GRAIN BUSINESS

D. R. & N. Refuses to Haul Crop to Portland Until Cars Can Be Unloaded.

GRAINHANDLERS ARE FIRM

Exporters Say if Men Do Not Return to Work Today, They Will Import Strikebreakers to Handle Incoming Wheat.

The O. R. & N. will refuse wheat shipments for the interior until the grainhandlers' strike is settled or there is some means of unloading the cars when

some means of unloading the cars when they arrive at the docks.

Orders were issued to this effect yes-terday by officials of the railroad Just how long the embargo will be in effect rannot be known, as there seems to be no settlement of the strike in sight. The first point in the fight seems to have

been won by the grainhandlers.

The effect of this order will be to divert a large part of the grain of the Eastern Washington district to the Sound for trans-shipment. In case the tie-up on the water front continues for any length of time Portland will be a heavy loser in the grain business as regards the 1906 crop.

Men Will Not Return Today.

At 8 o'clock this morning the time Mmit given the grainhandlers in which to return to their positions will expire, and the employers state they will fill the places of the strikers with nonunion help if the regular employes do not avail themselves of this opportunity of resum-ing their tasks at the old scale of 35 cents an hour.

This the members of the union declare they will not do, and have not paid the slightest heed to the individual communi-cations sent each member of the union cations gent each member of the union by the exporters. The latter have arranged to supplant the places of the strikers with other help in case the men do not put in their appearance this morning. A representative of the ware-housemen stated last evening that there is plenty of available help in this city and that the association anticipated no trouble in filling the places of the strikers. He further stated that the experters would rather have their old hands back, but would not under any circumstances grant the present demands, and furthermore that the employers intend fighting the demand to the last. This determination was agreed upon Tuesday and was announced in The Oregonian

Men Given Due Notice.

The operators of each grain handling wharf in the city sent individual notices to their employes notifying them of the decision and giving them until this morning to return't to work. If they are not on hand at 8 o'clock their positions will be declared forfeited and other help second to take their pieces. If there are cured to take their places. If there are not enough available men to take these places in this city, men will be imported from Tacoma, Seattle or Astoria.

At the meeting of Grainhandlers' Union, No. 263, last evening the men decided to stand pat and will not return to work this menting. No attention was noild to the notices sent the members of the union and these messages were not mentioned at the meeting. Business Agent Melby, of Union 283, when asked as to what action the union would take in reference to the communication and proposed installation of nonunion help, said:

"We believe we are in the right."

ASTORIA, Sept. 28.—Condition of the bar at 5 P. M., moderate; wind southwest 6 miles, weather cloudy. Arrived at noon and left up at 1 P. M.—Steamer F. A. Kilburn, from San Francisco, Arrived down at 12:30 P. M.—Schooner W. F. Jewett. Arrived at 3:15 P. M.—German ship Nereide, from Hakilation of nonunion help, said:

"We believe we are in the right."

ASTORIA, Sept. 28.—Condition of the bar at 5 P. M., moderate; wind southwest 6 miles, weather cloudy. Arrived at noon and left up at 1 P. M.—Steamer F. A. Kilburn, from San Francisco, Arrived down at 12:30 P. M.—German ship Nereide, from Hakilation of nonunion help, said:

"We believe we are in the members of the union and left up at 1 P. M.—German ship Nereide, from Hakilation of nonunion help, said:

"We believe we are in the members of the union and left up at 1 P. M.—German ship Nereide, from Hakilation of nonunion help, said:

"We believe we are in the members of the bar at 5 P. M., moderate; wind southwest 6 miles, weather cloudy. Arrived at noon and left up at 1 P. M.—Steamer F. A. Kilburn, from San Francisco, Arrived down at 12:30 P. M.—Schooner W. F. Jewett. Arrived at 3:15 P. M.—German ship Nereide, from Hakilation of nonunion help, said:

"We believe we are in the results of the bar at 1 P. M.—Schooner W. F. Jewett. Arrived at 3:15 P. M.—German ship Nereide, from Hakilation of nonunion help, said: 'We believe we are in the right in our demands and nothing will cause us to return to work short of the increase in pay we have demanded. The notices ceived by the individual members, so feeelved by the individual members, so I am told, command them to go to work tomorrow morning. They will ignore these entirely, for we notified the exporters as a body and demand recognition as such, and such thetics as emplayed by them we consider insulting. We are not asking anything that is out of the bounds of reason, for living ex-penses are higher now than ever before, and taking everything into consideration, we believe that 40 cents an hour is just compensation for our labor."

Allied Unions Pledge Support.

Mr. Melby stated that he was overlooked by the employers in sending out the communications, and therefore pre-sumes that his services are not required in any event. He further stated that the union was not worried in the least over the threats of the warehousemen to fill the places of the strikers with nonunion men. According to the grainhandlers, the longshoremen of the other two unions have guaranteed them their support. This does not mean that the longshoremen will walk out on all the docks in a sympathetic strike, but they are un-doubtedly pledged to support their brethren to the extent of refusing to work cargoes into vessels which are handled on the docks by nonunion grainhandlers. On nearly all the grain ships longshoremen are employed in towing away the cargoes which are only handled on the docks by the grainhandlers. The men thus employed are expected to refuse to work the cargoes if handled by other than members of Union No. 263.

So far the Longshoremen's Unions 234 and 265 have made no official declaration as to their intention in the matter, but will probably do so today when the places the atrikers are filled by nonunion

STEAMER KILBURN ARRIVES

Coastwise Liner Makes Up One Day on Her Delayed Schedule.

The steamer F. A. Kilburn arrived up at her dock shortly after 9 o'clock last evening, after a fast trip up the coast from San Francisco, Eureka and Coos Bay points. Captain R. W. Merriam rea fine trip and excellent weather the way, except for a little fog off or Oregon Coast. The Kilburn is still the Oregon Coast. The Kilburn is still a couple of days behind her regular schedwhich was caused by the repairs made to her on the previous trip to San cisco, but by her next voyage her nander hopes to get back on her old

Last evening she brought 73 passengers and all the freight she could carry. She will be loaded to capacity when she leaves here tomorrow evening on the return trip. Last Monday, Agent Frank L. Greenough commenced refusing freight for the outward trip, for more than a cargo was then stowed away on her dock. This has become necessary every trip of late, for the demand for transportation facilities to the coastwise ports is heavier than ever before in the history of the trade. The demand for accommodations trane. The desinant for accommodations to Coos Bay and Eureka was so heavy that hardly any freight has been taken for San Francisco this trip, and in a short time it is possible that the steamer will curtail her route and cut out the Bay City. When the Kilburn sale she will have her usual quota of passengers, in addition to the full cargo of freight.

Captain Adamson, who is the wharinger by all who try Carter's Little Liver Pills.

in charge of Greenwich dock No. 2, where the Kilburn lands, is fond of a joke, and the Kilburn lands, is fond of a joke, and yesterday he sprang a good one on Frank L. Greenough, the agent for the steamer. The "Cap," as he is commonly called along the water front, captured and killed a bumble bee that hovered in too close proximity to his features, and, tak-ing the insect to the office on the dock, he pinned it on a glaring placard, which —e labeled and hung on the door. The card read: "This bee was shot at 500 yards by F. L. Greenough. Tramps and hobos take

The agent has received a number of in-vitations to attend shooting parties this

DREDGE PORTLAND AT WORK Scraping Out Channel Near North

Pacific Lumber Mill.

The dredge Portland was towed down the river yesterday by the Port of Port-land tug Wenona. She is to be operated off the mills of the North Pacific Lumber Company, which concern made an appri-mation some time ago for the use of a dreige. After the work at this place is finished, which will require about one week, the dreige will be taken to Vancouver, where the United States engineers will use her in dredging out the channel between that place and the mouth of the Willswette.

f the Willamette. of the Willamette.

In the proposal for the lease of the dredge by the Government, the sum of the commission, and, as this will hardly permit of the employing of eighthour shifts—as required on all Government work Colonel Reessler agreed to endeavour work, Colonel Roessler agreed to endeavor

to have this amount increased.

The Union Meat Company has been granted the contract to supply the Port of Portland with meat for the dredge

Grant Buys the Yosemite.

SEATTLE, Wash., Sept. 26.-(Special.)-The steamer Yosemite, recently reported as being sold to Sentile interests by the Canadian Pacific Railway Company, was ought by Captain Thomas Grant, of this city, for the Puget Sound Excursion Com-pany, consisting of local capitalists. Anouncement to this effect was made by cook & Co., steamship agents, of Seattle,

Master's License Revoked.

SAN FRANCISCO, Sept. 24,-Captain John Bermingham, Supervising Inspector of Hulls and Boilers, rendered his decis-on today in the wreeking of the steam schooner Celia, near Point Pinos, on August 28 last. He found from the testi-mony that Captain Henry Nyman was guilty of negligence and unskilfulness, and ordered that his master's license be suspended for five months.

Marine Notes.

The Portland & Asiatic liner Arabla shifted from the flouring mills to the Aloina dock, where she will complete load. ing for the Orient.

The American bark Big Bonanza, which salled from San Francisco for Portland yesterday, is scheduled to load lumber at this port for the return trip.

The new gasoline launch, recently built by H. C. Campbell, will have her trial run Sunday. She is a light draft craft and will be operated on the Lewis River run. The schooner Irene arrived at Vancouver yesterday, where she will load lum-ber for San Francisco. She was brought up from Astoria in tow of the steamer Ockiahama.

Commander P. J. Werlich left yester day on a tour of inspection of the light-houses along the Southern Oregon Coast. The light station at Cape Mears is the especial object of his mission.

The tank steamer Asuncion will leave the Portsmouth this morning on the re-turn trip to San Francisco. She discharged her cargo yesterday and cleared for the Bay City in the afternoon,

Arrivals and Departures.

French bark Genevieve, from Molinos, San Francisco, Sept. 26.—Sailed Steamer Axtec. for Portland, schooner Monterey in low of tug Defiance, for Portland and bark

Big Bonanza, for Astoria.

San Francisco, Sept. 25.—Arrived—Ship Astral, from Lulu; French bark Versailles, from Newcasile, Aux, schooner G. W. Wat-son, from Gray's Harbor; schooner Jessie Minor, from Gray's Harbor; schooner Ho-nolpu, from Gray's Harbor; bark Fresno, from Port Gamble; Norweglan steamer from Port Gamble; Norweglan steamer Terje Viken, from Ladysmith; steamer City Terje Viken, from Ladyamith; steamer City of Puebla, from Victoria; steamer Robert Dellar, from Beilingham; steamer Breakwater, from Coos Bay; U. S. S. Chicago, from Seattle; U. S. S. Preble, from Seattle; Salled—Bark Big Bonana, for Astoria, schooner Annie Larsen, for Coos Bay; schooner Solano, for Gray's Harbor. Glasgow, Sept. 26.—Arrived—Tencer, from Tacoma, via Yokchama, etc. Coronel, Sept. 28.—Arrived—Irmgard, from Bremen, for Port Townsend.

Yokohama, Sept. 28.—Arrived previously—Aki Maru, from Seattle; Korea from San Francisco, via Honolulu, for Hongkons.

Hioga, Sept. 28.—Arrived previously—Nicomedia, from Hongkons, for Portland.

SALUTE FROM ITS SUMMIT

Pike's Peak Does Honor to Discoverer Amid Snow Storm.

SUMMIT PIKE'S PEAK, Colo., Sept. 26.—What was undoubtedly the highest of-ficial military salute ever fired by any army was the Brigadier General's salute of Il guns today on the summit of Pike's Peak, nearly three miles above sea level, at 19:39 this morning. It was fired by at 19:39 this morning. It was fired by guns from the Tweifth Artillery, U. S. A., and was in honor of General Zebulon Montgomery Pike, who died April 27, 1813, after a victorious attack on York, now Toronto, Ont., and who seven years pre-viously, while Lieutenant and head of the Southwest expedition sent out by the War Department, made the first record of the existence and location of the mountain that now bears his name, and is the scene of the ceremonies in his honor

Seldom has a military salute been more impressive than that of this morning, the sharp reports echoing and re-echoing from crag after crag of the rugged mountain top, finally dying away in space that was infinite in every direction save below. Incident to the formal dedication and christening of Pike's Peak, of which the salute was a feature, there were ad-dresses by President W. F. Slocum, of Colorado College, Colorado Springe; Geperal Irving Hale, of Philippines cam-paign fame, and Mayor El El Nicholls, of Manitou, the celebrated resort which rustles among the foothills at the base of the mountain, A handsome bronze tablet, appropriately inscribed, was un-velled by Nicholas Caldwell, a nephew of Mayor Nicholas.

ugh to give those commemorating his achievement something of the same conditions under which Pike made his exhere this morning were conducted in a The blizzard broke raging snow storm. on the summit before the programme gan, and promised to continue all day.

HOW MUCH FOR PIANOLA? ing subdivisions:

Buy the building fund Metrostyle Plane in and help Y. M. and Y. W. C. A. build-ing fund. See announcement, ninth page,

SEVERE GENSURE FOR RAILROADS

(Continued From Page 1.)

during the lean years millowners must pay interest on investment in which they cannot work to their full capacity.

The equipment of a railroad, in the opinion of the committee, should keep pace with the growth of business. It is conceded that no transportation company should be held liable to meet unexpected and sudden contingencies, but it was not found that such a contingency exists.

Increase Is Not Abnormal.

Unquestionably, says the committee, he Southern Pacific had to face an unusual burden resulting from the San Francisco disaster, and it is admitted

contends that if the roads had properly supplied themselves with cars and motive power the present trouble would have been obviated.

Statistics on the situation are given by the committee as follows:

On lumber shipments for this season the relative shortage between the roads is as Total.....5,701

During the last 90 days the following umber of cars have been required: 1,435

Cars furnished last 90 days, 1522, or about 40 per cent of rolling stock needed.

Shortage in Coal Cars.

The shortage of coal cars is said to be nore pronounced than that of lumber cars. One concern in Portland, the committee found, has not been able to get even one car from the Union Pacific in six weeks, and conditions on the Northern roads are found to be much the same. Such conditions, declares the committee inevitably lead to loss and disturbance in business that may become serious.

Complaints of shippers which formed the basis of the investigation were of wide range, with car and motive power shortage as the basis. Other complaints were caused by delays on the road, failure to get cars when ordered and expected, making the delivery of products largely a matter of chance, excessive switching charges in Portland, etc.

Representatives of the railroad companies were given a chance to explain the situation from their standpoint before the committee. The Northern Pacific admit. ted a shortage both in equipment and in motive power, notwithstanding orders given from time to time for both. So far as the O. R. & N. is concerned, its officials asserted that no general complaint existed as to shortage of equipment. The officials had ordered for this year's delivery equipment amounting to 37 per cent of their tonnage capacity, and a similar increase has been ordered for next year.

Would Be Fair to Both.

Reciprocal demurrage is believed by the ommittee to be the only remedy in sight for the condition that exists. As demurrage causes cars to be unloaded with dispatch, the investigators believe it not improbable that it would cause cars to be furnished and delivered with equal expe. dition. This fact, it is said, is shown by the promptness with which perishable goods, for which there is a liability, are non-perishable goods or commodities carrying low classification, for which such liability is not acknowledged.

That there should be a rallroad commission in this state is one of the most Important findings of the committee. It bases its reasons for this on the follow-

come in contact, our investigations from time to time have led us to the conclusion that the interest of the public requires the furnishing and filing of reports by all transportation companies showing officially such determine with accuracy the character and cost of the service furnished, as well as such other information as may be necessary to determine the reasonableness of its charges therefor.

Interest on an investment he cannot work to tis full capacity.

So, too, a railroad company should do the same by maintaining an equipment that will handle the business in busy times even though it may be idle during occasional dull times. We do not wish to be misunderstood as suggesting an equipment sufficient to handle octation, and at one time, all the refinit that might be presented. Freight does not move in this way.

Our repeated examination into different questions has also led us to the conclusion that there should be some authority or body with power to act and enforce its decrees, with whom all complaints should be filed. The fact, that a committee has and is expected to perform this and kindred tasks but emphasizes the necessity for the creation of such a body. An individual is almost holpiess. A committee that does its duty as it sees it emiters upon its members the possible ill will of every interest affected. It has no power to enforce its conclusions, no power to ascertain the facts, and is usually criticized for interfering in business that doesn't concerning the facts, and is usually criticized for interfering in business that doesn't concern. The evidence before us shows that in some cases it has taken a number of days to prove care from the Sound to Perfland that

Tabulation of Complaints.

First—That a car shortage is nothing new and exists in varying degrees of intensity each year. Second—That the terminal facilities at Portland are so restricted that the shortage

umber industry more severely than any

orth-That by reason thereof a number of mills have been compelled to close down entirely, others are running on part time, others may be forced to close, and all have suffered and are suffering severe losses.

Fifth—That shortage of motive power on come roads is as evident as shortage of southwent.

equipment, Sixth-Delays on the road. This covers

Seventh-When cars are ordered and not delivered, the mill, when it can, readjusts itself so as to make shipments otherwise, and cars may then come in. They then may not be ready to load just on time and demurrage is charged.

Eighth—Diversion of cars needed for im-

nediate shipment of lumber for other pur-cases to the extent of practically shutting off in certain localities any supply for milis. Ninth—On grain shipments the complaints come under the following heads: (a) Delay in getting cars when ordered. (b) Failur to furnish cars on Southern Pacific in the Valley, with result that purchasers have lost grain contracted for, it being delivered to others. (c) Foreing shippers to use stock cars for grain and denial of liability for damage almost certain to ensue. (d) Favoring points where there is water competi-

oring points where there is water competi Tenth-Excessive switching charges that the lumber business has expanded steadily for the past two years, together with other lines of industry, but the inmal as has been claimed.

The increase should have been met in a more satisfactory way, says the committee. It adds that complaints of former shortages of equipment have often been made to the railroad companies contends that it is a source of the complaints of th

From some of the large shippers no answers were received, indicating either that they were satisfied with conditions or did not feel that any effort would alleviage conditions.

Summarizing the defense made by the railroads the committee goes on to say: railroads the committee goes on to say:

There is much truth in the statements made by the railroad companies, but after giving them every consideration the overwhelming weight of the festimony bears out the complaints. It is a fact that the San Francisco situation and ensuing extraordinary defining that city and state, but we find the same difficulty, but to lesser degree, exists on easthound shipments. Men do not shit down mills, run half time, and put themselves to every inconvenience and much loss to keep running just for fun. We have not been able for lack of complete information to discriminate as much as we would tion to discriminate as much as we would desire between the service rendered by the different railways, but we think the evidence fully justifies the statement that the gation Company has furnished the best serv-ice. To detail all the testimony before us would lengthen this report beyond reasonable limits, but a few figures and facts will not

The Remedy Is Discused.

Setting forth the tabulated statement of the car shortage heretofore quoted, the committee comments on it as follows: The foregoing being the facts, is there any remedy? It is conceded that no transportation company should be held liable for inability to meet sudden and extraordinary emergencies and be required to furnish cars omergencies and be required to furnish cars to every one and at the same time under such conditions. But we do not find as a whole such conditions exist. Unquestionably a tremendous burden was thrown upon the Southern Pacific by the San Francisco disester. It is true the lumber business has expanded rapidly, but this growth has not been all during this year. In all lines there has been a steady increase for several years. It grew rapidly in 1905 and also in this year. The increase this year has not been so abnormal as some think. This increase we believe should have been met better than it has, for it must be remembered a shortage exists eastbound as

remembered a shortage exists eastboo well as southbound. well as southbound.

Furthermore, we find, as is claimed, a shortage on Eastern roads, and we also find there
as well as here complaints of shortages running back for years. This indicates there is some general cause acting upon all alike and we believe it results from carrying a sound we believe it results from carrying a sound business principle to dangerous lengths and at the expense of the public, and that is an attempt to impose the greatest possible burden on the lenst possible equipment. A shortage will inevitably result under this policy whenever the traffic increases to any great extent.

This is observable not only in freight move-

ment, but on passenger trains us well Lowest Classes Suffer.

Furthermore, when a choice has to be made son and it is rather difficult to make the mill man see the justice of it when he is fur-nishing such an enormous volume or husiness. Those operating the roads here do the best they can with their equisment—more they cannot do. Their powers are limited and those who have the actual authority are far removed from this locality.

moved from this locality.

After giving every consideration to arguments on both sides, we are forced to the conclusion that the only apparent remedy is a law providing for reciprocal demurrage, to go into effect within a reasonable time in moved, as against the slow movement of the future. If the roads have sufficient equipment, if no valid complaints exist, if they are furnishing all the cars required, the law cangot affect them.

But it is very hard to understand why

if a penalty should be imposed for delay on the part of the shipper, a like penalty should not be imposed upon the transportation com-pany. The basis of the charge is the loss bases its reasons for this on the following grounds:

Necessity for Commission.

While this committee has always been treated with, respect and shown every courtesy by the various railway officials with whom we have come in contact, our investigations from time to time have led us to the conclusion that the interest of the public requires the further than the company should do the second by matrixing in a configuration of the conclusion that the interest of the public requires the further than the company should do the second by matrixing an enginement that will second the constant of the charge is the loss of the charge is the loss occasioned in either event, and what is fair for one should be equally fair for the other. Every successful manufacturer puts his plant in shape to run full in prosperous times, yet he knows the lean years will come and he must then take the consequences and pay interest on an investment he cannot work to its full capacity.

same by maintaining an equipment that will handle the business in busy times even though it may be idle during occasional dult times. We do not wish to be misunderstood as sug-

Roads Must Keep Pace.

and services—the delay in delivery after after for interfering in business that doesn't cuntern it.

Ample Work for Such Body.

An official body labors under none of these handleaps and under the most favorable circumstances there will be ample work for it to do. With all the great railway systems centering in a few hands, we confess we see no other alternative than the creation by the state of some authority who will represent the people as a whole, with adequate author.

centering in a few hands, we confess we see no other alternative than the creation by the state of some authority who will represent the people as a whole, with adequate authority for investigation and ample power to enforce its findings. And we recommend that laws be formulated covering the foregoing recommendations, to be submitted to this committee for their consideration.

The text of the committee's report, eliminating introductory matter and such portions as have been quoted, is appended. The committee first takes up and analyzes the complaints laid before it as the causes for delay are many, but most follows.

The causes for delay are many, but most

analyzes the complaints laid before it as follows:

The complaints made cover a wide range, from lack of ferminal facilities to failure to furnish switches at milis. We could not undertake to investigate each complaint, but only to take up the question from a broad standpoint and ascertain the facts as to the situation as a whole. Tabulated the complaints will fall under some of the following subdivisions:

Tabulation of Complaints expedition

Some Grievances Removed. We are giad to be able to announce that

each year.

Second—That the terminal facilities at Portland are so restricted that the shortage of cars is thereby aggravated.

Third—That the shortage has affected the versa, are to be removed. We sincerely hope

that those in authority will see their we clear to lower these charges in other direc-tions. That they are excessive appears on their face, and for the good of the city at large there should be the freest possible move-ment and exchange of traffic within the

Terminals have been the subject of a previous report. The situation is very unfor-tunate and unless cleared up will certainly add to our difficulties. We can but relierable terests of this city that there should be o common terminal with ample facilities and room and with a common use on and over all streets leading to it. The city should never allow itself to be bottled up by any one or one dozen companies.

The report was adopted by the unant nous vote of the entire committee and is signed by the following: T. H. Honey chairman; Henry Hahn, L. A Lewis, S. M. Mears, R. H. Devers, Ed ward Newbegin, W. A. Mears, secretary J. N. Teal, attorney.

AT THE THEATERS

What the Press Agents Say.

SEATS ON SALE TOMORROW

Advance Sale for "The Royal Chef" at Hellig Theater.

Tomorrow morning at 10 o'clock the adnace sale of seats will open for the fir musical comedy of the season. "The Royal Chef," which comes to the Heilig Theater for four nights beginning next Sunday night. September 30. The east includes Harry Hermsen, Oscar Ragland, Osborne Clemson, Stanley Felch, Gertrude Hurchoson, Else Frazes and La Belle Laurette, A popular musical number is "Maiden and the Klesing which is said to be the hit

Fine Climax in "The Wilderness,

The absolute barrenness of the present day English society is finely portrayed in the various acts of 'The Wilderness.' Es-mond's great play which is being produced at the Baker this week. The satise on the occupation of the idle rich and the false ambitions of the climbers is keen and en-

Public Enthuse Over "Mad Love."

"A Mad Love," the season's emotionally dramatic sensation, which is the week's at traction at the Empire, continues to attract large audiences. Miss Smart's fine por trayal of Lady Audley and the fine suppor given by the entire company makes "A Mg. Love" a gem among the season's attract Saturday matinee.

Last Week of Bert Morphy.

The change in the weather has again ought large crowds to The Oaks and attendance has continued to increase as the Bart Morphy is still the great attract tion and his einging delights large crowls at the bandstand. This is Mr. Morphy's last week, as he leaves for the East at the close f his engagement on Sunday night.

COMING ATTRACTIONS.

"Millionaire Tramp" Next Week.

"A Millionaire Tramp," which will be next week's attraction at the Empire, has become popular through its unique construc-tion and interesting features. The place contains a happy mixture of sensational melodrama, farce comedy and quaint rural life. The scenic detail is said to be com-plete and beautiful.

"Texas Steer," a Political Satire.

Hoyt's great comedy, "A Texas Steer," is one of the greatest satires on politics ever written. In addition to its eathrical features it is one of the funniest productions ever staged. It will be next week's attraction at the Baker. Frances Slosson will appear as "Bossy" and Mr. Sainpolis as "The Minister to Dahomey," the part made immortal by Will Bray.

AT THE VAUDEVILE THEATERS

Grand Opera at the Grand.

Grand opera sung in a vaudeville theater is week. The Nellie Andrews Company is rendering selections from "Il Trovatore" in manner to win the highest praise from th expert lasso manipulators. The bill is easily the foremost the Grand has given since

Features at Pantages. Pantages' bill this week is uniformly good. The feature act is "The Four Bees," a novelty worth traveling far to see. It is something entirely new to Portland. Other features: Cook and Neal, industrious Dutch funsters; "The 100-to-1 Saot," a thrilling racing story on the blograph; the Patricolas, novelty musical entertainers; Harry Clifford & Co., comedy sketch; Jean Wilson, "Somewhere." where."

"Cuban Spy" at the Lyric.

One of the most fascinating and interest ing characters that has been seen on a local stage this year is that played by Lilly Branscombe in "A Cuban Spy." She as-sumes many disguises and undergoes all the end succeeds in thwarting the villais who have conspired against her and het country, and winning the love of the heroid

"East Lynne" at the Star.

American (Frank Fanning).

There is at the Star this week one of th isst performances of "East Lynns" that has been seen in Portland in many days. Miss Margaret Oswald, the new leading woman, has proved equal to the test of portraying Lady Isabel. Her command of the possibilities complex character are aim Matiness Saturday and Sunday. Next wee "Monte Cristo."

COFFEE WAS IT People Slowly Learn the Facts.

"All my life I have been such slave to coffee that the very aroma of it was enough to set my nerves quiver-

"I kept gradually losing my health, but I used to say 'nonsense,' it don't hurt me. Slowly I was forced to ad-mit the truth and the final result was that my whole nervous force was shat-

"My heart became weak and uncer tain in its action and that frightened me. Finally my physician told me, about a year ago, that I must stop drinking coffee or I could never expect

to be well again.
"I was in despair, for the very thought of the medicines I had tried so many times nauseated me. urse I thought of Postum but could course I thought of Postum but course hardly bring myself to give up the coffee. Finally I concluded that I owed it to myself to give Postum a trial. So I got a package and carefully followed the directions, and what a delictous, nourishing, rich drink it was. Do you know I found it very easy to shift from the coffee to Postum and not mind the change at all. Almost immediately after I made the change I found myself better and as the days went by I kept, on improving. My nerves grew sound and steady, I slept well and felt strong and well balanced well and left strong and well behanced nil the time. Now I am completely cured, with the old nervousness and sickness all gone. In every way I am well quee more." Name given by Post-um Co., Battle Creek, Mich. um Co., Battle Creek, Mich.

It pays to give up the drink that acts on some like a poison, for health is the greatest fortune one can have.

"There's a reason."

CHILD'S AWFUL

Screamed with Pain - Suffering Nearly Broke Parent's Heart-Twelve Years of Misery-Doctor Called Case Incurable - Helped from First, and

SPEEDILY CURED BY CUTICURA REMEDIES

"I wish to inform you that your wonderful Cuticura has put a stop to



their treatment the disease spread to four different parts of his body. The longer the doctors treated him the worse it grew. During the day it would get rough and form like scales. At night it would be cracked, inflamed, and badly swollen, with terrible burning and itching. When I think of his suffering, it nearly breaks my heart. His screams could be heard down stairs. The suffering of my son made me full of misery. I had no ambition to work, to eat, nor could I sleep.

"One doctor told me that my son's eczema was incurable and gave it up for a bad job. One evening I saw an article in the paper about the wonderful Cuticura and decided to give it a trial.

"I tell you that Cuticura Ointment is worth its weight in gold; and when I had used the first box of Ointment there was a great improvement, and by the time I had used the second set of Cuticura Soap, Ointment, and Resolventmy child was cured. He is now twelve years old, and his skin is as fine and smooth as silk. (signed) Michael Stein-man, 7 Sumner Avenue, Brooklyn, N. Y., April 16, 1905."

Complete External and Internal Treatment for every Bunner, from Pimples to Scrofnia, from Infancy to Aga, consisting of Cutiours, Soap, 25c., Ottoment, Soc., Seol-vant, 30c., (in form of Chocolaic Coated Pills, 35c., per visit 600), may be had of all drugglets. A single set often cures. Pottee Dying & Chem. Corp., Sois Props., Boston. and Milled Pree, "How to Cure Humors of Childhood."

TRAVELERS' GUIDE.



Leaves. UNION DEPOT. Arrives. 8:45 P.M. OVERLAND EXPRESS TRAINS
for Salem, Roseburg, Ashland,
sacraments, Ogden, Han FranJaco, Stockum,
Los Angeles, El
Paso, New Orlenns and the
East.

Morning train *7:25 A. M.

Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsville, Springfield, Wendling and Natron *8:00 A. M. *7:15 P. M. ling and Natron. Sugene passenger connects at Woodburn with *10:35 A. M. Mt. Angel and Silverton local

7:00 A. M. Corvaills passen-ger.
4:50 P. M. Sheridan passen-\$5:00 P. M. Forest Grove pas-\$11:00 A. M. senger.

*Daily. *Daily except Sunday, PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMMILL DIVISION. DIVISION.

DivISION.

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. Lally except Sunday, 5:30, 8:30,

8:40, 10:25 A. M. Bunday only, 9 A. M.

Returning from Oswego, arrive Portland,
daily, 8:35 A. M., 1:55, 3:05, 6:15, 7:35, 9:55,

11:10 P. M.: 12:25 A. M. Daily except Sunday,
6:25, 7:25, 9:35, 11:45 A. M. Bunday
only, 10 A. M.

Leave from same depot for Dailss and intermediate points daily, 7:30 A. M. and 4:15

P. M. Arrive Portland, 10:15 A. M. and 6:25

P. M.

The Independence-Monmouth Motor Line

P. M.
The Independence-Monmouth Motor Line
operates duly to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and
Independence.
First-class fare from Portland to Sacramento and San Francisco, \$20; berth, \$5.
Second-class fare, \$15; second-class berth,
\$2.50. 00. Pickets to Eastern points and Europe; also Japan, China, Henolulu 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)

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 st. Take S or 16th-st. cars. Ticket office, 132 3d, near Aider. Phone Main 1814. H. YOUNG, Agent.

Upper Columbia River Steamer Chas. R. Spencer

Leaves Oak-street dock every Monday. Wednesday and Friday at 7 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 2980 or Main 2201.

PORTLAND-ASTORIA ROUTE Fast Str. TELEGRAPH

Makes round frip daily (except Sunday). Leaves Alder-street dock 7 A. returning leaves Astoria 2:30 M., arriving Portland 9 P. M. Telephone Main 565.

San Francisco & Portland Steamship Co. Leave PORTLAND, with freight only. "BARRACOUTA," October 5,

"COSTA RICA." October 8.
Leave SAN FRANCISCO, with freight only. "BARRACOUTA." September 28,
"COSTA RICA." October 2.
Subject to change without notice.
Protectived daily at Answorth Dock.
Phone Main 268. J. H. Dewson, Agent.

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

UNION DEPOT. Leaves Arrives. CHICAGO-PORTLAND
SPECIAL for the East
Via Huntington.

SPOKANE PLYER.

6:15 P. M. Bodly.
Daily.
Daily.

SPOKANE PLYER.

For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern ATLANTIC EXPRESS S:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily. PORTLAND BIGGS 8:15 A. M. 6:00 P. M. boths for all local points between Biggs and Portland.

RIVER SCHEDULE. FOR ASTORIA and Si00 P. M. 5:00 P. M. Dally rith steamer for Ilwan o and North Beach Sunfay. Sunfay. way points, connecting with steamer for liwaco and North Beach Souliay,
steamer Hissaio, Ashst. dock,

FOR DAYTON, Oreken City and Yamhili
River points, Ash-si
dock (water per.)

10:00 P. 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.



To and from St. Paul, Minneapolis, Duluth and All 8:00 am Points East Via Spokane. 5:15 pm Great Northern Steamship Co.
Sailing from Seattle for Japan
and China ports and Manila, carrying passengers and freigat.
S. S. Minnesota, October 20. S. S. Dakota, November 28 NIPPON YUSEN KAISHA.

Capan Mail Steamhip Co.)
S. S. KAGA MARU will sail from
Seattle about October 2 for Japan
and China ports, carrying passengers and freight.
For tickets, rates, berth reservations, etc., call on or address
H. DICKSON, C. P. & T. A.,
122 Third St., Portland, Or.
Phone Main 680.



reliowatone Park Kansas
City-St. Louis Special for
Chehalia, Centralia, Olympia Gray's Harbor, South
Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Blilings, Denver, Omaha,
Kansas City, St. Louis and
Southwest St. Louis and
Southwest Limited else Southwest

North Cosst Limited, electric fighted, for Taxoma, feattle, Spokane, Butte, Minneapolis, St. Paul and the East

Puset Sound Limited for Ciaremont, Chehalis, Centralia, Taxoma and Seattle only

2:00 pm 7:00 am

4:80 pm 10:55 pm Twin City Express for Ta-

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

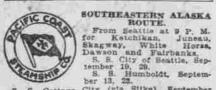
River Railroad Co. Leaves. UNION DEPOT. Arrives. For Maygers, Rainier, Claiskanie, Westport, Clifton, Astoria, War-renton, Flavel. Ham-mond, Fort Stevens, Gearhart Park, Sea-side. Astoria and Sea-shore. Express Dally, Astoria Express, Dally, 9:50 P.M. 7:00 P.M. C. A STEWART, J. C. MAYO, Comm'l Agt., 248 Alder st. G. F. & P. A. J. C. MATO,

Columbia River Scenery Regulator Line Steamers

Phone Main 906.

Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

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



S. S. Cottage City (via Sitka), September FOR NOME. Senator, October 2
FOR SAN FRANCISCO DIRECT.

Queen, September 27.
Portland Office, 240 Washington St.
Main 229.
G. M. Lee, Pass. & 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