGON SHORT LINE

TRAVELERS GUIDE.

AND UNION PACIFIC

S TRAINS TO THE EAST DAILY Through Pullman standards and tourist steping cars daily to Omaha. Chicago, Spo-kane; tourist sleeping car daily to Kaness City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT. Leaves, Arrives. CHICAGO-PORTLAND 9:30 A. M. 5:00 P. M. BPECIAL for the East 9:30 A. M. Daily. SPOKAND FLYER. 6:15 P. M. 8:00 A. M. Dally. For Eastern Washington, Walla Walla, Lew-ton, Coeur d'Alene and Great Northern points ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Huntington. Daily.

PORTLAND - BIGOS 8:15 A. M. 6:00 P. M. LOCAL, for all local points between Biggs and Forlland. RIVER SCHEDULE.

FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, connecting with steamer for flwacoo and North Beach Steamer Hassalo, Ash-steamer Hass FOR DAYTON, Oregon City and Yemhili Buily, except dock (water per.)

Tool A. M. 5:30 P. M. Daily, except 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 Sat-urday, 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.

GREAT ORTHERN THE COMFORTABLE WAY. TWO OVERLAND TRAINS DAILY THE ORIENTAL LIMITED The Fast Mail VIA SEATTLE OR SPOKANE PORTLAND Daily.

S:30 am to and from Spo-kane, St. Faul, Min-neapolis, Duluth and 1:45 pm All Points East Via 5:50 pm To and from St.
Paul. Minneapolis.
Duluth and All
Points East Via
Spokane. Great Northern Steamship Co. Sailing from Seattle for Japan and China ports and Manila, car-ying passengers and fraight. S. S. Dakota, September 2.

i. Minnesota, October 20. NIPPON YUSEN KAISHA MIFFON YUSEN KAISHA
(Japan Mail Steamship Co.)

5. S. TOSA MARU will sail
from Sentile about August 18 for
Japan and China poria, carrying
passengers and freight.
For tickets rates, berth reservations, etc., call on or address
H. DICKSON, C. F. & T. A.

122 Third St., Portland, Or,
Phone Main 680.



for Chehalla, Centralla, Olympia, Gray's Harbor, Seuth Bend, Tacoma, Esattle, Spokane, Lewiston, Rute, Billinga, Denver, Omaha, Kansas City, St. Louis and Southwest 5:30 am 4:30 pm

Puget Sound Limited for

Astoria and Columbia River Railroad Co.

UNION DEPOT. Leaves. Dally.

For Maygers, Rainler, Clatakanie. Westport, Clitton, Astoria, Warrenton, Flavel, Hamilitös A. M. mond. Fort Stevens, Gearhart Park, Seaside, Astoria and Seasahore. Express Daily.
Astoria Express,
Daily, 7:00 P. M. 0:50 P. M

Regulator Line Steamers THE EXCURSION STEAMER "HAILEY GATZERT" makes round trips to CASCADE LOCKS every Sunday, leaving PORTLAND at 9 A M., returning arrives 5 P. M.



SOUTHEASTERN ALASKA
From Seattle at 9 P. M.
for Ketchikan, Juneau,
Skagway, White Horse,
Dawson and Fairbanks.
S. S. City of Seattle, August 10, 20, 30.
S. S. Humboldt, August
11, 25.
Nome Route, S. S. Senator, Aug. 17.

5. me Route, S. S. Senator, Aug. 17. FOR SAN FRANCISCO DIRECT. om Scattle at 9 A. M.—City of Puebla, From Scattle at 9 A. M.—Umatilla, Aug 3.
From Scattle at 9 A. M.—Umatilla, Aug 3.
Portland Office, 249 Washington St.
Main 229.
G. M. Lee, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A., San Francisco.

Steamer Chas. R. Spencer

Up the beautiful 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 Cascada Locks leave at 9 A. M.; return 6 P. M. Phung Main 2000.

"Portland-Seaside Flyer"—Saturday only. leave Portland 3:10 P. M. C. A. STEWART. Comm'l. Agt. 248 Alder st. G. F. & P. A. Phone Main 606. Columbia River Scenery

