14



# Big Steamship Makes Fast Trip Across Pacific in Teeth of Gale.

## FOLLOWED TYPHOON PATH

Captain Ernst Tells of Trip From Hongkong to Yokohama\_Mongolia Forced to Put Back Into Port, and Sailed Later.

With the arrival of the Portland & Asl-atic liner Aragonia at Montgomery dock last evening, two vessels of the line are moored on the east side of the river. The other vessel is the Arabia, which inished loading yesterday, and will prob-ably leave down this morning. The Aragonia is the largest carrier of the fleet, and came with but little over half a cargo, although on her outward

haif a cargo, although on her outward voyage she will have a full load. The big liner croased the Pacific in 18 days, and would have bettered this mark had she not encountered the tail end of the Formosa typhoon shortly after leaving Yokohama. She arrived at Astoria at 7

Formosa typhoon shortly after leaving Tokohama. She arrived at Astoria at 7 o'clock yesterday morning, and after three hours' delay at the lower harbor, was brought up to Fortland in a triffe less than nine hours by Captain Pease.' Captain Ernst, commander of the Ara-gonia, had the following to say regard-ing the voyage just ended: "We were to have left Hongkong on August 25, but the Formosa typhoon set in at that time and we anchored for 18 hours. After sailing we encountered the storm again, but rode it off at Amoy. We had 200 tons of freight for Formosa, and, after leaving this, called at Moji and Kobe, and from the latter port we sailed direct for Yokohama. While there we were in company with the Pacific Mail liner Mongolia, which had been forced to er Mongolia, which had been forced to put back on account of the typhoon, and which, I have since learned, went ashore on Midway Island. We sailed from Yokoon Midway Island. We salled from Toko-hama at daylight on September 12, and encountered the fag-end of the typhoon for the first four or five days out. Two days out we spoke the Numantia, and she reported all well. The heavy weather prevailed for nearly a week, and on that account we were delayed. We would have made considerably faster time had the account we were delayed. We would have made considerably faster time had the weather been clear after leaving the other side. As it was, we made the voyage in 16 days, for we picked up the pilot at 7 o'clock this morning. An American sall-ing ship crossed our bows about one week from the Columbia, but we could not make out her name, and she did not sigthe Numantia and this vessel were the only ahips sighted en route." The Aragonia's cargo is made up of fre-crackers, illy bulbs from Japan, tea, mat-

ting, cement, camphor and other miscel-laneous merchandise, all of which amounts to about 2000 measured tons. Last evening the officers of the steam-ship Arabia paid the officers of the Ara-

evening was passed discussing old times and events of former days when the two essels were plying between London and Indian ports.

## TO OPERATE MOUNTAIN GEM

Open River Company to Continue Craft in Wheat-Carrying Business.

Captain Frank J. Smith, superintendent of the water lines of the Open River Transportation Company, announced last

were passengers from Manila on the were passengers from Manlia on the wrecked Army transport Sheridan. The shipwrecked passengers from the Sheridan reported that the chances of saving the vessel were good. She lies on a coral hillock off Oahu, which ex-tends for about 150 feet under No. 3 and No. 5 compartments and the enand No. 3 Comparison for the end of the end A Japanese stowaway stole a hatch cover to aid him in swimming ashore. McDonald, who was intoxicated,

McDonald, who was intoxicated, stumbled over the open hatch and was drowned in the hold before assistance could reach him.

Leaves With Full Cargo for San Francisco and Way Ports.

The steamer F. A. Kilburn salled for San Francisco and way points last even-ing carrying a full cargo of freight and a number of passengers for coastwise ports. The vessel is one day behind her schedule and Captain Merriam expects to make this up on the present voyage. When the vessel reaches Astoria this morning she will take on about 200 tons of freight at that place, space for which was reserved when she left her dock in this city. Agent Greenough announces that he will

commence to receive freight for the next voyage Monday morning. Traffic Man-ager Baruch of the Watsonville Trans-portation Company went to Astoria on the Kilburn. He will attend to some business at that place and return to Portland to-

### Freighter Aztec Arrives in Port.

The San Francisco & Portland Steamship Company's liner Aztec arrived up late last evening. She brought a large cargo of frelight from San Francisco and will commence discharging at the Ainsworth dock today. Captain Frazier reports a fair trip up the coast, and that the big freighter

made excellent time. Fogs were encoun-tered off the Oregon coast, but did not delay the vessel. She came into Astoria a little behind the German steamship Aragonia, and followed her closely up the

Marine Notes.

river.

The steamship Harold Dollar, which is to load a cargo of lumber at one of the mills on the lower river, arrived at Astoria from Seattle yesterday morning. Laden with a cargo of 5500 tons of flour and about 500 tons of general freight, the Portland & Aslatic liner Arabia will leave down this morning. She cleared from the Custom House yesterday.

The steam schooner J. B. Stetson sailed from Astoria at 7 o'clock last evening for San Francisco. She is lumber laden and in addition is carrying about 40 pas-sengers, most of whom left Portland on the steamer Telegraph yesterday morning. The German ship Nereide is on the way up the river in tow of the steamer Ockla-hama. She is coming in ballast which will be discharged at Weidler's dock.

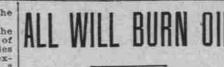
### Stetson Clears From Astoria.

ASTORIA, Or., Sept. 28.-(Special.)-The ASTORIA, Or., Sept. 22.—(Special.)—The steamer J. B. Stetson cleared at the cus-tom house today for San Pedro with a cargo of 800,000 feet of lumber, loaded at the Tongue Point Lumber Company's mill.

### Arrivals and Departures.

ASTORIA, Sept. 28.—Condition of the bar at 5 P. M., smooth; wind north, weather cloudy. Arrived down at 4:50 and sailed at 9:45 A. M., steamer Roanoke, for San Pedro 9:45 A. M., steamer Ronnoke, for San Pedro and way ports; arrived at 7 and left up at 10:30 A. M., German steamer Aragonia, from Hongkong and way ports; sailed at 7:15 A. M., steamer Asuncion, for San Francisco; sailed at 7 A. M., schooner W. F. Jewett, for Redoudo; at 0:30 A. M., schooner F. S. Red-field, for San Francisco; arrived at 10 A. M., steamer Haroid Dollar, from Seattle; arrived at 5:15 A. M., steamer Aztec, from San at \$:15 A. M., steamer Aztec, from San Francisco; arrived at 3:20 and left up at 4 P. M., steamer Northland, from San Fran-

elsco. San Francisco, Sept. 25.—Arrived—Steam-er Yosemite, from Portland.



Engines of S. P. and O. R. & N. Being Fitted for New Fuel.

EXPERIMENTS A SUCCESS

STEAMER KILBURN SAILS.

# Passenger Engines Already Using

Liquid Fuel, and Wood and Coal Will Soon Be Entirely Discarded in Oregon. 5

So successful has been the use of crude petroleum for fuel on the South-ern Pacific and O. R. & N. lines in Oregon that the managers of the alled lines will hasten the changing of all other locomotives which are now coal and wood-burners into oll-burners. Engines already burning oil are in the

passenger service. Orders have been lasued that freight engines be changed as rapidly as possible. The new fuel has been undergoing a trial on the Harriman lines in this state for the past five months. Some predicted at first that the oll would not prove satisfactory, as it would

not prove satisfactory, as it would cause so hot a fire that the tubes in the bollers would suffer. This has not proved true, and with the wider use of this class of fuel has come a better knowledge of how to handle it to the best advantage. The managers of the railroads are thoroughly satisfied with out fuel and would not go back to the oil fuel, and would not go back to the old days of wood and coal-burning. The change has resulted in economy of operation, as well as in a more even supply of steam and less trouble in handling. Directly after the San Francisco

on the same of the same prantise of the same prantise of the same set of the s

since great difficulty was experienced in getting oil. The Associated Oil Company, from which the Harriman oil supply was coming, suffered the break upply was coming, suffered the break-ing of its pipe lines, and the conse-quent failure to deliver oil. Had it not been that the Standard Oil Com-pany came to the rescue of the rall-roads, it would have been almost im-possible to move trains. "We have now received assurance

"We have now received assurances that the supply of fuel oil will be forth-coming for railroad use," said Super-intendent Buckloy, of the Harriman lines. "This justifies us in going ahead and changing all our engines as rapidly as they can be handled in the shorts. Our massencer bocomotions are Our passenger locomotives are hops. already equipped with tanks and ell-burning furnaces, and a start will now be made on the freight engines. After a time all our freight motive power will be burning oil. About three en-gines will be changed each week in

the shops until all are thus equipped HARRIMAN LINES UP TO DATE

Train Telephones Being Installed on La Grande Division.

LA GRANDE, Or., Sept. 28.-(Special.)-Workmen are in La Grande placing the equipments for telephones on trains and freight cabooses, by which the conductor of a train may communicate with the dispatcher's office at any time and from any point on the line. The train tele-phones are used especially in case of accident or wrecks that may occur sev-eral miles from telegraph stations. This will be the means of saving delays and loss of time and will prove a valuable As a means of facilitating safe rail-

lines, and Superintendent Campbell, of the O, R. & N., held conferences with a committee from the men, but the peli-tion for more money was turned down. The men have decided to go over the heads of these two officials and deal di-

heads of these two officials and deal di-rectly with Mr. O'Brien. They hope for more favorable action when it is brought to the attention of the general manager that the men can-not live in Portland on \$2:10 a day. Should their request be again turned down, there is no strike threatened, as the men are showing the best of feel-ing, but the matter will probably be taken up in union circles and the next step decided upon. The committee expects to call upon Mr. O'Brien when he returns to the city the first of next week.

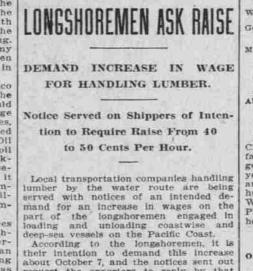
first of next week.

### Concession to Hopmen.

The Southern Pacific has made a con-cession to hopmen by permitting the ship ment of hops in carloads with a miniment of hops in carloads with a mini-mum of 20,000 pounds without compelling loading to visible space capacity at the same rate, \$1.50 per 100 pounds, as was formerly charged to the East on ship-ments having the same minimum where space-loading capacity was compelled. Another advantage to the shippers is that shipments in excess of a carload, but which do not amount to enough to make up another car, and thus secure the advantage of the car rate, will be carried, if shipped on the same shipping carried, if shipped on the same shipping receipt, at the carload rate.

### President Stuart Resigns.

A. A. Stuart, of New York, president since its organization of the Willamette Construction Company, and personal rep-resentative here of Moffat & White, the builders of the Portland-Salem electric line, has resigned his position and left for bis home in the East. He has been succeeded by E. V. Frothingham, of New York, who has arrived and who will take up the work where Mr. Stuart left off.



request the exporters to reply by that date. Each communication comes from the headquarters of the longshoremen of the Northwest at Seattle, and is signed by W. J. Shields. The text of the letter contains the pro-

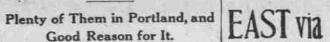
posed demands of the longshoremen and informs the employers that they desire an increase from the present scale of 40 and 60 cents an hour for straight and over-time work to 50 and 75 cents. At the local headquarters of the union the men were not communicative on the

the men were not communicative on the

the men were not communicative on the subject, and stated that they would not talk on the subject until better informed. Fred P. Baumgartner, local agent of the California & Oregon Coast Steamship Company, stated that he was perfectly willing to accede to the request of the longshoremen, providing they exacted the same mat for handling tumber from all same rate for handling lumber from all the shippers, but added that in his deal-ings in the past with the unions he find found that they discriminate in favor of other corporations. The particular in-stance of favoritism shown he cites in the case of the gangs working the Harriman liners, who are paid at the rate of 40 and so cents an hour, while he is required pay 50 and 82% cents for the same class of

"When I protested to the union." said roading the train telephone ranks next to the block signal, both of these equip-ments will be in operation on this division





Wouldn't any woman be happy, After years of backache suffering, Days of misery, nights of unrest, The distress of urinary troubles, She finds relief and cure?

No resson why any Portland re-

like this:

Should suffer in the face of evidence

evening that the report that the steamer Mountain Gem is to be taken off the present run and to guit handling grain on the upper river is erroneous. He confirms the reported chartering of the steamer to the O. R. & N. Co., but adds that the charter does not go into effect until after the

togs hot go into an enter and after the greater portion of the grain crop will have been shipped to tidewater. The charterers of the craft could not operate her at the present time if they so desired, for she cannot reach the Snake River points she is scheduled to touch for the Hartiman system owing to the low the Harriman system, owing to the low stage of the water at the present time. According to Captain Smith, the craft will be operated by the Open River Company

for the next six weeks. The steamer Rellef will be placed in commission this afternoon. She is to be inspected by the Government Inspectors this morning, and as soon as this work is complete date will start on her first reg-ular trip. She will load a cargo of grain at Squally Hook and bring this load to the portage road tomorrow, which will complete her first round trip. In addition the steamer Kakima is almost completed and will be ready for operation about October 10. The Mountain Gem is bringing a cargo of grain to the portage road today, and this will be transferred to the steamer Charles R. Spencer this afternoon

and brought to Portland tomorrow. Captain Smith will accompany the Gov-ernment Inspectors to Cellio today, and will return tomorrow. The steamer Spen cer was inspected yesterday, and on that account laid over until today.

WORK ON SNAKE RIVER.

Engineer Ogden Returns From Tour of Inspection Near Riparia.

David B. Ogden, Assistant United States Engineer, returned yesterday from an in-spection of the Snake River, which is at present at its lowest stage. He states that the river will shortly be in naviga-ble shape, and that the regular steamers will resume their routes in a few weeks. Shoals are especially noticeable between Lewiston and Riparia, and the dredge Wallowa is engaged in cutting these away. She is at present at work on Offield's bar. and will move from that point to Dry Gulch shoal in about a week.

LIBEL SUIT REFILED.

way, where sympathetic arms had borne him. The fact that he was a blooded Scotch collis did not matter, but the fact Commercial Cable Company Resumes Action Against Manchuria.

HONOLULU, Sept. 28 .- The libel filed by the Pacific Commercial Cable Company against the steamer Manchuria and the Pacific Mail Steamship Company for \$500,-000 for the services of the cableship Restorer, in alding to float and tow the Manchuria, which was withdrawn several days ago, the understanding being that the matter will be settled in New York, has been refiled. It is understood that the intention to reach an agreement was unsuccessful.

WILL FLOAT THE SHERIDAN

Prospects Good of Saving Army Transport From Rocks. VICTORIA, B. C., Sept. 28.—The steamer Aorangi, from Australia via theoremultic boy, whose heart was breaking. He sat on the floor beside him and stroked the dog's head. His lip tremplied, but he was brave and kept repeating to us: "Wait till the doctor comes; he'll save him." We knew better. And the steamer Aorangi, from Australia via Honolulu, brought among her passen-gers Captain Wood and the crew which took the drydock Dewey from New York to Manila, ou the way home to New York, and Major Pendieton and Lieutenant South, United States Ma-rines, with their wives, all of whom

Port Pirie, Sept. 28.-Arrived-British steamer Comeric, from Portland, San Francisco, Sept. 28.—Salled — British ship Latimer, for Inswich; British ship Wanwithin a short time.

derer, for Ldverpool; steamer China, for Hongkong; steamer Elizabeth, for Coquille Hener; steamer Newburg, for Gray's Harbor; steamer Mishagak, for Gray's Harbor; steamer loquille, for Siuslaw; ship Columbia, for Port Coquinic, for Sinsaw; snip Columbia, for Port Towneend; bark Levi G. Burgese, for Port Townsend. Arrived—Steamer Coronado, from Gray's Harbor; steamer Santa Cruz, from Port Harford; steamer Yosemite, from Astoria; steamer Chehalis, from Gray's Harbor; schoon-

er Charles E. Falk, from Gray's Harbor, Hongkong, Sept. 25.—Sailed 27th—Empr of Japan, for Vancouver, via Yokohama.

#### Portland Lawyer Seeks Divorce,

Charles B. Andrew, a lawyer residing at the Hotel Portland, has instituted divorce proceedings in the Multnomah County Circuit Court, accusing his wife, Ella G. Andrew, of all sorts of misconduct. The couple were married at Denver, October 21, 1850, and after residing at La Porte, 21, 1890, and after residing at La Porte, Ind., until June, 1990 they came to this city, where they have been ever since. His complaint charges her with various acts of crueity towards him, besides numerous eccentricities on her part, not the least consplanous of which is a fondness for other men and a disposition to nag at him constantly and involve him in disas-troug financial deals. In one of her terri-fying letters to plaintiff, Mrs. Andrew is alleged to have said: "Some day I'll com-mit suicide and have my dead body sent to you for a Christmas present." to you for a Christmas present."

It is hinted that Mrs. Andrew at one ntertained histrionic ambitions, and ought to shine in the theatrical firma-

**A** DOG was killed tragically in our big building yesterday. He was caught

in the elevator shaft between the cage

and the door and so badly crushed that

he died soon afterward in an upper hall-

that he was a little boy's dog, his play-

mate, guide, philosopher and friend, and

mate, gates, philosopher and friend, and that he died with his head on his little master's lap, did matter a great deal. There was something peculiarly sad in the death of this faithful fellow. Those of us who knew of the circumstances moved about the building sorrowful. It was almost a matter of bated branth and

was almost a matter of bated breath and

APPEAL TO O'BRIEN DIRECT Freighthandlers to Petition Head of O. R. & N. for Higher Wages.

Portland freighthandlers, who requested but were refused by the superintendents of the railroads centering here, have not given up hope of getting more money and will again present their claims for mande to General Manager O'Brien, of the Harriman linas direct

Harriman lines, direct. The Freighthandlers' Union is made up of the men employed in handling freight at the O. R. & N., Southern Pacific and at the O. R. & N., Southern Pacific and Northern Pacific freight houses. William Hayes, a resident of Portland for the past 20 years, is president of the union. The men contend that their pay, in view of the higher charges for everything they are compelled to buy, is far from sufficient to maintain themselves and that formilies

cannot live on the money and maintain their families.

looked into the lad's face with an elo-quence of dog-love that meant all the wonders of affection which dogs may feel

and express in their pathetic dumb

We encouraged the boy, but when the doctor came he told the truth, and merci-

fully chloroformed the beautiful animal

to save him further misery. Then the little boy's courage gave way, and he sobbed. The tears of childhood's

weeks ago and there was talk of a strike if their wages were not raised. General Superintendent Buckley, of the Harriman

the O. R. & N. steamers, and yet I know for a positive fact that men who have worked on my vessels for 50 cents have performed the same labor for the corpora tion for the lesser sum I do not think

this is fair on the part of the union. Other operators voice the same complaint, but as they have no other recourse they have to pay the charge. There were no new developments in the

in increase in salary a short time ago grainhandlers' strike, although a few

DAILY CITY STATISTICS.

Births

HOWITT-At 897 East Everett street, Sep ember 24, to the wife of Arthur J. Howitt.

KAPLAN-At 688 Third street, September 20, to the wife of Sam Kaplan, a son. SHANKS—A1 545 Second street, September 22, to the wife of Joseph Shanks, twin sons.

Deaths.

CURNUTT-At Good Samaritan Hospital September 26, Smith Curnutt, a native of Mis

Rouri, aged 38 years, 10 months, 7 days. LABONTE-At St. Vincent's Hospital, Sep-tember 26, Alphonse Labonte, a native of Canada, aged 30 years. PETERSON-At Elamath Falls, September

22, Iver Peterson, a native of Norway, aged 28 years, 6 months, Remains brought to Portnd for Interment. FOLLOCK-At 547 Fourth street. Septembe

27. Mrs. Martha J. Pollock, a native of Ohio, aged 70 years, 3 months, 22 days. Remains taken to Cloverdale, Cal., for interment.

Building Permits. PAT DOUGLAS—Repair frame dwelling. North Twentieth street, between Flanders and Washington streets; \$250. CHARLES CATTA—Repair frame dwelling east Twentieth and Belmont streets; \$340. Real Weinte Twenter Real Estate Transfers.

Abraham Troutman to W. G. Register, lots 5 and 6, block 18, Willamette. 3 Louis P. Beno to W. A. Rogers, 100250 feet, beginning on south side of John-son street, 250 feet west from south-west corner of Johnson and Twenty-teeth 3,150 200

weat corner of Johnson and Twenty-fourth
Andrew Williams to P. A. Hoffman, lots 15 and 16 Mansfield.
Arieta Land Co. to E. T. Lyona, lots 21 and 22, block 6, Arieta Park No. 4
May E. Swigert to David Dupee, lots 17 and 18, block 1, subdivision of tract K, Fatton Tract
John Schlenk and wife to Robert F. Hall, parcel land beginning at point on west side of Elia street, 100 feet south of center line of Davis street.
C. W. Ross and wife to C. W. Boost, lots 2 and 3, block 15, Couch's Ad-dition 10 11 23,000

and he sonbed. The tears of childhood's sorrow shut out all the world save only that his friend the dog was dead. He went home for his brother, another little boy who had loved the dog, and they brought their toy wagon in which to bear away their dead. They carried the body into the elevator and down to the ground floor. They placed it in the wagon, and the sorrowful little corteres started to. John H. Hall and wife to Ida E. Hard-ing, trustee, lot 14, block 6, Dalt-ou's Addition to East Portland.... Edwin P. Northrup and wife to S. C. Priestly, lot 3, block 11, Foxchase 2,250 Edwin P. Northrup and wife to S. C. Priestly, lot 3, block 11, Foxchase Addition
 Mary Hawkins to Daniel R. Hawkins et al., all claim to the setate of L. L. Hawkins, deceased
 The Hawkins, deceased
 The Hawkins, block 13, Hawhorne's First Addition to East Portland.
 Eastern Investment Company, Ltd., to Melinda E. Morgan, subdivisions G and H in lot 3, block 7, Portland Homestead
 W. A. Storey (Sheriff) to P. H. Mar-

A. Storey (Sheriff) to P. H. Mar-ay, lot 3, block 7, Portland Homestead F. Maybach and Nettle Maybach to Portland & Scattle Railway Company, parcel of land beginning at point in east line of W. Caples' D. L. C. at southeast corner of a tract con-veyed by P. T. Smith to Isaac Fai-lows OWB lows Peninsular Lumber Company to Port-land & Seattle Railway Company, T acres, beginning at a stone monument at northwest corner of the grantor's land

9,00

1,500

am Boys and wife to William Bal-lot 11, block 20, Ling's Second

Mrs. A. Canavan, of 330 Lincoln street, Portland, Or., says: "I was led to recommend Doan's Kidney Pills three years ago from the great relief I had found in a \*8:00 A. M.

from the great relief I had found in a case of kidney complaint which had an-noyed me for a long time. I tried other remedies previously, but Doan's Kidney Pills were the only refnedy that helped me. My trouble had lasted for three years, during which time I suffered from irregular action of the kidneys and back-ache. At times I was in such misery with the aching and weakness that I could not rest in any position. I suffered from hendaches and dizziness and could hardly uttend to the simplest of household duties. Doan's Kidney Pills freed me from this miserable existence, and I never have lost an opportunity to recommend the remedy. In fact, I gave a public testimonial in 1965, which I am glad to repeat and con-firm."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name-Doan's-and take no other.

HAND

SAPOLIO

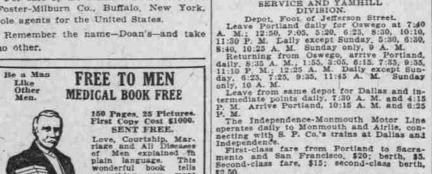
FOR TOILET AND BATH

It makes the toilet something to be

enjoyed. It removes all stains and

roughness, prevents prickly heat and

chafing, and leaves the skin, white, soft, healthy. In the bath it brings a glow and exhilaration which no com-



Love, Courtship, Mar-riare and All Diseases of Men explained Th plain language. This wonderful book tells everything you wunt everything you want to know and every-

Tickets to Eastern points and Europe; also Japan. China. Honolulu and Australia. CITY TICKET OFFICE. Corner Third and Washington Sfs. Phone Main 712. C. W. STINGER. WM. M'MURRAY, City Ticket Agent. Gen. Pass. Agt. ATTEN I thins you should know in regard to happy and unhappy wedded lifa. diseases which forbid marriage, ruinous ear-hy follies, self-destruc-tion, lost manhood, poor memory, prema-ture decay, nervous-ness, blood poleon, dwarfed organs, stric-ture, weak lungs, liv er and kidney disease ignorance begets mis ery; knowiedge bring health and happiness. Upper Columbia River Steamer Chas. R. Spencer

\$2.50.

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

rates and excellent service. Phone Main 2960 or Main 3201.

REAL PROPERTY OF

Leaves. UNION DEPOT. Arrives.

Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silver-ton, Brownsvilla, Springfield, Wend-ling and Natron.

\*4:15 P. M. Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.
 7:00 A. M. Corvallis passen-

ger.

\*4:50 P. M. Sheridan passen-

\*Daily. (Daily except Sunday. PORTLAND-OSWEGO SUBURI SERVICE AND TAMHILL DIVISION.

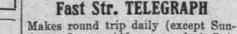
8:45 P. M.

DVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, sacramento, Og-jen, San Fran-isco, Stockur, Los Angeles, El Paso, New Or-leans and the East.

\*7:15 P. M.

URBAN





day), Leaves Alder-street dock 7 A. M.; returning leaves Actor 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. Bubject to change without notice. Freight received daily at Ainsworth Dock. Phone Main 265. J. H. Dewson, Agent.

mon soap can equal, imparting the vigor and life sensation of a mild Turb-th bath. All Grocers and Drugsister

Puget Sound Limited for Claremont, Chehalis, Cen-tralia, Tacoma and Seattle only \*10:35 A. M. 5:50 P. M. A. D. Chariton, Assistant General Passen-er Agent, 255 Morrison st., corner Third, Portland, Or. \*8:35 A. M. \$1:00 F. M. §8:00 P. M. §11:00 A. M. Forest Grove pas-§2:50 P. M. §10:20 A. M. Astoria and Columbia River Railroad Co. UNION DEPOT. Arrives. Leaves. For Maygers, Rainier, Clatskanie, Westport, Clitton, Astoria, Wart renton, Flavel, Ham-mond, Fort Stevens, Gearhart Park, Sea-side, Astoria and Sea-shors. Daily. -8:00 A.M. Express Dally, Astoria Express, Dally, 9:50 P.M. 7:00 P.M. J. C. MAYO, C. A. STEWART, Comm'l Agt., 248 Alder st. G. F. & P. A. Phone Main 906. Tickets to Eastern points and Europe; also Columbia River Scenery **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-

OREGON

SHORT LINE

Leaves. Arrives.

The Fast Mail

TIME CARD

Der

GID

North Coast Limited, elec-tric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolla, St. Paul and the East

**OF TRAINS** 

DAILY.

8:30 am 4:30 pm

2:00 pm 7:00 am

PORTLAND

gers. Splendid accommodations for outfits and livestock. Dock foot of Alder street, Port-

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



S. S. Cottage G. S. Cottage C. S.

FOR NOME, Senator, October 2. FOR SAN FRANCISCO BIRECT. From Scattle at 9 A. M.-Chnatilla, September 12; usen, September 27. Fortland Office, 249 Washington St. Main 229. Art Lee Page 8 Ft Art

G. M. Lee, Pass. & Ft. Agt. C. D. DUNANN, G. P. A., San Francisco.

# WILLAMETTE RIVER ROUTE

Steamers Fomona and Oregona for Salem and way landings from Taylor-street dock, daily (except Sunday) at 6:45 A. M.

OREGON CITY TRANSPORTATION CO. Office and Dock, foot Taylor S

softened footfall, for there were few of us who did not so love a good dog that we pitled the boy who loved him most, hoor. They placed it in the wagon, and the sorrowful little cortege started to-ward home. There are two such-hearted little boys in this big town today, for their dog is dead. Men whom the world and were and because an honest dog-soul was passing in agony. The accident occurred on a lower floor, but they carried him up to ours and laid has called great have died and left less pure, sincere regret behind them than this collie. Fortunate are the great of earth if their dying brings tear-blinding sorrow but they carried him up to ours a hope-him in a corridor to die. It was a hope-The grief of childhood is a saddening thing, but beautiful in its genuineness. There is a lesson in it, and an inspira-tion. The death of the dog and the grief

Scotch Collie, Crushed in Elevator Shaft, Dies With Its Head in the

Lap of Its Master.

fashion.

There is a lesson in it, and an inspira-tion. The death of the dog and the grief of the little boy were not trivial things. It was a bitter tragedy to the little master—the first great sorrow of his life —and first sorrows are lasting. To those of us who saw and sympathized, it was a real grief, but it was good. The dying of the dog and the sorrow of the boy made us better man

They preferred their request three BOY IS HEARTBROKEN AT DEATH OF HIS PET DOG