## STRIKERS' PLACES

Exporters Threaten to Bring Grainhandlers From the Sound and Astoria.

REFUSE TO RAISE WAGES

Union Men Warned They Must Return to Work Tomorrow Morning-Strikers Depend on

the Longshoremen

Unless the striking grainhandlers return to work at 8 o'clock tomorrow morning their places will be filled by nonunion men. Such was the unanimous decision reached by the representatives of the dif-ferent grain docks in this city, who met at the Chamber of Commerce yesterday afternoon and discussed the water-front

The strike of the members of Grain-handlers' Union, No. 283, was commenced Monday morning, and during the two days they have been out quiet has reigned along the docks, for the exporters have us yet made no effort to fill the places vacated by the strikers. The big docks have been as quiet as the average church during week days, and not an ounce of grain has been moved since the men walked out. The quiet situation may not recovell after towarrow for the men are provail after tomorrow, for the men are equally as firm in their refusal to resume work unless paid the required 40 cents, for they are confident of the support of their brethren, the members of Longshore-men's Unions, 264 and 265, who are said to have pledged their support to the strikers, although no official announcement to this effect has been issued by the head-quarters of these two unions.

The ultimatum of the grain warehouse representatives to their erstwhile employes is as follows:

Employers' Notice to Strikers. Notice to Grain Dock Employes.-The un dereigned grain warehouses in Portland, Or. egon, will operate beginning with Thursday, September 27, 1906, under the following

scale of wages: Thirty-five cents per hour; overtime, 50 cents, to count after 6 P. M. and on Sundays and legal holidays.

days and legal holldays.

Old hands desiring re-employment must report by S A. M. Thursday, the 27th, wherevise their places will be filled.

COLUMBIA DOCK,
ELEVATOR DOCK,
GREENWICH DOCK,
IRVING DOCK,
MONTGOMERY DOCK,
OCKANIC DOCK, OCEANIC DOCK

This notice has been posted in a con-spicuous place in all the docks repre-sented at the meeting, and individual no-tices containing the above notice in brief have been sent to each of the employes of the different firms handling grain.

According to the terms of the notice the

men are given until tomorrow morning to resume their places on the docks, and if they do not report at that time, their positions will be filled by men who are willing to work for the stipulated 35 cents

This practically means that the exporters are throwing down the gauntlet to the grainhandlers, and just how they will receive the defy is not yet known, for they may hold a meeting tiday and act on the question of returning to work, which proposition has found favor with a very few of the strikers. The majority are in few of the strikers. The majority are in favor of continuing the strike and forcing the issue to the finish, which may mean the involving of the other branches of

Men Say They Will Stand Firm.

Whether the situation will reach such a perious stage will be definitely known to-day. The climax of the situation will develop when the grainhandlers decide upon what action they will take in regard to the individual notice sent each member. Beveral members of the union, when seen last evening, stated that in their opinion the men would stand firm for their demands and would ignore the order to re-turn to work for the old scale. If the union adheres to this policy, the importation of strikebreagers will prob-

ably be resorted to by the exporters, who are determined to handle the season's grain crop in spite of the handleap placed in their way by the present strike. A representative of the grain exporting firms stated that men would be imported from the Sound and Astoria to sufficient numbers to warrant the working of all the docks by the first of the week, pro-viding the strikers did not avail themselves of the chance to return to work tomorrow morning.

While the longshoremen are not likely

an issue with the employers. The atti-tude of the longshoremen make it prob-able that the warehousemen will import strikebreakers, in the event of which the likelihood of a sympathetic strike would be quite probable, for it would be an af-front to the unions that they would not be likely to overlook.

STEAMER ASUNCION ARRIVES

Ollcarrier Is Delayed Several Hours by Fogs Off the Coast.

The olicarrier Asuncion, Captain G. E. Bridgett, arrived at the Portsmouth tanks yesterday morning after a delayed passage up the river. The big steamer arrived in at Astoria Monday evening after lying off the mouth of the river for 18 hours on account of for evening after lying off the mouth of the river for 18 hours on account of fogs and tides. The thick weather caused Captain Bridgett to delay because his vessel was drawing 23 feet of water and he did not care to risk striking. After reaching Astoria, Captain Patterson took command for the trip up the river, and shortly after leaving Astoria it became necessary to anchor in the stream for the night, owing to the fog. The vessel was forced to anchor again yesterday morning for a short period. yesterday morning for a short period, for she struck bottom once or twice and the pilot thought it best to wait for the fog to lift before proceeding up to

Captain Bridgett said that the steam-ship Knight of St. George falled to take savantage of a favorable opportunity to put to sea Monday, and soon after a heavy fog set in and she was delayed over night According to Captains Patterson and Bridgett the big tramp could have put to sea Monday without any further damage than the mere scraping of her bottom on the bar, would not have harmed her in

OTTA COMING FOR WHEAT

that ever ascended the Columbia River as far as Vancouver, Wash. She took on part of her lumber cargo at the lumber mills of that piace, and inished at the Portland Lumber Company in this city. The Otta is expected to reach Portland on the return trip about November 1, in time for loading during that month. She is capable of taking about 4000 tons of wheat.

FURUSETH ON THE STAND.

Secretary of Sailors' Union Testifies Regarding By-Laws.

SAN FRANCISCO, Sept. 25.—Andrew Furuseth, secretary of the Sallors' Union, was placed on the stand today and identified the constitution and by-laws of his union in the Bult for perma-nent injunction against the body brought by the California & Oregon Steamship Company, and pending before Judge Sew-

Henry Ach, representing the owners hopes to prove by the constitution that Secretary Furuseth has the power to dispose of the members of the union as he wishes during a strike. This would prove the contention that the union was directby responsible for nonunion men being in-timidated into leaving the company's boats. Attorney Hutton claimed that the fact that Furuseth is a witness at this time regarding the shooting of Andrew Keliner, a union picket, by nonunlor guards and seamen now on trial for mur-der, should make him ineligible as a wit-

ness. The Judge thought otherwise. The California & Oregon Company owns a number of lumber schooners, and upon its complaint the union men were tempe rarily restrained from interfering with these ships and the employes on board.

TO BUILD STEAM SCHOONERS

Ernest Hough at Aberdeen Contract-

Ing for Construction of Vessels. ABERDEEN, Wash., Sept. 25.-(Special.) Ernest Hough, consulting engineer of the Pacific Lumber Company, is in the city to award contracts for the building of six steam schooners. He awarded one contract today to the Matthews Ship-building Company of Hoquiam. At the Lindstrom yards in this city two

barges of the Columbia River Company are undergoing extensive overhauling and are to be placed in commission for the lumber trade. It is planned to have two of them taken in tow by tugs, which method has so far been successful with the sailing schooners which have been taken to San Francisco. The barges had been used on the Columbia River bar im-

rovement. The steam schooners Grace Dollar, Che-halls and Coronado left Gray's Harbor at the same time this afternoon and the spective captains of the craft will each attempt to reach San Francisco first. Captain Lundquist, of the Coronado, left today for Seattle, where he will take charge of the steamer Rainier. The Cor-enado's new commander will be Captain Peterson, formerly of the Newburg.

Homeward Bound Coming.

ASTORIA, Or., Sept. 25.—(Special.)—As soon as the bark Homeward Bound finishes discharging her cargo of coal, she will proceed to Portland, where she is under charter to load four cargoes of lumber for San Francisco

Tatoosh to Go on Drydock

ASTORIA, Or., Sept. 25,-(Special.)-The our tug Tatoosh is expected to leave up the river on Friday and will go on the drydock at St. Johns to have her bottom cleaned and painted.

Marine Notes.

The steam schooner Cascade arrived in the harbor last evening. She comes from San Francisco with a small cargo of gen-eral freight and will load lumber for the return trip.

The steamer P. A. Kilburn is expected to reach Astoria this evening and should be at her dock tomorrow. She is scheduled to sail on the return trip Friday or Saturday night. The British steamship Wandsworth,

which recently took a cargo of lumber to Port Pirie, Australia, is on the return voyage to this city. She is scheduled to load another cargo of lumber.

The British steamship Beckenham, which left Portland last month with a cargo of over 3,000,000 feet of lumber, has arrived at Shanghai, and the British steamship Richmond, which left about the same time, has reached Taku. The steamer Harold Dollar, of the Dol-

lar Steamship Company, has been char-tered to load lumber at Flavel for San Francisco. She is at Senttle at present and will leave there for the Columbia River in a few days. The crew employed on the steamer Geo

W. Elder went on a strike yesterday, but their places were immediately taken by other workmen. The strike did not effect the repair work being done on the vessel, and she will be ready to be taken to Martin's dock in a few days,

Arrivals and Departures.

ASTORIA, Sept. 25 .- Condition of the bar at 5 P. M., moderate; northwest wind; weather clear, Arrived at 8 and left up at 8:30 A. M.— Steamer Cascado, from San Francisco, Arrived to join the grainhandlers in a sympathetic strike, they will materially aid the latter by adhering to their agreement not to land grain, and in this manner force an issue with the employers. The atti-4:40 P. M.—Steamer Yosemite, for San Pedro. Left up at 4 P. M.—Ship St. Nicholas and schooner Sequola.

San Francisco, Sept. 25.—Arrived—Steamer

Barracouta, from Fortland; bark Andrew Welch (Drew), from Honolulu; German eteam-er Assuan (Fraeseler), from Hamburg; steam-er City of Puebla, from Victoria; steamer Harracouta, from Portland; achooner En-deavor, from Gray's Harbor; schooner Charles deavor, from Gray's Harbor; schooner Charles

R, Wilson, from Gray's Harbor; steamer Newburg, from Gray's Harbor; steamer Cxarina,
from Coos Bay; ship America, from Beilingham; Sailed—Schooner Zequel, for Olympia;
steamer Whittler, for Vancouver; British
by next Spring. steamer Rathtay, for Tacoma; steamer Uma-tilla, for Victoria; bark Mohican, for Lady-

Hamburg, Sept. 23.—Salled-Amasis, for San Hamourg, Sept. 24.—Arrived—British stemmer Benkenham, from Portland,
Hull, Sopt. 25.—In port-French bark Francois d'Amboise, for Portland,
Probelinge, Aug. 51.—Sailed—British steamer Wandsworth, for Portland,
Taku, Sept. 25.—Arrived August 28.—British steamer Richmond, from Portland.

Notice to Mariners.

The following affects the list of lights, buoys and daymarks, Pacific Coast, 1996:
Washington Guemes Channel, Washington Sound, page 84: City of Seattle rock buoy No. 2, a red, third-class nun, reported adrift September 17; will be replaced as soon as practicable. By order of the Lighthouse Board, P. J. WERLICH, Commander U. S. N., Lighthouse Inspector, Thirteenth District.

PLAN TO RAISE \$2000.

BEACH RATE REDUCED.

Steamship Chartered by Kerr, Gifford & Co. to Load Grain Here.

The big Norwegian tramp steamship Otta, which left here a few weeks ago with a cargo of lumber for Viadivostok, has been chartered by Kerr, Gifford & Co. to carry a cargo of grain to the United Kingdom. The Otta is a large

## GO TO WEST BADEN

Passenger Agents Will Leave Tuesday for Convention.

ROCHE TO BE PRESIDENT

Coast Officials Will Lay Plans to Bring National Convention of Traffic Men to Seat-

Traveling passenger agents of Port-land and the Northwest will leave next Tuesday, October 2, for West Baden, Ind., to attend the annual convention of traveling passenger agents, which con-venes there October 3. There is much interest in this gathering in Portland and the Northwest generally, for it is expected that M. J. Roche, one of the best-known passenger men in the Northwest, will be elected president of the body for the coming year. Mr. Roche is now vice-president and

he has been prominent in the ranks of the traveling passenger agents of the country for many years. His friends say he will be elected hands down and all Coast delegates to the coming conven-tion are enthusiastic supporters, be-cause the president next year will have cause the president next year will have a good deal to say about the place of meeting the following year. It is desired by Coast passenger men that the agents come to Seattle in 1908, the year prior to the Seattle exposition, in order to become familiar with the city and the plans of the fair, so that they may be useful in bringing people out to attend

Invitations have been sent to the pas senger agents to meet next year at Jamestown, Va., where the 1937 exposi-tion will be in full swing. It is ex-pected that this invitation will be accepted but it is thought that Seattle has an excellent chance to get the conven-ion the following year. The delegations will go armed with invitations from the civic and municipal authorities of Seat-tle as well as from the state officials of

M. J. Roche and J. H. O'Nelli are the only representatives from Portland who now plan to attend the convention. S. G. Yerkes, W. F. Carson and Robert Cunningham will go from Seattle, while a number of California delegates will attend. The Coast delegations will meet attend. The Coast delegations will meet the other agents in Chicago, where they will take a special train to West Baden, leaving Chicago October 8. The convention will be in session October 9, 10 and 11. One day will be spent at French Lick, where the passenger men will be the guests of Tom Taggart. The party will leave West Baden on the morning of October 12 for Mammoth Cave, Ky., where the day will be spent. The following day the officials will go to Louisville, where the party will break up.

RAILROAD WRITER HERE.

N. P. Passenger Agent Brings Member of Staff to Coast.

Believing there is nothing so convincing to the public as the real impressions of to the public as the real impressions of the man who writes railroad advertising, A. M. Cleland, general passenger agent for the Northern Pacific, has brought with him to Portland C. L. Mosher, one of the staff of writers who keep the at-tractions of the Northern Pacific before the public in the myriad forms that railroad advertising takes. The object of the trip is in part to acquaint Mr. Mosher with first-hand knowledge of the Northwest and the inducements it offers to tourists and homeseekers. Only till such a knowledge is gained, believes Mr. Cleland can a man write intelligently and convincingly of the country he wants to

The general passenger agent has been showing his advertising man the attractiveness of the Washington and Oregon recountry, and Mr. Mosher is busily engaged for the most part absorbing the information. When he gets back to St. Paul he will have a fund of information to draw on that will prove of value to him in the compilation of books and folders on the Oregon country.

BIDS TO BE ASKED FOR SOON

Contractors Will Look Over Route of Ilwaco Road Extension.

Within a week contractors will be invited to look over the ground to be traversed by the extension of the I. R. & N.

ersed by the extension of the I. R. & N. line from Ilwaco to Knappton, Wash. preparatory to bidding on the work. Final locations have been made and deeds are now being secured to rights of way. A force of men has been put to work near Cook's Landing, grubbing the right of way preparatory to letting the grading The extension of the I. R. & N., a Har-

The extension of the 1. R. & N., a Har-riman property, will be done by the Col-umbia Valley Railroad, as the prelimi-naries are being attended to by officials of the latter corporation. Ultimately this line will be extended eastward from Knappton to a point near Kelso, where it will connect with the Harriman line to the Sound.

The first section of the work will be 16 miles in length. Its estimated cost is \$300,000. A large part of the new line will be built through rock and the work can be carried on about all Winter. It is ex-pected to have the extension completed

Richardson Goes to Rock Island.

POCATELLO, Idaho, Sept. 25.—(Special.)—L. A. Richardson, for two years general foreman of the Short Line shops here, has been appointed master me-chanic of the Rock Island, with head-quarters at Trenton, Mo. The official announcement was received today from Superintendent of Motive Power and Machinery W. J. Tollerton, of the Rock Island, who was until recently master mechanic of the Short Line system and under whom Richardson was general forements. foreman here.

Frank Malone, district foreman at Glenn's Ferry, has been named as general foreman to succeed Richardson, who left tonight for his new field.

Valley Line Transfers Franchises.

The Willamette Valley Traction Com-pany yesterday filed a transfer of its franchises to the Oregon Electric Rail-A fine Chickering, a Kimball, a Hobart
M. Cable, a Marshall & Wendell and a
genuine latest improved Metrostyle Planoia have been donated to the committee by
Ellers Plano House and are to be soid to
the highest bidder. No bona fide offer,
no matter how small or how large, will
be refused. See announcement, ninth page
of this paper.

franchises to the Oregon Electric Railway Company, The document is attested by T. Scott Brooke, president of the
company, and by W. S. Barstow, secretary. The consideration for the transfer
of title is \$10. This is but carrying out
the proposed management of the Portland-Salem road, when completed, by
the Oregon Electric Railway Company. The document is attested by T. Scott Brooke, president of the company,
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the Oregon Electric RailThe company and by W. S. Barstow, secretary. The consideration for the transfer
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the proposed management of the Portland-Salem road, when completed the proposed management of the Portland-Salem road, when complet the holding company for the Willamette Traction, which is the constructing company. When the line is built, the Willamette company will go out of ex-

Survey for New Line on Peninsula.

Peninsula residents have been on the of the presence of a crew of surveyors who are running a line for a railroad directly across the Peninsula. Some predicted the advent of still another trans-

## Thro' the Rockies and Denver to the East and South

It's one of the many fine routes available for the holder of a Burlington Route ticket. As this scenic ride costs nothing additional, why not

> Low Round-Trip Rates to Buffalo October 5 and 6 to New Orleans Oct. 7 and 8



Ask me today for particulars about Burlington service Eastward R. W. Foster, Ticket Agent, C., B. & Q. Ry.,

100 Third Street, Portland.

continental railway. It has been learned on excellent authority that the men are workink in the interests of the Oregon & Washington, the Harri-man line to the Sound. The plan is to build directly across the Peninsula from a point north of the Portland Flouring Mills to the Portland & Seattle Rail-way bridge over the Columbia. The proposed line will cross the Troutdale line at the foot of Newman street, where a junction will be formed that will be known as "McKenna Junction." Instead of following the new Troutdale line around the Peninsula, about five or six miles will be saved by cutting disix miles will be saved by cutting di-rectly across to the Columbia River

Fee on Inspection Tour. SAN FRANCISCO, Sept. 25 .- Charles S. Jones, freight traffic manager of the Southern Pacific, left this city today on a tour of general inspection of the com-

Gen. McCook Cripple and Pauper.

little ward of the Baptist Hospital, with three other patients, General Edwin M. McCook, commander of the cavalry divi-sion in "the march to the sea," and for eight years Governor of the territory o Colorado, Is suffering the tortures of in-flammatory rheumatism. He is depend-ent on the fraternal help which his old army comrades give. He is 73 years of age, his right eye is sightless, and of age, his right eye is sightless, and his right arm useless, but he is still buoyed up with the indomitable courage and the fire and spirit that carried him to the head of Sherman's cavalry in

Will Start Fruit Ranch.

Sheldon Ball, professor of mathematics in the Portland High School, and his brother H. L. Ball, have bought 20 acres on the summit of Gresham butte and will convert the tract into a fruit ranch.
They have built a house and barn on the
property. H. L. Ball is residing there
and is hard at work in his efforts to
convert the hitherto almost useless land into a model fruit farm.

No woman's happi-

ness can be complete

without children; it

is her nature to love

and want them

as much so as

it is to love the

CHICAGO, Sept. 25.—Cooped up in a and gives strength after serious illness.

Woman's Nightmare

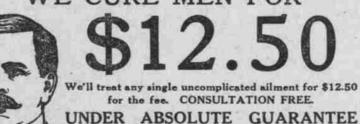
beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful

applied externally, and has carried thousands of women through the trying crisis without suffering.

Send for tree book containing information of priceless value to all expectant mothers.

The Bradfield Regulator Co., Atlanta, Ga.

WE CURE MEN FOR



WE ARE THE LONGEST LOCATED AND OLDEST SPECIALISTS IN PORTLAND having been located here 25 years. We do not advertise cheap, inferior treatment, but we give you all the results of years of ripe experience, gained in the treatment of many thousands of patients. We give you our skill and ability in the treatment of diseases of men for a fair fee, which may be paid in any way the patient desires. IN-VESTIGATE OUR METHODS AND LEARN THAT WE ARE ALL WE CLAIM TO BE, AND WHEN YOU PLACE YOUR CASE IN OUR HANDS YOU ARE SURE OF GETTING THE BEST TREATMENT THAT CAN BE OBTAINED ANYWHERE. WE CURE Blood Poison, Skin Diseases, Sores, Elects, Stricture, Varicocele, Hydrocele, Nervous Decline, Werkness, Piles or Chronic Diseases of the Kidneys and Prostate.

Special Diseases—Newly contracted and chronic cases cured. All burning, itching and infiammation stopped in 24 hours, cures effected in 7 days. We cover the entire field of Special and Chronic, Deep-Sented, Complicated Diseases.

We charge for Cures only. We do not expect pay for our services

NO PAY UNLESS CURED.

We charge for Cures only. We do not expect pay for our services unless we cure a patient sound and well, so that he will be entirely satisfied, and will never again have to be treated for the same trouble.

We want every man in the country who is afflicted to write us about his ailment. WE CURE YOU AT HOME.

HOURS-0 A. M. to 5 P. M. Evenings, 7:30 to 8:30. Sundays, 9 A. M. to 12 noon St. Louis Medical and Surgical Dispensary

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.



## DR. W. NORTON DAVIS & CO. Consists of an association of eminent physi-

Consists of an association of eminent physicians, experienced surgeons and expert specialists, with abundant capital, established for the purpose of treating
ALL CURABLE MEDICAL AND SURGICAL DISEASES AND DEFORMITIES OF MEN.

They will accept no case for treatment except certain that they can effect a cure, nor will they make any charge in case of failure.

ALL NERVOUS, BLOOD, SKIN AND SPECIAL DISEASES OF MEN.

Through our vast experience as specialists we are able to make a full and early cure in these troubles in the majority of instances where the ordinary practitioner fails to relieve.

lieve.

STOMACH. HEART, LIVER, KIDNEY,
BLADDER, THROAT AND NERVE TROUBLES are very quickly relieved and a permanent cure made in all curable cases. We
tell you frankly if your case is incurable.
We will have no person's money except for
benefits received.

YOU CAN PAY WHEN CURED If you wish you can deposit the price of a cure in any bank in Portland, said amount to be handed to us when you are cured. Or you may pay us by weekly or monthly installments if you prefer. Over 50 per cent of our cases have been cured for \$10; many only \$5

A personal interview is desired, but if you cannot call, write us, giving your symptoms in full. Consultation free.

Our home treatment is successful, even in complicated cases. Strictest confidence observed. Plain envelope used in all correspondence. Office hours—9 to 8. Sundays and holidays, 10 to 12.

DR. W. NORTON DAVIS & CO. Leading Specialists in the Northwest, Established 1889, OFFICE VAN NOY HOTEL, 521-2 THIRD ST., COR. PINE, PORTLAND, OR,



"Tailor-made" men wear Kenreign

guaranteed rain-proof coats because no other rain coat equals Kenreign quality, though the tailor might charge three times the cost of a Kenreign.

Kenyon Overcooks

G.Kenyon Co. - . NEW YORK

HAND SAPOLIO

eatch every stain and look hopelessly dirty. Hand Sapolle removes not only the dirt, but also the loosened, injured gaticle, and restores the fingers to

Pingers roughened by needlework

ALL GROCERS AND DRUGGISTA

their natural beauty.

TRAVELERS' GUIDE.

UNION DEPOT. Arrives. OVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, facramento, Og-den, San Fran-Isco, Stockun, Los Angeles, El Paso, New Or-leans and the East. \*7:25 A. M. 8:45 P. M. Morning train connects at Woodburn daily except Sunday with trains for Mt Angel, Silverton, Brownsville, Springfield, Wendling and Natron. \*7:15 P. M. \*4:15 P. M. fugene passenger \*10:85 A. M. connects at
Woodburn with
Mt. Angel and
Silverton local.
T:00 A. M. Corvallis passen-

5:50 P. M. \*4:50 P. M. Sheridan passen- \*5:35 A. M. \$8:00 P. M. Forest Grove pas-\$11:00 A. M. senger. \$2:50 P. M. \$10:20 A. M.

\*Billoo A. M. Forest Grove pas. \$2100 P. M.

\*Daily. \*Daily except Sunday.

\*PORTLAND-OSWEGO SUBURBAN

\*ERVICE AND YAMHILL

DIVISION.

Depot. Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40

A. M.: 12:50, 2:05, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 6:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Fortland, daily, 8:35 A. M.; 1:35, 8:05, 6:15, 7:35, 9:35, 11:10 P. M.; 12:23 A. M. Daily except Sunday, 6:25, 7:25, 9:35, 11:45 A. M. Sunday, 6:25, 7:25, 9:35, 11:45 A. M. Sunday, 6:25, 7:25, 9:35, 11:45 A. M. and 4:15 P. M. Arrive Portland, 10:15 A. M. and 6:25 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 fereth, \$2.50.

Tickets to Eastern points and Europe; also

\$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, WM. M'MURRAY, City Ticket Agent. Gen. Pass, Agt. North Pacific S. S. Co's

Popular Steamship Roanoke (2500 tons) Salls for San Francisco, Los Angeles

and Eureka THURSDAY, SEPT. 27...... 8 P. M. THURSDAY, OCT. 11...... 8 P. M. THURSDAY, OCT. 25...... 8 P. M. From Martin's Dock, foot of 17th at. Take 8 or 16th-st. cars. Ticket office, 132 Sd. near Alder. Phone Main 1814. H. YOUNG, Agent.

Upper Columbia River Steamer Chas. R. Spencer

Leaves Oak-street dock every Monday, Wednesday and Friday at T A. M. for THE DALLES and STATE PORTAGE, connecting with the OPEN RIVER TRANSPORTATION COMPANY STEAMERS for points as far east as HOVER.

Returning. arrives Portland, Tuesday, Thursday and Saturday at 3 P. M. Low rates and excellent service.

Phone Main 2960 or Main 3201. 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.

Leave PORTLAND, with freight only. "BARRACOUTA," October 5.
"AZTEC," October 6. "AZTEC," October 6.
"COSTA RICA." October 8.
Leave SAN FRANCISCO, with freight only,
"BARRACOUTA." September 28.
"COSTA RICA." October 2.
Subject to change without notice,
Freight received daily at Almsworth Dock.
Phone Main 268. J. H. Dewson, Agent.

OREGON SHORT LINE

AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY Through Pullman standards and tourist sleeping cars daily to Omaha, Calcage, Spokane; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT. CHICAGO PORTLAND
SPECIAL for the East
via Huntington.

5:30 A. M. 5:00 P. M.
Daily. SPOKANE FLYER. 6:15 P. M. 8:00 A. M. Daily. For Eastern Washington, Walla Walla, ewiston, Coeur d'Alene and Great Northern ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily.

PORTLAND - BIGGS 8:15 A. M. 6:00 P. M. boints between Biggs and Portland. RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. Daily way points, connecting with steamer for Ilwa- to and North Beach steamer Hassalo, Ash- st. dock, 500 P. M. Sunday. Sunday.

FOR DAYTON, Ore- 7:00 A. M. B:30 P. M. gon City and Yamhili Daily River points, Ash-st, dock (water per.) Sunday. 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.



VIA BEATTLE OR SPOKANE. PORTLAND Time Schedule. 5:30 am To and from Spo-kane, St. Paul, Min-7:00 am neapolls, Duluth and All Points East Via 6:50 pm Beattle. To and from St. Paul, Minneapolis, Duluth and All S:00 am Points East Via Spokane.

Great Northern Steamship Co. Solling from Seattle for Japan and China ports and Manila, carry-ing passengers and freight. S. S. Minnesota, October 20. S. Dakota, November 28.
 NIPPON YUSEN KAISHA.

NITTON TUNEN KAISHA.

(Japan Mail Steamship Co.)

S. S. KAGA MARU will sall from
eattle about October 2 for Japan
nd China ports, carrying passeners and freight.

For tickets, rates, berth reservaions, etc., call on or address

H. DICKSON, C. P. & T. A.,

122 Third St., Portland, Or,

Phone Main 680.



Yellowstone Park Kansas
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Chehalis, Centralia, Olympis, Gray's Harhor, South
Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha,
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River Railroad Co. UNION DEPOT. Arrives. Dally,

For Maygers, Rainier,
Clatzkanie, Westport,
Clifton, Astoria, Warrenton, Flavel, Ham-11:85 A.M.,
mond. Fort Stevens,
Gearbart Park, Seaside, Astoria and Seashore. Express Daily, Astoria Express. Daily. 9:80 P.M.

C. A. STEWART, Comm'l Agt., 248 Alder et. G. F. & P. A. Columbia River Scenery

I. C. MAYO.

Regulator Line Steamers Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passen-gers. Splendid accommodations for

outfits and livestock. Dock foot of Alder street, Portland; foot of Court street, The Dalles. Phone Main 914, Portland.



SOUTHEASTERN ALASKA
ROUTE.
From Seattle at 9 P. M.
for Ketchikan. Juneau,
Skagway, White Horse,
Dawson and Fairbanks.
S. S. City of Seattle, September 18, 28,
S. B. Humbeldt, September 13, 23,
S. S. Cottage City (via Silka), September 22. SOUTHEASTERN ALASKA ROUTE.

FOR NOME, Sensior, October 2.

FOR SAN FRANCISCO DIRECT.

From Seatile at 2 A. M.—Umatilla, September 17; City of Puebla, September 22; Queen. September 27.

Portland Office, 249 Washington St.

Main 229.

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

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

WILLAMETTE RIVER ROUTE

Steamers Pomona and Oregona for Salem and way landings from Taylor-street dock, daily (except Sunday) at 8:45 A. M. OREGON CITY TRANSPORTATION CO. Office and Dock, foot Taylor St.