# EXCELSIOR IS SOLD

## Portland Lumber Company Is the Purchaser.

## WILL BE REMODELED HERE

### Steamer Is Now En Route From Seattle—Cabins to Be Removed to Make Room for Lumber.

The steamer Excelsior, now enroute from Seattle to the Columbia River, has been purchased by the Portland Lumber Company and henceforth will be operated out of Portland in the lumber trade. The Excelsior is due to arrive in Astoria this morning and will be brought to this city immediately. She will go to the yards of the Portland Ship Building Company and will be thoroughly overhauled.

STEAMER INTELLIGENCE.

Due to Arrive.

| Name. | From | Date. |
|---|---|---|
| F. A. Kilburn | San Fran | In port |
| Columbia | San Fran | Dec. 15 |
| Roanoke | San Fran | Dec. 16 |
| Costa Rica | San Fran | Dec. 20 |
| Nome City | San Fran | Dec. 20 |
| Geo. W. Elder | San Pedro | Dec. 20 |
| Alliance | Eureka | Dec. 20 |
| Arabia | Hongkong | Dec. 24 |
| Aragonia | Hongkong | Jan. 16 |
| Nicomedia | Hongkong | Jan. 24 |
| Numantia | Hongkong | Feb. 11 |

Scheduled to Depart.

| | | |
|---|---|---|
| F. A. Kilburn | San Fran | Dec. 15 |
| Columbia | San Fran | Dec. 17 |
| Roanoke | San Pedro | Dec. 18 |
| Nome City | San Fran | Dec. 20 |
| Arabia | Hongkong | Dec. 21 |
| Costa Rica | San Fran | Dec. 22 |
| Geo. W. Elder | San Pedro | Dec. 22 |
| Alliance | Eureka | Dec. 22 |
| Aragonia | Hongkong | Jan. 23 |
| Nicomedia | Hongkong | Feb. 1 |
| Numantia | Hongkong | Feb. 18 |

Cleared Friday.

Aztec, American steamship, Captain Frazier, with general cargo for San Francisco.

Europe, French bark, Captain Rollier, with 132,712 bushels of wheat, valued at $99,534, for Queenstown or Falmouth for orders.

F. A. Kilburn, American steamship, Captain McLellan, with general cargo for San Francisco.

The steamer is now equipped with cabin passenger accommodations which will be removed and when she leaves the yards will be a regulation lumber schooner, capable of carrying about 900,000 feet.

The Excelsior was build in Eureka, Cal., in 1893 and was fitted up for the passenger trade. Since then she has been operated between Pacific Coast ports. She is registered at 830 gross and 565 net tons; is 175 feet long, 35 febt beam and 13 feet depth of hold. Repair work will be rushed to completion and it is hoped to have her in commission early in January.

The names of the officers who will have command of the Excelsior have not been made public.

## CLAIMS ON THE MELANOPE

### Master of Northland Leaves Recital of Salvage With Customs Officers.

ASTORIA, Or., Dec. 14.—(Special.)—Before crosing out today, Captain Jamleson, of the steam schooner Northland, filed a protest at the Custom-House, reciting the circumstances surrounding the picking up of the derelict British bark Melanope, in order to establish a record of his claim to salvage. Captain Wills, master of the Melanope, arrived here tonight from Tacoma.

The derelict is still lying in the lower harbor with a portion of the Northland's crew on board. The customs authorities have sealed up the hatches and cabin on the craft, which is still claimed as the absolute property of the Northland. It is understood that the Melanope was insured for her full value and a representative of the underwriters, as well as the managing owner of the Northland, is expected to arrive here tomorrow, when steps will probably be taken to decide the ownership of the craft.

Undoubtedly it will require a ruling of the admiralty court to settle the matter, as some of the passengers on the Northland believe they have a salvage interest in the derelict. There has also been some talk that the steam schooner Daisy Mitchell, from which the Northland secured a large hawser with which to tow the derelict, would also claim part of the salvage, but the assertion is now made that Captain Johnson purchased the hawser outright before taking it on board.

## CHINESE COOK A DESERTER

### Celestial on the Oweenee Takes French Leave.

Louie Sing, who formerly furnished choice viands for the cabin and boiled salt horse for the crew of the British ship Oweenee, is now roaming the streets of Portland, or safely hid in the domicile of some "cousin," much to the discomfiture of Captain Burchell and the immigration officers of this port.

The Chinaman shipped at Liverpool and during the time the ship lay at that port manifested no particular desire to go ashore. The confines of the galley, however, grew small when he gazed on the verdant hills of Oregon and a longing to stroll around came over him. He took French leave and now Captain Burchell is willing to pay $50 for information that will lead to the arrest of the cook.

Mr. Barbour, in charge of the Immigration Bureau, has forwarded a report to District Attorney Bristol who will look into the matter. There is a Federal statute under which a master is liable to a fine of $500, or imprisonment for one year, if he permits any person on board his ship to land in the United States if not entitled to be in this country.

The Oweenee arrived in Portland October 28 from Antwerp and is under charter to Taylor, Young & Co., to load lumber for Valparaiso, Chile. Her master is part owner in the vessel.

## BRINGS CARGO OF HARD WOOD

### Steamship Vermont Loading Siberian Wood for Portland.

The British steamship Vermont is under charter to bring a cargo of Siberian hardwood to Portland. The steamer is now in one of the Asiatic ports loading. Her cargo will be in the form of logs and will be sawed into lumber here.

Banfield & Kuntz are now building a saw mill near the plant of the Eastern & Western mills for the purpose of sawing hard wood lumber and are the pioneers in the importation of Siberian woods. It is claimed that steamers will be regularly employed in supplying the mill. Oriental hardwoods, also will be brought over.

No outward charter has been announced for the big tramp, but in all probability she will take wheat for the Orient.

## CAPTAINS AND OWNERS FINED

### Authorities Are Determined to Enforce Pilot Laws.

ABERDEEN, Wash., Dec. 14.—(Special.)—Eight captains and eight owners of as many steamers were fined each $100 today for running their craft without licenses as pilots. The total fines amount to $1600. The customs authorities here have received instructions to strictly enforce the law. It is understood that no man is to be allowed to take charge of the helm unless he has a pilot's license. Some of the captains fined have been sailing out of Gray's Harbor for six or eight years.

## CAPTAIN PETERSON PROMOTED

### Takes Command of the Robert Dollar at Aberdeen.

ABERDEEN, Wash., Dec. 13.—(Special.)—Captain Peterson of the barkentine Newsboy has been transferred to the steamer Robert Dollar recently purchased from the Dollar Steamship Company by the Slade Mill Company of this city. The Newsboy and the Dollar are here. The first mate of the Newsboy has been promoted to be captain.

THE VENDOR OF HOLIDAY GREENS IS ALREADY OUT.

### River Boats Are Delayed.

Owing to the heavy freight offerings during the past week the boats of the Regulator line, plying between Portland and The Dalles, have been arriving and departing several hours behind time. The car shortage has forced many of the shippers to fall back on the river boats. Large shipments of apples are coming from Mosier and Hood River. On the up trip cement for the North Bank road is taken in large quantities. It is estimated that over 70,000 barrels will be moved before the completion of the road.

### Redondo Clears With Lumber.

ASTORIA, Or., Dec. 14.—(Special.)—The steamer Redondo cleared at the Custom-House today for San Francisco with a cargo of 720,000 feet of lumber, loaded at Knappton.

### Marine Notes.

The French bark Europe left down this morning. She carries a cargo of 132,712 bushels of wheat, valued at $99,534 and is bound for the United Kingdom for orders. The Europe made her maiden voyage to Portland in 1900.

The French bark Jacobsen and the British ship Inverness-shire will finish loading Tuesday and will go down immediately.

E. A. Beals, in charge of the local Weather Bureau, will leave this morning for Spokane on a short vacation.

The schooner Joseph has completed her lumber cargo at St. Helens and left down for Astoria.

The steamer Harvest Queen left up from Astoria yesterday with the schooners J. H. Lunnsmann and Ottile Fjord. The latter will load lumber at Rainier.

The steamer Franklin moved from the Dolphins to Montgomery dock yesterday.

The Shibata Maru moved to the Elevator dock from the Portland Flouring mills.

### Arrivals and Departures.

ASTORIA, Dec. 14.—Condition of the bar at 5 P. M., smooth; wind, east; weather, cloudy. Arrived down at 10 last night and sailed at 10:20 A. M.—Steamer San Mateo, for San Francisco. Sailed at 7:45 A. M.—Steamer Columbine. Sailed at 9:45 A. M.—Steamer Cascade, for San Francisco. Sailed at 10:20 A. M.—Steamer Northland, for San Francisco. Arrived down at 2:30 P. M.—Ship Sintram. Arrived down at 4 P. M.—Steamer Costa Rica. Left up at 5 P. M.—Schooner J. H. Lunnsmann, schooner Ottile Fjord.

San Francisco, Dec. 14.—Sailed—Steamer Asuncion, for Portland.

San Pedro, Dec. 14.—Arrived—Schooner Prosper, from Portland.

Hoqualam, Wash., Dec. 14.—(Special.)—Arrived—Schooner A. J. West, from San Francisco, for Aberdeen; schooner John G. North, from San Francisco, for Cosmopolis; schooner Comet, from San Francisco. Sailed—Schooners William Olsen and Mankona, from Aberdeen, for San Francisco; schooners Borealis and Minnie A. Caine, and barkentine Mary Winkleman, for San Francisco; schooner Mary Dodge, from Monteano, for San Francisco. Condition of bar, medium; east wind prevailing.

San Francisco, Dec. 14.—Arrived—Steamer Iaqua, from Willaps. Sailed — Steamer Christian Michelsen, for Portland; steamer Asuncion, for Seattle; schooner Albert Myer, for Bellingham; steamer China, for Hongkong.

Honolulu, Dec. 14.—Arrived—Ship W. F. Babcock, from Baltimore, for Portland; put in, short of provisions.

Tides at Astoria Saturday.

| High. | | Low. | |
|---|---|---|---|
| A. M. | P. M. | A. M. | P. M. |
| 12:25, | 12:00, | 6:00, | 6:57, |
| 7.2 feet. | 9.0 feet | 2.8 feet | 1.3 feet. |

TO CURE A COLD IN ONE DAY
Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c

# PUBLIC LAND COURT

## Heyburn's Bill to Reform Trial of Contests.

## MAY BE PASSED NEXT YEAR

### Decision to Be Taken Out of Hands of Incompetent Clerks and Given to Well-Paid Lawyers as Judges.

OREGONIAN NEWS BUREAU, Washington, Dec. 14.—If Senator Heyburn's bill proposing to establish public land courts in each of the public-land states shall become a law at the present or any subsequent session of Congress, there must necessarily be a sweeping change in the manner of deciding all land contest cases that are appealed from local land offices. At present the appeal goes to the General Land Office in Washington, and the next and final appeal is to the Secretary of the Interior.

With thousands of cases coming up every month no Commissioner of the General Land Office can examine into the merits of each individual contest. He must defer almost entirely to recommendations and conclusions reached by subordinates. Some of the advisers of the Land Commissioner have been competent men; others are notoriously incompetent. The result has been that many illegal or unjust decisions have been rendered for years and years past, and in consequence innumerable appeals have been taken to the Secretary.

### Put Competent Men in Charge.

But where the Land Commissioner has poor advisers the Secretary of the Interior of late years has relied on at least one man whose knowledge of land law and knowledge of conditions in the public land states is entirely inadequate for a man in his position. Yet this official has been the main guide of Secretary Hitchcock and his predecessor on public land problems, and because of his incompetency the Secretary has rendered many decisions that have been overruled by the courts.

Mr. Heyburn recognizes the incompetency of some of the men who are passing upon land appeals, and believes that the only satisfactory solution of the question is to establish public land courts in each of the public land states, place a competent judge in each court, and then let decisions be rendered according to the law and the facts. It is his idea that a properly paid lawyer is much better equipped to decide intricate land questions than an underpaid clerk, whose knowledge of the law is apt to be limited and whose general competency is impaired by long years of service in a Washington department.

Whenever decisions of the land courts are assailed on proper grounds Mr. Heyburn would have a final appeal to a National land court, sitting in Washingtop, and he would have the best lawyers obtainable on this bench.

### Land Lawyers Will Fight.

The Heyburn bill proposes an idea that will be generally approved, yet will be fought by land attorneys in this city. Such a bill, enacted into law, would drive out of business many of the lawyers whose sole practice is before the Land Office and Interior Department. But, aside from these men, little objection is likely to be raised. Being a bill of utmost importance, it may not be allowed to pass this session, but it will at least be considered and be in position for final consideration early in the next Congress.

In brief, the bill establishes a United States District Land Court in each state and territory in which there now remains 1,000,000 acres of vacant public land or over, these courts to have jurisdiction to review decisions of the Register and Receiver of any land office within its jurisdiction. To insure competent men the salary of judges is fixed at $5000 per annum, and they are required to have all qualifications of other United States District Court judges. In addition to the judge each district will have a clerk at $2500.

The bill defines the manner of appealing from any local land office to the District Land Court, and provides for a transcript of records. The Land Courts are empowered to empanel a jury for the trial of any question of fact, the jury to consist of six citizens residing within the land district in which the dispute arises. Appeals to the Land Court must be taken within 90 days after the decision of the local land office.

### Appellate Land Court.

In Washington Mr. Heyburn's bill provides for the creation of an "Appellate Land Court of the United States," to consist of three judges, two of whom shall constitute a quorum. Appeals may be taken from the local courts to the Appellate Land Court in cases where the jurisdiction of the lower court is in issue; in cases involving the construction of the Constitution of the United States, or in which the constitutionality of any law is questioned; in cases where the constitution or law of any state is claimed to be in contravention of the Constitution or law of the United States, or where either party to a case may appeal from the decision of the Land Court upon the whole record and shall seek a review of the decision of the court below. An appeal to the Appellate Land Court may be taken by either of the parties to a controversy. The Appellate Court will have authority to make and enforce all orders, judgments and decrees, and have power to issue writs of certiorari, mandamus, injunction, etc.

An appeal may be taken from any final order or judgment of the Appellate Land Court to the Supreme Court of the United States in cases where the amount involved exceeds $5000.

All cases pending before the General Land Office at the date of the passage of the act shall be transferred to the proper District Land Courts, and all appeals from decisions of the Commissioner of the General Land Office shall be transferred to the Appellate Land Court.

## MISS BIGGERT'S MISSION

### Mrs. Duniway Describes the Bachelor Maid Preacher.

PORTLAND, Dec. 14.—(To the Editor.)—If anything were wanting to prove that women are moving forward in time and tune to the eternal law of progress, the constantly increasing number of self-made and self-sustaining members of the afore-time supposed-to-be supported sex, now occupying positions once monopolized by the genus masculine, would supply the testimony. One of the latest of these examples to appear, or rather reappear, in our Portland midst (since the lady first came among us a dozen years ago), is Miss Mabelle Biggert, of New York, a member of Rev. Mr. McArthur's Calvary Baptist Church, who last Sunday evening acceptably filled the pulpit of Rev. Mr. House in the First Congregational Church, on Madison street.

Miss Biggert is an accepted type of the modern bachelor girl. The world does not call her young (that is, not very young), neither would it pronounce her a beauty, at least in a physical sense. But she is womanly, accomplished, modest, plump and comfortable. She wears a smile of winning sweetness; her voice is musical and full, and her gestures and manners are those of the trained professional woman who believes in herself and her mission.

Since she was last among us the lady has visited the British Isles, the Court of St. James, Parliament and many of the abodes and personalities of royalty. She has toured Continental Europe, making the acquaintance of diplomatic circles and storing up for use in her native America a fund of information, political, literary and religious, with which she is now favoring her native land. She has also spent much time in Old and New Mexico and Arizona, visited the Hopis, a peace-loving tribe of the Mesas, who are moral, peaceable, industrious and deeply religious, and reside in dwellings reached by ladders, which, when war threatens, are drawn up after them, making their homes impregnable to the warlike Navajos, who call them cowards because they will not fight.

Miss Biggert was fortunate enough to be present at one of their rain-making festivals, a most impressive ceremony, which was followed, incidentally, by a copious shower, thus strengthening the belief of the natives in the efficacy of the religious power of their priests to control the elements at will. She also witnessed a snake dance, which she describes with vividness of detail.

Miss Biggert is familiarly called "Dinah, the Preacher," because of her lifelike presentation of "Dinah" in her own dramatization of the character in George Eliot's great novel, "Adam Bede." She explains that her versatility in study and pursuit arises partly from her American activity of temperament, partly from her excellent and varied training in several American colleges and especially from inspiration gained at Cornell University.

Miss Biggert has recently completed a long missionary campaign in Sweden, Norway, Denmark and Germany, preaching in scores of towns by means of an interpreter, everywhere being well received. She is an optimistic Christian of the most progressive type, believing with Tolstoi in the Old World, and Sheldon and others in the New, that it is not by the might of human legislation or the enforcement of human laws that the world is to be converted to righteousness, but by the spirit of evangelization, consecration, liberty and love. For these reasons she believes in equal suffrage for women, not as a law-making or arbitrary force, to be placed in their hands for the government of men, but as a fundamental right of self-government, through which alone the highest human development is possible.

ABIGAIL SCOTT DUNIWAY.

### Grave Conflict in Testimony.

The examination of witnesses in Charles Ochs' damage suit against the Oregon Furniture Manufacturing Company was concluded yesterday afternoon. The suit hinges around statements alleged to have been made by President Linn, of the furniture company, while on a visit to Ochs at St. Vincent's Hospital, July 10, 1904. Ochs and Charles Spencer, of Oregon City, both testified that Linn made statements to the effect that he would construct stronger buildings in the future than the one which collapsed, injuring Ochs.

Linn was called to the stand and swore that he did not even visit the hospital on July 10. After Linn had testified, Attorney Frank F. Griffith commenced his opening address on behalf of Ochs.

### Iredale Sinking in the Sand.

ASTORIA, Or., Dec. 14.—(Special.)—The stranded British bark Peter Iredale is fast sinking by the stern in the quicksands, which form a great portion of the beach where the vessel went ashore.

Reports received from the stranded bark Galena state she was not damaged in any way by the recent gales. Captain Howell, master of the vessel, is now living on board her.

### Santa Ana Chartered.

Inman-Poulsen yesterday chartered the American steamship Santa Ana to load lumber at this port for San Francisco. The Santa Ana registers 814 net tons and will carry a big lumber cargo. For some time past the Santa Ana has been in the Alaska trade, running between Seattle and Valdez.

Hood's Sarsaparilla is peculiar to itself in merit and curative power. Take only Hoods.

UNPRECEDENTED SUCCESS OF
C. GeeWo

The Great Chinese Doctor
At No. 162½ First St. Cor. Morrison
No misleading statements to the afflicted. I guarantee a complete, safe and lasting cure in the quickest possible time, and at the lowest cost possible for honest and successful treatment. I cure catarrh, asthma, lung, throat, rheumatism, nervousness, stomach, liver, kidney and lost manhood.
FEMALE TROUBLES AND ALL PRIVATE DISEASES.
My remedies are harmless, composed of roots, herbs, buds and barks especially selected and imported direct by us from the interior of China.
IF YOU ARE AFFLICTED DON'T DELAY. DELAYS ARE DANGEROUS.
If you cannot call, write for symptom blank and circular. Inclose 4 cents in stamps.
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YOU never knew a smoker who wouldn't appreciate a box of good cigars for Christmas—New Year's—Holidays—Birthdays—Anytime.

We've got a stock of cigars that *every* smoker in town ought to look at this season. Our customers *know* that they get the best cigars in the world for the money in our stores.

We want all smokers to know that, and we want every box of cigars bought in our stores and given away this season to make another all-the-year-round good customer for our stores.

CIGARS UNITED

That's the kind of cigars we sell—cigars that are good, *unusually* good. Always quite a little better than you can get elsewhere. These are some of our best:

Orlando, Bismarck Size, box of 25, $2.50.
Havana-American, Panetela Size, box of 50, $5.00.
La Rosa de Santiago, Astronomos, box of 25, $3.50.
Palma de Cuba, Media Perfecto Size, box of 25, $1.50.
Gen. Braddock, Reina Victoria Size, box of 50, $2.00.

If it's not cigars, it may be pipes—then we can show you everything new and good.

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Vapo-Cresolene
(Established 1879.)
"Cures While You Sleep."
Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.
*Confidence* can be placed in a remedy, which for a quarter of a century has earned unqualified praise. Restful nights are assured at once.
*Cresolene is a Boon to Asthmatics*
*All Druggists*
*Send postal for descriptive booklet.*
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Your Tongue is Coated! Watch for Symptoms!

LOOK in your pocket-mirror!
Or inside the lid of your watch-case!
Fur coat on your tongue? Bad business.
What you been Eating?
What were you drinking?
What kind of Lazy Chair did you take exercise in?
Now don't think it doesn't matter!
Because, it's your Bowels that talk now, every time you open your Mouth.
That doesn't help your Popularity, nor your Earning capacity.
Besides, a person with bad Bowels is in a bad way.
* * *
Go and take a Ten Mile Walk, for Exercise!
Haven't time? Too Lazy?
Well, there is another Way.
Take Artificial Exercise for your Bowels.
That's—CASCARETS.
They rouse the Bowel Muscles, just as a Cold Bath freshens Athletic Muscles.
Waken them up, Strengthen them so they Contract and Expand the Bowels and Intestines in a healthy, active manner.
That's how these muscles work the Food along, through your thirty feet of Intestines, to its Finish.
That's how they squeeze Gastric Juice into the food, to Digest it.
That's how they make the millions of little Suckers in the Intestines draw the Nutrition out of Food, and transform it into Blood, Brawn, Brain and Bone.
* * *
One tablet taken whenever you suspect you need it will insure you against 90 per cent of all other ills likely to attack you.
Cascarets don't purge, don't weaken, don't irritate, nor upset your stomach. 752
Ten Cents, at all Druggists. Be very careful to get the genuine, made only by the Sterling Remedy Company, and never sold in bulk. Every tablet stamped "CCC."

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should be of interest to every woman. If Gray or Bleached, it can be restored to its natural color, or made any shade desired.
The Imperial Hair Regenerator
is the acknowledged STANDARD HAIR COLORING of the age. It is easily applied, makes the hair soft and glossy, is absolutely harmless. Sample of hair colored free. Correspondence confidential.
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Love, Courtship, Marriage and All Diseases of Men explained in plain language. This wonderful book tells everything you want to know and everything you should know in regard to happy and unhappy wedded life, diseases which forbid marriage, ruinous early follies, self-destruction, lost manhood, poor memory, premature decay, nervousness, blood poison, dwarfed organs, stricture, weak lungs, liver and kidney diseases. Ignorance begets misery; knowledge brings health and happiness.
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Chichester Chemical Co., Philadelphia, Pa.

GONORRHOEA Is 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.
Big G is a non-poisonous remedy for Gonorrhoea, Gleet, Spermatorrhoea, Whites, unnatural discharges, or any inflammation of mucous membranes. Non-astringent. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles, $2.75. Circular sent on request.

TRAVELERS' GUIDE.

NORTHERN PACIFIC
TIME CARD OF TRAINS
PORTLAND
DAILY.

| | Depart. | Arrive. |
|---|---|---|
| Yellowstone Park-Kansas City-St. Louis Special for Cheralis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and Southwest | 8:30 am | 4:30 pm |
| North Coast Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East | 2:00 pm | 7:00 am |
| Puget Sound Limited for Claremont, Chehalis, Centralia, Tacoma and Seattle only | 4:30 pm | 10:55 pm |
| Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, St. Paul, Minneapolis, Lincoln, Omaha, St. Joseph, St. Louis, Kansas City, without change of cars. Direct connections for all points East and Southeast | 11:45 pm | 6:50 pm |

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Astoria and Columbia River Railroad Co.

| Leaves. | UNION DEPOT. | Arrives. |
|---|---|---|
| Daily | For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore. | Daily. |
| 8:00 A. M. | | 11:55 A.M. |
| 7:00 P. M. | Express Daily. Astoria Express. Daily. | 9:50 P. M. |

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PACIFIC COAST STEAMSHIP CO.
SOUTHEASTERN ALASKA ROUTE.
From Seattle at 9 P. M. for Ketchikan, Juneau, Skagway, White Horse, Dawson and Fairbanks.
S. S. Humboldt, December 11, 21, 9 A. M.
S. S. Cottage City (via Sitka), December 5, 19.
FOR SAN FRANCISCO DIRECT.
From Seattle at 9 A. M.—Umatilla, December 1, 16, 31; City of Puebla, December 6, 21; Spokane, December 11, 26.
Portland Office, 249 Washington St. Main 229.
C. D. DUNANN, G. P. A., San Francisco.

PORTLAND-ASTORIA ROUTE.
Fast Steamer Telegraph
Makes round trip daily (except Sunday). Leaves Portland 7 A. M. Leaves Astoria 2:30 P. M.
Landing Alder-Street Dock.
Phone Main 565.

STEAMER F. A. KILBURN
Will sail from Oak-street Dock
Friday, Dec. 14, at 8 P. M.
Carrying passengers and freight to COOS BAY, EUREKA, and SAN FRANCISCO.

WILLAMETTE RIVER ROUTE
For Corvallis, Albany, Independence, Salem, Steamer "POMONA" leaves 6:45 A. M. Tuesday, Thursday and Saturday.
For Salem and way landings—Steamer "OREGONA" leaves 6:45 A. M., Mondays, Wednesdays and Fridays.
OREGON CITY TRANSPORTATION CO., Foot Taylor Street.

TRAVELERS' GUIDE.

EAST via SOUTH
SOUTHERN PACIFIC COMPANY

| Leaves | UNION DEPOT. | Arrives. |
|---|---|---|
| Daily 11:30 P. M. | Portland and San Francisco Express stops only at most important stations between Portland and San Francisco for all points East and South. | Daily 11:30 P. M. |
| 7:45 P. M. | OVERLAND EXPRESS TRAINS for all local points south, Sacramento, San Francisco and points East and South. | *7:25 A. M |
| *8:30 A. M. | Morning train connects at Woodburn daily except Sunday with Mt. Angel and Silverton local. | *5:30 P. M. |
| *4:15 P. M. | Cottage Grove passenger connects at Woodburn and Albany daily except Sunday with trains to and from Albany, Lebanon and Woodburn-Springfield branch points. | *11:00 A. M. |
| 7:30 A. M. | Corvallis passenger. | 5:30 P. M. |
| *4:10 P. M. | Sheridan passenger. | *10:20 A. M. |
| §5:20 P. M. §11:00 A. M. | Forest Grove passenger. | §2:50 P. M. §8:00 A. M. |

*Daily. §Daily except Sunday.
PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.
Depot, Foot of Jefferson Street.
Leave Portland daily for Oswego at 7:40 A. M.; 12:50, 2:05, 3:20, 5:20, 6:25, 7:45, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.
Returning from Oswego, arrive Portland, daily, 8:35 A. M., 1:55, 3:05, 5:10, 6:15, 7:35, 9:55, 11:10 P. M.; 12:25 A. M. Daily except Sunday, 6:25, 7:25, 8:35, 9:35, 11:45 A. M. Sunday only, 10 A. M.
Leave from same depot for Dallas 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 operates daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and Independence.
First-class fare from Portland to Sacramento and San Francisco, $20; berth, $5. Second-class fare, $15; second-class berth, $2.50.
Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia.
CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.
C. W. STINGER, City Ticket Agent. WM. M'MURRAY, Gen. Pass. Agt.

O. R. & N.
UNION PACIFIC
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-PORTL'D. SPECIAL for the East via Huntington. | 9:30 A. M. Daily. | 7:30 P. M. Daily. |
| SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points. | 7:00 P. M. Daily. | 8:00 A. M. Daily. |
| ATLANTIC EXPRESS for the East via Huntington. | 8:15 P. M. Daily. | 9:30 A. M. Daily. |
| PORTLAND - BIGGS LOCAL for all local points between Biggs and Portland. | 8:15 A. M. | 5:45 P. M. |
| RIVER SCHEDULE. | | |
| FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach steamer Hassalo, Ash st. dock. | 8:00 P. M. Daily except Sunday. | 5:00 P. M. Daily except Sunday. |
| FOR DAYTON, Oregon City and Yamhill River points, Ash-st. dock (water per.) | 7:00 A. M. Daily except Sunday. | 5:30 P. M. Daily 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 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. Pass. Agt.

TIME TABLE
GREAT NORTHERN RAILWAY
THE COMFORTABLE WAY.
TWO OVERLAND TRAINS DAILY
THE ORIENTAL LIMITED
The Fast Mail
VIA SEATTLE OR SPOKANE

| Daily. Leave | PORTLAND Time Schedule. | Daily. Arrive. |
|---|---|---|
| 8:30 am 11:45 pm | To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle. | 7:00 am 6:50 pm |
| 7:00 pm | To and from St. Paul, Minneapolis, Duluth and all Points East Via Spokane. | 8:00 am |

Great Northern Steamship Co.
Sailing from Seattle for Japan and China ports and Manila, carrying passengers and freight.
S. S. Minnesota, January 9.
S. S. Dakota, February 17.
NIPPON YUSEN KAISHA.
(Japan Mail Steamship Co.)
S. S. KAGA MARU will sail from Seattle about December 21 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.

San Francisco & Portland S.S. Co.
From Ainsworth Dock, Portland, 8 P. M.:
S. S. Columbia—Dec. 17, 27; Jan. 6, 16, etc.
S. S. Costa Rica—Dec. 22, Jan. 1, 11, 21, etc.
From Spear-st. Dock, San Francisco, 11 A. M.:
S. S. Costa Rica—Dec. 18, 28; Jan. 7, 17, etc.
S. S. Columbia—Dec. 23, Jan. 2, 12, 22, etc.
Only direct Passenger Steamers operating between Portland and San Francisco.
JAS. H. DEWSON, Agent.
Phone Main 268. 248 Washington St.

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 passengers. Splendid accommodations for outfits and livestock.
Dock foot of Alder st., Portland; foot of Court st., The Dalles. Phone Main 914, Portland.