River Steamer Run Down by Towboat Cascade and Sent to Bottom.

PASSENGERS ARE SAVED

Shallow Water Averts Duplicate of Dix Disaster-Cascade Stands by and Rescues Passengers-Fog to Blame for Disaster.

MANY MARINE DISASTERS, Ocean liners Kaiser Wilhelm der Grosse and Orinoco collide near Cherbourg, France. Thirteen lives

eight injured. Both vessels

Steamer Luriine sunk in the Co-lumbia by collision with towboat Casende. Steamship Alliance threatened the overflow from oil valve igniting.

badly damaged and put back to port.

Two collisions reported on Puget Sound. Portland-bullt steamer Kitsap rams Manette, and ferry City Seattle collides with steamer Monticello. No damage. Schooner Louis collides with Brit-

tsh ship Clan Gaibraith in San Francisco harbor. Little or no dam-

North German Lloyd steamship Main in collision with schooner May V. Neville in New York harbor. Main has hole stove in her side and leville loses bowsprit and portion

Take steamer Conemaugh reported ashore on Lake Eric. Vessel reported a total wreck. Brilish gunboat Robin ashere at

Kumchull, near Hongkong. Six lives are lost while attempting to escape from sinking steam barge near Toronto. Small boat capsizes, French bark Bigart arrives at Port Townsend with tale of untold hardships. Steamer Panama wrecked on Lake

Superior and crew missing. 

The river steamer Lurline, plying between Portland and Astoria, rammed and sunk in 20 feet of water year the shore about one mile above Rainier, at 3.45 o'clock yesterday morning, by the towboat Cascade.

The Lurline filled and sank so quick-

ly after the collision that it was only due to the shallow water that another Dix affair was not recorded. As it happened, the twenty-odd passengers and members of the crew of the sunken craft were all safely transferred to the Cascade, without being any the worse for their experiences.

The Lurline was caught almost amid-ships, the bow of the Cascade tearing a hole that caused her to fill rapidly. The Cascade stood by and took off the passengers and crew, and proceeded to Rainier, where she had to undergo temporary repairing before she could comporary repairing before she could continue on her way to Portland. The damage to the Cascade is merely super-neial, for the two heles in her bow can be repaired easily and with little cost. For the purpose of having this work attended to immediately, the craft will be hauled on the ways at the yards of the Portland. Shiphuilding Company this morning. this morning.

At the time of the collision the Lur-line was in charge of Pilot Kane Ol-ney, while the Cascade was in charge of Pilot McNally. Just which steamer was to blame for the accident will be determined at the inquiry to be con-ducted by the United States Inspectors Edwards and Fuller, who will have the

Edwards and Fuller, who will have the officers of each craft before them as soon as possible.

The Lorline had just left Rainier, where she had taken on some freight for this city, and was probably five minutes out from her wharf when, according to the guarded statements of the officers, the lights of another steamer were plainly discernible through the fog. Accounts as to whether the two steamers gave signal whether the two steamers gave signal whistles seem to indicate that the sig-nals were given correctly, but in some manner it became apparent to on the Lurline that the Cascade was hearing down on them. The Lurline was about 100 feet off shore, and on that account she was unable to sheer in toward land, and before she could back out of the way, the Cascade crashed into her side.

crashed into her side.

Officers on both boats refused to discuss the affair at any length and explained the affair in the shortest terms. plained the affair in the shortest terms, claiming that all they had to say would be told the inspectors at the inquiry, and that they would not talk for publication. The same conditions prevailed with reference to the crew of both boats, and as few of the passengers were awake at the time, their knowledge of the causes of the collision are limited to hearsay.

The passengers however are unanimous in their testimony as to the orderly manner in which their transfer

mous in their testimony as to the ormous in their testimony as to the orderly manner in which their transfer
from the sinking craft to the Cascade
was conducted. In this effort no confusion and no delay was experienced
the custom-house today for San Francisco with a cargo of 163,000 feet of lumber,
leaded at Rainler. and all the persons were safely taken co with a cargo of off. Some of the passengers did not wait to be taken to Portland on the Cascade, but took the train at Rainier. Pliot Olney and J. Nelson, who was on the lookout on the Lurline at the time of the accident, state that they saw the lights of the Cascade but a few moments before the collision and were unable to back their vessel out of harm's way. Pilot McNally of the Cascade stated that the fog was to blame for the accident.

The sunken craft is one of the best known vessels on the river and is over

known vessels on the river and is own od and operated by the Vancouyer Transportation Company, of which concern Jacob Kamm, the pioneer steamboat man of this city is the controlling owner. She has met with frequent accidents before, and has on one or two occasions been sunk by strik-ing rocks or submerged logs. Wreck-ing appliances will be sent to Rainier and an effort will be made to raise her. In the meantime the steam-er Undine of the same line, will be taken off the Vancouver run and op-erated on the route of the sunken

up the bay this morning she was rammed by the schooner May V. Neville, which was going out to sea, accompanied by the steamships Amerika and La Savole. In maneuvering to avoid the latter two versels the Main collided with the schooner. She was struck midships and a hole ten feet in dismeter torn in her side by the jibboom of the saling vessel. The liner tore away the bowsprit and part of the stem of the schooner, but the damage to each vessel was slight. The ship's butcher on the Main was slightly injured, this being the only casualty reported. The Neville was towed back for repairs. The steamer proceeded to her dock under her own steam.

San Francisco, Arrived down at 4:30 P. M.—Steamer Aztec. Left up at 6 P.

SUFFERS MANY HARDSHIPS

French Bark Bigart Arrives at Puget Sound After Storm Voyage.

PORT TOWNSEND, Wash., Nov. 22.-With practically every sall torn to shreds and one member of the crew missing, the ich bark Bigart reached port yesterday. She was 178 days out from Glasgow, and encountered many severe gales. For 16 days she was buffeted about by flerce gales off Cape Flattery before she could enter the Straits of Juan de Fuca. The captain and crew did not sleep for "12 nights and days, and when the craft appeared here for customs entry they were so weak that they could not attend to

the duties required.

During the storm off the Vancouver coast on November 16, Charles Guillemont, able seaman, fell from the rigging to the deck and was washed into the sea. GUNBOT IS STRANDED.

British Warship Goes Ashore Near Kumchull in China.

HONGKONG, Nov. 22.-The British rive gunboat Robin stranded today on a sand-bank at Kumchull. The gunboat Moorhen has been dispatched to her aid, and the torpedoboats Fame and Handy will fol-low them. No lives were lost. The out-look for refloating the vessel is considered

The Robin is 100 feet long, with a beam of 20 feet, and a mean draft of 20 inches. She was built for service in shallow riv-

COLLISION AT BAY CITY.

Schooner Louis and Ship Clan Galbraith Come Together.

SAN FRANCISCO, Nov. 22-The tug Samson, arriving this morning from the Columbia River with the five-musted schooner Louis in tow, collided with the British ship Clan Galbraith, which was anchored off Black Point. The ship had her jibboom and head gear carried away. The schooner lost her jigger mast, her cabin was stove in and her starboard stanchions and rail were smashed.

Bay City Shipping Disturbed.

SAN FRANCISCO, Nov. 22.-A strong ortheast wind, with a velocity of 52 miles an hour, swept over this city last night and today. Shipping was consid-erably disturbed, although no great damage has been reported. Traveling on the ferryboats was rough and a few passen-

## STREAM RETRACTS CHARGE

CAPTAIN OF WRECKED VESSEL WITHDRAWS ACCUSATION.

Captain Gronvold Exonerated by Master of Emma Claudina for Failure to Aid Ship in Distress.

ABERDEEN, Wash., Nov. 22 -(Special) -Captain Stream of the schooner Emma Claudina today withdrew his charges of cowardice against Captain Gronvold of the schooner Glendale for his refusal to lend assistance to the Claudina when in distress. Captain Gronvold, however, will ask that seven captains be selected, three by Captain Stream and three by the master of the Glendale, with one neutral, to hear testimony and decide the

Captain Gronvold will demand this of Captain Stream notwithstanding latter's withdrawal of his charges.

COFFEE MUST BE MARKED cepted, but his argument did not tend to improve the temper of Montag. The commissioners considered a long time but finally decided to re-advertise.

Upon the recommendation of Fire Chief Campbell, Lieutenant Woods was reduced to the ranks. Charges of incompetency were brought against Woods, but Chief Campbell stated that

New Orders as to Shipments Received by Customs Officials. The local Collector of Customs has

received orders from the Acting Secretary of Commerce and Labor relative to the markings of coffee shipments. The order 'Shippers' manifests of coffee exported

after December 1, 1996, must describe the shipments as 'Porto Rican coffee,' or as 'Coffee other than Porto Rican,' as the case may be. Colectors of Customs will give notice of this requirement to shippers of coffee; and warn them that ship-pers' manifests must be made out proper-iy and be carefully scrutinized before verification; and, further, that any person making false oath to such manifest may be prosecuted under the statutes prescrib-

ing a penalty for perjury."

As coffee is on the free list, no matter whether it was grown in Porto Rico, the South Sea Islands or Arkansas, it is not known just why such care should be taken regarding the "birthplace" of the bean.

Marine Notes.

The San Francisco & Portland Steamship Company's liner Costa Rica sailed for San Francisco late last evening with a full cargo of freight and nearly 100 pas-sengers for San Francisco.

The Portland & Asiatic liner Numantia nette and the Monticello met head-on and shifted over to the Portland Flouring struck exactly on their stems. As the Mills yesterday to commence loading her Manette's stem was badly damaged, her shifted over to the Portland Flouring Mills yesterday to commence loading her cargo of flour for Hongkong. This vessel is to carry nearly 60,000 barrels.

The British tramp steamship Manchester Port, which is on the way up from Astoria, will be placed on the Port of Portland drydock this morning. She is scheduled to take a mixed cargo of wheat and lumber to China.

A fire on the steamer Alliance was discovered in the nick of time last evening. The flames were caused by an overflow of oll in the fireroom which became ignited and only the excellent work of the ves-sel's crew saved a conflagration. She was

Three Drunkards Get Stern Justice in Police Court.

ONE LOSES HIS FAMILY

Lane, from Baltimore, Salled—Steamer Meripona, Lawless, for Tahlit.

Singspore, Nov. 22—Arrived—Steamer Satsuma, from New York.

San Francisco, Nev. 22—Arrived—Schooner Louis, from Astoria; steamer Rita Newman, from Coullie Bleer; steamer Atlas, from Astoria; schooner Bertie Minor, from Coos Bay; schooner Advent, from Coos Bay; schooner Advent, from Coos Bay; schooner Advent, from Gray's Harhor, Salled—Steamer Advent, from Gray's Harhor; schooner Alics, for Port Townsend, bark Wrestler, from Astolia; steamer American, for Seattle; steamer Columbia, for Portland, Valparatso, Nov. 22—Arrived previously— Judge Cameron Orders Charles Mc-Kinney Locked Up, That Wife and Children May Leave Him Forever.

Portland.
Valparaiso, Nov. 22—Afrived previously—Steamers Abidos, from Seattle, San Francisco, etc., for Hamburg; Anubis, from Seattle, San Francisco, etc., for Hamburg Amasis, from Hamburg, Genoa, etc., for San Francisco.

MITS ESTIMATES.

Expenses and \$100,000 for Bet-

terments in Department.

According to the estimates filed by Fire Chief Campbell, the fire depart-ment will require \$499,598 for running

expenses during the coming year. He figures that this amount will be neces-

sary to meet actual expenses of main-

tenance and will recommend the ex-penditure of \$100,000 more to make the department more efficient. He says \$409,498 appropriation must be

made. The appropriation for the de-partment for the current year was ap-

John Montag, one of the fire com-

& Telegraph Company. Montag vigor-ously expressed himself against award-ing the contract, and after long discus-

sion it was agreed to re-advertise for

he did not desire to have him dismissed

FOUR VESSELS ARE DAMAGED

ON PUGET SOUND.

Masters of Liners Complain of the

Carelessness of the Navigators

of the Mosquito Fleet.

SEATTLE, Wash., Nov. 22 -- (Special.)-

During a heavy fog that hung over the harbor this morning four steamers col-lided within a stone's throw of the line of wharves along the waterfront. The

stem of the Alki Point steamer Manette was badly torn by the Monticello, coming into port from Paulsbo and eight feet of

the apron of the ferry steamer City of Seattle was carried away by the steamer Kitsap, built at Portland and sent around

flagstaff carried away and other injury

from the department.

COLLISION IN

The fire commissioners had expected

proximately \$300,000.

When Charles McKinney, a Portland mechanic, was taken to the city jail yesterday morning to serve a term of two days for drunkeness he had a wife and two children. When he leaves the jail omorrow morning he will have neither wife nor family. They are now on their FIRE CHIEF CAMPBELL SUBwill live with relatives on a farm, of the whereabouts of which McKinney knows nothing. Not even the authorities know the woman's new address. If McKinney wishes to go in search of his family, he will find that they are somewhere in the Asks \$409,498 for Actual Running State of Nebraska, but no more. He might as well search for a needle in a

McKinney deserved to lose his family, say the police, and Judge Cameron sent the man to fail for the sole purpose of giving the family time to escape from what the judge regarded as a menace to their welfare. McKinney is a victim of alcoholism. His

is rather unusual in some of its features. is rather unusual in some of its features. Three months ago he was an industrious and hard working mechanic, earning good wages. His wife says that about this time he got into the habit of drinking with his triends "for sociability's sake." The taste for liquor grew on him and he acquired a persunial thirst. Before many weeks had nassed he was spending the whole of his weekly wage for liquor. Then he quit work and began spending his saylors. Som every dollar he could his savings. Soon every dollar he could claim as his own had gone to quench his newly acquired thirst.

Mrs. McKinney says that she had \$700, which she had inherited at the death of

Chief Campbell submitted his estimates at a meeting of the fire commissioners held yesterday afternoon. It was stated at the meeting what the total of his estimates was, but his whole report was not made public. Additional copies of it will be made and the fire commissioners will hold a special meeting to consider it. The department is gradually being enlarged and this calls for additional expenditures. Two new engine houses have been completed, one at Twenty-eighth and Davis streets and the other a relative, and when his own money was family asked her to out this amount in the bank to his eighth and Davis streets and the other in Brooklyn, but they will not be oc-cupied before the first of the year. the bank to his credit, Mrs. McKinney says she refused. missioners, became incensed at the meeting when City Electrician Savarian recommended that the one hid submitted for the installation of a new central onice alarm system be accepted. This bid of approximately \$5000 was made by the Gamewell Fire Alarm Company. Mostar vices

A few days ago, however, It became apparent that he was going to run through the whole \$700. Mrs. McKin-

Mayor Joneson.

right here that I won't have this single-bid business rammed down my throat. We'll have competition or know the reason why." and with this Montag brought his fist down on the table with a bang.

The other members of the committee appeared surprised at the heat shown by Mr. Montag, but said little or nothing. An agent of the Gamewell Fire Alarm & Telegraph Company urged that the bid from his company be accepted, but his argument did not tend to improve the temper of Montag. The

Justice Makes Speed Record.

In dealing with another unfort, are slave of John Barleycorn, Justice made a brand new record in Judge Cameron's Court yesterday. Frank D. Lloyd, who says he is an agent, stole an ov-ercoat at \$:45 o'clock. At 10:45 he was under sentence to serve a year for larceny and at 11:15 A.M. he was serving time in the county jail.
Lloyd committed the theft to get money for liquor.

money for liquor.
He loitered about
the Hub clothing
store until nobody
was looking, then
seized a cheap overcoat and took it to
a pawnshop where
he pledged it for
\$1.25. This transaction led to his arrest. Most of the
money had alread;
gone to enrich the
liquor interests by
that time.

that time.

The speed with which he received the penalty for his crime fairly took Lloyd's breath away. He wanted no lawyer, was promptly found guilty, in view of the conclusive evidence introducod, and was given a severe sen-

Spent \$4 for Clothes.

John McCary, a husky logger from Scappoose, will break rocks for the county during the next thirty days because of his fond-ness for the flowing

GO-MCA Some - MA YET-1

to the Sound two months ago.

The ferry had missed her slip and was backing out for another guess at the landing when the Kitsap struck her. The Mabowl McCary came to Portland Monday with \$142, his summer's savings. He came to buy his outfit of winter clothing. Of the done, it is shown a slight deviation in the course of the two boats would have caused course of the two boats would have caused serious damage. As it was, no one was injured in either collision, but a panic among passengers on the four boats was created and the crowds on the dock became wildly excited. came wildly excited,
Though today's collisions occurred during a heavy fog, they emphasize a bitter
complaint masters of the big Alaska, San

awalting the partfools and

Francisco and foreign liners are making against the vessels in the mosquito fleet.

It is charged by the big liners that the The court thought an 18-karat fool

would brace him up and accordingly the young man will break rock for a

NATION'S MERCHANT SHIPS

Building on Increase, but Few for Foreign Commerce.

WASHINGTON, Nov. 22 .- The annual report of Commissioner of Navigation Chamberlain states that on July last, the documented merchant vessels of the United States numbered 25,006, of 6,674,899 gross tons. The report urges the enactment of the merchant marine commission bill, which has passed the Senate, including the prorision for American mail lines to South America, and favors the bill to abolish the discrimination against coasting vessels in pilotage charges in the states from Virginia to Texas. The summary of the report says:

"The year's construction was 1221 vessels, of 418,745 gross tons. Only three ocean steamers were built. The

three occan steamers were built. The tonouge built during the current fiscal year up to November 19 aggregates 203,000 gross, and if the present rate of construction is not checked by strikes or delays the output of our shippards will be the largest in half a century, and will be close to the output. century, and will be close to the output of 533,000 tons in 1855, the year of our greatest construction. During the year only 12 per cent of the exports and imway to Nebraska, where Mrs. McKinney ports of the United States were carried

in American vessels."

Mr. Chamberlain publishes a full list of all the vessels in trade between the United States and South America dur-ing the first six months of this year. An American merchant steamer, he the says, is never seen in the ports of Bra-He zit, Argentins, Uruguay, Chile or Peru. In a The report says that of 125.754 men shipped, 37.675 were native, 23.456 naturalized Americans and the remainder aliens.

YEAR'S INCOME OF RAILROADS

Increase of Nearly \$97,000,000 in Net Earnings.

WASHINGTON, Nov. 22.—A preliminary report of the Interstate Commerce Commission on the income account of the railways of the United States for the year ended June 50 last contains returns from companies operating 220,028 miles of lines, or about 99 per cent of the mileage that will be covered in the final report.

The total gross earnings of the roads were \$2,319,760,330, being equivalent to \$10,543 per mile. Passenger earnings were \$618,555,934, or \$2811 per mile, and freight earnings \$1,640,942,863, or \$7458 per mile. Operating expenses were \$1,512,163,153, or \$6963 per mile. The net earnings were \$787,597,877, being \$3580 per mile and nearly \$97,006,000 more than the corresponding amount of the previous year. Income from other sources than those of operation aggregated \$132,624,982. The dividends paid amounted to \$229,406,598, and taxes \$38,993,288.

Government to Make Torpedoes. NEWPORT, R. I., Nov. 22.—Arrange-ments are reported for the establishment in this city of a Government torpedo fac-tory where all of this class of explosives used in the United States Navy will be manufactured independent of private co

The fire commissioners had expected another bid, but it was not forthcoming. Electrician Savarian said he did not believe any other company was anxious to compete and thought that the bid submitted by the Gamewell Fire Alarm & Telegraph Company was reasonable. He read an editorial from a Cleveland newspaper which crificised a system installed in that city by the other company which was expected to enter a bid. The editorial attacked Miyor Johnson for having installed the alleged defective system. This aroused the ire of Montag. Mayor Johnson and Montag are of the same politics, both are Democrats.

"You needn't tell me that that editorial wasn't prejudiced," Montag cried. "You needn't tell me that that editional wasn't prejudiced," Montag cried. "Someone wanted to take a fail out of Mayor Johnson. I want it understood right here that I won't have this single-bid business rammed down may throat. We'll have competition or the rotesting wildly. McKinney was the first of the said she would get out of the state with the children. She was and the determined to save some of the money.

Yesterday morning when the shift-less head of the family made his daily deman for cash he was refused and that only \$200 remained and that this must be kept for the children. McKinney became abusive and that this wife stepped to the telephone and called the police. The husband was arrested and taken before Judge Cameron.

McKinney would have received a long term on the rock pile but, for one thing—his wife refused to prosecute him. She said she would be satisfied if the court would lock up her further that I won't have this single-bid business rammed down may throat. We'll have competition or

train approaching, ran back to flag it, and just as he dld so he dropped to the ground in a faint. Back near the engine they found the lifeless body of Engineer Stemm, his head crushed in.

# Catarrh of the Stomach

A Pleasant, Simple, but Safe and Effectual Cure for It.

COSTS NOTHING TO TRY.

Catarrh of the stomach has long been considerd the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breath-ing, headaches, fickle appetite, nervousness and a general played-out, languid

There is often a foul taste in the mouth, coated tongue, and if the interior of the stomach could be seen it would show a slimy, inflamed condition. The cure for this common and obstinate

trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do and when normal digestion is secured the catarrhal condition will have disappeared.

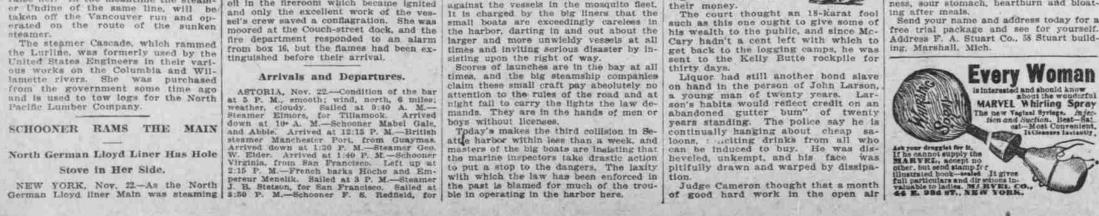
According to Dr. Harlanson, the safest

and best treatment is to use after each meal a tablet, composed of Diastase, Assptic Pepsin, a little Nux, Golden Seal and fruit acids. These tablets can now be found at all drugstores under the name of Stuart's Dyspepsia Tablets, and not being a patent medicine can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals. Mr. R. S. Workman, Chicage, Ill., writes: "Catarrh is a local condition re-sulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous disbecomes inflamed and the poisonous dis-charge therefrom passing backward into the throat reaches the stomach, thus pro-ducing catarrh of the stomach. Medical authorities prescribed for me for three earthorities prescribed for me for three years for catarrh of stomach without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found flesh, appetite and sound rest from their use."

Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, bilious ness, sour atomach, hearthurn and bloat-ing after meals.

Send your name and address today for a

free trial package and see for yourself. Address F. A. Stuart Co., 58 Stuart building, Marshall, Mich.



AND WHY DR. WILLIAMS' PINK PILLS ARE A SPECIFIC FOR IT.

A Case in Watertown in Which a Pale, Weak Girl was Made Strong

And Well. The symptoms of general debility vary according to the cause but weakness is always present, a tendency to perspire and fatigue easily, ringing in the ears, sometimes black spots passing before the eyes, weak back, vertigo, wakefulness caused by inability to stop thinking, and unrefreshing sleep. The cause of the trouble may be some drain on the system or it may be mental or physical overwork, sometimes insufficient nutrition due to digestive disturbance. In the latter case there is generally a loss of appetite and a coated tongue as well as general languor and debility.

Miss Lula M. Metzger, a stenographer, living at 71 Mill street, Watertown, N.Y., suffered for over a year from general debility. "It was caused by overstudy," she says, "and I had no ambition, didn't want to go anywhere, my food didn't taste good, I was run down, lifeless and listless. I took medicines but they failed to help me. Finally friends recommended Dr. Williams' Pink Pills to my mother and she got some for me. I took them for some time and was entirely cured and have had no return of the trouble."

The mother, Mrs. George Metzger, is also enthusiastic in her praise of Dr. Williams' Pink Pills and says that they are her favorite family remedy. Dr. Williams' Pink Pills cure debility

because they actually make new, red, rich blood, and as the blood carries nourishment to all the organs and tissues of the body, nerves as well as muscles, the new blood stimulates the organs to do the work that nature expects of them and normal health follows. As the stomach is toned up, indigestion disap-pears and greater nourishment is derived from the food. The nerves are revitalized and refreshing sleep is obtained. Not only is this tonic treatment sufficient to cure debility but many severe disorders of the blood and nerves have yielded to its curative action. Fresh air, sufficient exercise and nourishing food greatly assist the pills i effecting cures in all cases of debility.

The pills are sold by all druggists, or will be sent postpaid, on receipt of price, 50 cents per box, six boxes \$2.50, by the Dr. Williams Medicine Co., Scheneotady, N. Y. Send for free diet book.

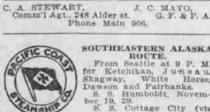
It is believed that in the engineer's at tempt to get out of the cab, his head was caught between that and the tank Conducter Bishop's injuries are no thought to be serious

Don't deny 'yourself delights conferred by latin skin cream and Satin skin powder.



### Astoria and Columbia River Railroad Co.

Leaves. | UNION DEPOT. Daily For Maygers, Rainier, Catskanie, Westport, Cifton, Astoria, War-renton, Flavel, Hammond, Fort Stevens, Garriart Park, Seaside, Astoria and Seaside, Astoria and Seaside. Express Dally, 9:50 P. M. Astoria Express, Daily,



SOUTHEASTERN ALASKA
ROUTE,
From Seattle at 9 P. M.
for Ketchikan, Juneau,
Skagway, White Horae,
Dawson and Fairbanke,
S. S. Humboldt, November 19, 29,
S. S. Cottage City (via
Sitka), Nov. 4, 18.

FOR SAN FRANCISCO DIRECT, From Seattle at 9 A. M.—Umatilia, November 1, 16, 31; City of Pisbla, November 6, 21. Queen City, November 11, 20, Portland Office, 249 Washington St. Main 229.
C. D. DUNANN, G. P. A., San Francisco.

San Francisco & Portland Steamship Co.

Prom Ainsworth Duck, Portland, at 8 P. M.
S. S. Costa Rica-Nov. 22. Dec. 2, 12. etc.
S. R. Columbia-Nov. 27. Dec. 7, 17, etc.
From Spear St., San Francisco, at 11 A. M.
S. S. Columbia-Nov. 28, Dec. 3, 13, etc.
S. S. Costa Rica-Nov. 28, Dec. 3, 13, etc.
S. S. Costa Rica-Nov. 28, Dec. 8, etc.
Only direct passenger steamers operating between Portland and San Francisco.
NOTICE.

On account of congestion of freight on Portland docks, less than carload consignments of general merchandles and perishable freight only will be received for forwarding to San Francisco until further notice.

JAS H. DEWSON, Agent.
248 Washington St. Phone Main 268.

Upper Columbia River Steamer Chas. R. Spencer

Leaves One-street dook 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 UMATILLA.

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

Phone Main 2960 or Main 3201.

Columbia River Scenery REGULATOR LINE STEAMERS. Dally service octween Portland and The Dalles, except Sunday, leaving Portland at T A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder St., Portland; foot of Court st., The Dalles. Phone Main 614

WILLAMETTE RIVER ROUTE For Corvaills, Albany, Independence, Salem Steamer "POMONA" leaves 6:45 A. M., Tuesday, Thursday, Thursday, Steamer "OREGONA" leaves 6:45 A. M., Mondays, Wednesdays and Fridays, M., Mondays, Toot Taylor Street.

TRAVELERS' GUIDE.

48:00 A. M.



UNION DEPOT. OVERLAND EX-

Arrives. \*7:25 A M PRESS TRAINS for Salem Rose-burg, Ashland, Sacraments Sacramento, Og-den, San Fran-cisco, Stockton, Los Angeles, El Paso, New Or-leans and the East. Morning train connects at Woodburn daily except Sunday with Mt Angel and Silverton lo-cal. \*4:15 P. M. Cottage Grave \*11:00 A. M

cottage Grave
passenger connects at Woodburn and Albany
daily except
Sunday with
trains to and
from Albany.
Lebanon and
WoodburnSpringfield
branch points. Corvallis passen-5:50 P. M \*4:10 P. M. Sberidan passen-\*10:20 A. M. \$6:20 P. M. Forest Grove passenger.

\*Daily Edaily except Sunday.

\*Daily Edaily except Sunday.

\*PORTLAND-OSWEGE SUBURBAN

\*SERVICE AND YAMHILL

Depot. Foot of Jefferson Street.

Leave Portland daily for Cowego 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,

13:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Cowego, arrive Portland,

daily, 8:35 A. M. 1:55, 10:30, 6:15, 7:25, 9:35,

13:10 P. M.: 12:25 A. M. Daily except Sunday,

self, 7:25, 9:38, 11:45 A. M. Sunday

only, 10 A. M.

Leave from same depot for Dailas and in
termediate points daily, 7:30 A. M. and 4:15

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

case from same depot for Dailas and in
termediate points daily, 7:30 A. M. and 4:15

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

independence.

First-class fare from Portland to Sacra
mento and San Francisco, \$20; berin, \$5.

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C. W. STINGER, WM. M'MURRAY, City Ticket Agent. Gen. Pass. Agt.



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SPOKANE FLYER.

0:30 A. M. 5:00 P. M. Daily.

0:15 P. M. S:00 A. M. Daily. For Eastern Washington, Walla Walla ewiston, Coeur d'Alene and Great North-ATLANTIC EXPRESS | 8:15 P. M. | 7:15 A. M. for the East via Daily. Daily. Huntington. PORTLAND - BIGGS | 8:15 A. M. | 6:00 P. M. LOCAL for all local points between Biggs and Portland

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M.

way points, connecting Daily with steamer for il- except wace and North Sunday. FOR DAYTON, Ore 7:00 A. M. 5:30 P. M. gon City and Yamhili Daily Daily River points, Ash-st. except except dock (water per.) Sunday. Sunday.

For Lewiston, Idaho, and way points from Riparia, Wasa. Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Saturday. 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. Pas. Agt.



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City-St. Louis Special for
Chehalla, Centralia,
Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokare,
Lewiston, Butte, Billings, Denver, Omaha,
Kansas City, St. Louis
and Soutowest.

8:30 am 4:30 pm forth Coast Limited, elec-tric lighted, for Tacoma. Seattle, Spokane, Butto, Minneapolts, St. Paul and the east. 2:00 pm 7:00 am uget Sound Limited for Claremont, Chehalls, Centralia, Tacoma and

Seattle only .... 4:30 pm 10:55 pm Seattle only
Twin City Express for Tacoma, Seattle, Spokane,
Helena, Butte, St. Paul,
Minneapolla, Lincoin,
Omana, St. Jeseph, St.
Louis, Kansas City,
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Direct connections for
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Southeast. 11:45 pm 6:50 pm A. D. Chariton, Assistant General Passen-ger Agent, 255 Morrison st., corner Third, Portland, Or.



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H. Dickson, C. P. & T. A.
122 Third St., Portland, Or.
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