PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

RAILROAD MAY BRIDGE COOS BAY

Plan of Southern Pacific Is Brought to Attention of Commercial Bodies.

ROESSLER WRITES LETTER

Gives Information That Petition Has Been Filed With War Department-Two Citles Favor and One Opposes Project.

NORTH BEND, Or., Dec. 23.—(Special.) -The question of bridging the Bay at North Bend by the Southern Pacific Company has again been called to the atten-tion of the Chamber of Commerce of tion of the Chamber of Commerce of Coos Bay, North Bend and Murshfield by a communication from Colonel S. W. Roessler, United States Engineers. The letters addressed to the bodies named, state that a petition to cross the Bay has been filed with the War Department the Oregon Western Railway pany, this being the name under which the line between Drain and Coos Bay

being constructed. The letter states that Colonel Roessler bas had maps and copies of the petition prepared and requests that they be given eareful consideration by the bodies t port be submitted expressing views as to the influence which the proposed structure would have upon the naviga-tion of Coos Bay. A full and free criticism upon all features of the proposed structure and its location is desired and any suggestions for modifications, with reasons therefor, will be received and considered. The letter continues:

Text of the Letter.

"The question as to what should be the clear width of span in the draw openings, measured perpendicular to the thread of the current, should receive careful con-sideration. Another question worthy of usideration is the extent to which the merous piles in the trestle, especially tween low water lines, will obstruct the flow of the flood and ebb currents. "It is desired to give all interested par-ties an opportunity to express their views and to this end I would thank you to give the matter as much publicity as

The matter of a bridge has already been before the Coos Bay Chamber of Com-merce and the Marshfield Chamber of Commerce, the former passing a resolu-tion in favor of the bridge and the latter opposing the structure. The North Bend Chamber of Commerce has not yet taken action, but the question is now in the hands of a committee and will be reorted upon at an early date. The corensus of opinion here is in favor of bridge, providing the Southern Pacific will agree to grant to other rallway com seeking an entrance to this city. trackage privileges over the structure. "Coos Bay is the only remaining har-bor for deep sea going vessels on the Pacific coast, and we would be very foolish indeed to allow any corporation to bottle us up," said a prominent busi-ness men, in speaking of the bridge. Other conservative business men agree with him. The same sentiment is ex-pressed in regard to the waterfront, so far as trackage facilities are concerned.

Marshfield Is Opposed.

Marshfield has opposed and will conthue to oppose the bridging of the Bay on the ground that the building of such a structure would be a deathblow to navigation in the upper Bay, which many contend is the real harbor. The Coos Bay Times, published at Marshfield, in discussing the question says. scussing the question says:
"With the danger of absolute ruin to
e upper Bay and the sacrificing of the

entire waterfront, the question is really an important one. It is probably the most important matter that has ever been considered by the Coos Bay people. "The railroad is exactly what is want-ed, and what is badly needed, but it scarcely would appear necessary to give up everything that seems valuable in order to secure it. In short, there should be nothing done for this particular road that will prevent in the future any other

Give them all a show to get into Coos Bay and help them all you can, but do not give one anything that will keep interests on one side of the Bay or the other in such a matter as this. North Bend and Marshfield certainly must credible Statistics Concerning Undeveloped Bay are the same. It should out the others. No one ought to be parrow enough to consider their personal upper Bay are the same. It should be considered in the broad-minded way that Coos Bay people can consider affairs.

Would Regret It Later.

"While the present generation does not owe as much to posterity as is some-times supposed, yet the future good of the place in this case must be regarded. A misstep now will be costly in future ears, although it may require that one

e a good while to see it.

We want railroads and we want them badly, but now that the place is clear of any obligations let them have every-thing reasonable and give them all a fair chance. Surely no fair person could bject to such a plan on the part of any

According to the maps and petition submitted the railroad company asks for the bridging of the Bay at a point just be-low what is termed the upper Bay and the lower Bay, and the taking of the entire waterfront from North Bend to Marshfield, and also the street in the latter city which commands the water-front. This street is now the main busi-ness street of Marshfield.

BOND CITY FOR IRRIGATION

New System Will Be Installed at White Salmon.

HOOD RIVER, Or., Dec. 28.—(Special.)—At a recent meeting of the Write Salmon Commercial Club it was voted to bond the city for funds to carry on irrigation and to secure a more adequate water supply for drinking purposes. The plan is to take water from Blg Buck Creek for a system which will irrigate about 200) acres of land. In order to reach White Salmon the water will have to be brought across the White Salmon River. This will be done by means of a wooden pipeline, which it is thought by the promoters will be n

Herctofore good crops have been gation, but it is expected that much better ones will be possible with added native woods attracted so much notice in the East that there was a demand for

ries that are marketed in this part of the country are raised at White Salmou, and it is the best section for tomatoes along the Columbia River. The dry Summer which was experienced last season, however, very seriously reduced the crops there and demonstrated that in order to get the best results water must be obtained. It was for this strawberry and tomato land that the Portland & Seattle was forced to pay \$58,000 for a strip a little more than two miles long.

To supply this demand for high-art furniture, James W. Duncan is now having actory rected in North Bend, and he will make a specialty of turning out nothing but the best that can be made from the native birdseye maple, myrtle and chittam, cherry and yew wood. He will also make a high grade of chairs from the alder, which is especially fine and durable for this class.

This factory will be one of the greatest

PROGRESS ON NEW RAILROAD

Work Rushed on Pilot Rock Extension of O. R. & N.

PENDLETON, Or., Dec. 23.—(Special.)—
Work on the Pilot Rock extension of
the O. R. & N. is progressing rapidly.
The Pacific Coast Construction Company
which holds the contract for the grading
and similar work, has established camps along nearly the entire route and is working all the men and horses which

can be secured.

As a result of the building of this road, the price of real estate in the southern part of Umatilia County has advanced rapidly. There have been more real estate transfers placed on record during the past few days then during any cor-responding period in the history of that portion of the country. One attorney here drew up 25 deeds in one day for lots in Uklah, a small town several miles beyond Pilot Rock.

MAY CHANGE COUNTY LINES

BILLS TO BE PRESENTED TO THE LEGISLATURE.

Grant County May Be Divided, and the Granite District Annexed

by Baker County.

GRANITE, Or., Dec. 23,—(Special.)— There will be brought before the Legislature next month the matter of establishing new county lines, in which Grant County is much interested. The people of the Long Creek, Hamilton and Monument sections want the county to be divided, the new county thus joined to be known as Northern Grant A county known as Northern Grant. A county division association has been organized at Long Creek, which has compiled statistles to show that the scheme is feasible. The members contend that the new county would have an assessment roll of more than \$500,000, and at the present levy of 31 mills would pay its share of the present debt, which would be paid off

in four years.
In addition to the project, there will probably be presented to the Legislature the proposition of cutting off what is known as the Granite country, of which Grant is the center, and annexing it to Baker City. There is a general sentiment here favorable to the change. All of the supplies of the section are obtained in Baker County. Granite is simost 30 miles nearer to Baker City than to Canyon City, the county seat of Grant, and the roads to the former place are always in much better condition than to the

latter. that the Grant County people are willing that the change should be made, and have expressed a willingness to assist the residents of Granite in the matter. but Baker County does not seem very enthusiastic over the addition. It is said to be holding back in annexing the Granite country for fear that subsequently an effort will be made to cut out a new county from Baker with Surgician a new county from Baker, with Sumpter as the county seat. Such a county would be made to include the principal mining districts of Eastern Oregon and be almost

COOS COUNTY IS THE WONDER OF THE WORLD

Great Strides in the Manufacture of Hard-Wood Furniture That Attracts Eastern Attention.

MARSHFIELD, Or., Dec. 20 .- (Special.) There is such a comibnation of coal and timber on Coos Bay that the mere statement of the facts almost staggers the imagination and the mere telling of them in simple language excites the wonder of illroad coming in on the same footing. the reader like the romantic tales of a "Nothing more fair could be desired." Rider Haggard.

Last week, when your correspondent narrated the coal measures of Coos County and took the conservative esti-

While the statement that Coos County has 5,000,000,000 tons of coal may be startling, when it is said that the timber of this county measures 16,000,000,000 feet one can faile county measures 16,000,000,000 feet one can fairly grasp the enormous wealth of

this section that awaits development.

And this estimate is no idle dream nor random guess, but comes from a man who has cruised nearly every quarter section in this county, and who has surveyed much of it and is thoroughly familiar with all kinds of timber and has gathered a fund of information as reliable as any Government report. This man, Carl L. Albright, is a timber specialist, and is well worth knowing. So careful was he not to overestimate that he informed your correspondent that when he made his estimate a veer was these words. The negro woman servant has an idea that his garments were of the color of the Army fatigue uniform, but it is his estimate, a year ago, there was 499,-000,000 more than 16,000,000,000 feet, but that he would let the 400-odd million go for the slashing that has been done along the edges within the last year. And it may be interesting to know that

the "siashing around the edges" was done by il sawmills and two shingle mills. And that there is to be no let-up in the 'slashing" business is evidenced by the building of four new mills that will soon be eating up rafts of logs day and night. But what impresses one most on look-ing over this country is the fact that while a great deal of the timber is load-ed on schooners and shipped to San Fran-cisco, there is much of it consumed by

factories on the bay.

There are six shippards in this county, and yet they cannot supply the demand. Among the steamers and schooners being built are some flat-bottomed craft for the Coquille River, which draw less water for the same tonnage. While this class of ves-sels has been compon on the Atlantic and have a big advantage in shallow har-

bors, they are new to the Pacific. Not only is the shipbuilding industry enjoying a high-tide of prosperity, but the manufacturing of furniture is commanding the attention of home and out-

A Second Grand Rapids.

The Coos Bay Furniture Company, located at North Bend, with two main buildings 60x200 feet and employing 50 men, is doing a thriving business. Some

advertisements for the superior quality of the native woods of Coos County for high-grade furniture that it will not at all be surprising if this bay soon becomes as famous as a manufacturing center of fine furniture as Grand Rapids. ,

Wealth of Standing Timber.

"Coos Bay," said Mr. Albright, "Is today the millpond or center of the greatest standing timber belt in the United States, having about 10 per cent of the remaining virgin forest, untouched by the woodman's axe. Coos County has now about 18,000,000,000 feet of merchantable

four varieties leading in the world's mar viz., white cedar, fir, spruce and

"Port Orford, or white, cedar is fast becoming the most important timber in the world. Every stick that has left our shore has become a standing advertise-ment. It is the only timber absolutely worm proof. Its lasting qualities have no equal. It is susceptible of a fine polish, and makes a grand finishing lumber, com-manding a high price. Cook County and

and makes a grand finishing lumber, com-manding a high price. Coos County, and part of Curry, is the only locality where this timber is known to-grow.

"Fir, or Oregon pine, is the commercial timber of the world, which by its strength, wear and ease of working has no equal for any service such as bridges, foundations for heavy machinery, ship-building and ship spars. The stand of this timber throughout Coos County is generally heavy. It is common to see generally heavy. It is common to see sections that will average 00,000 feet to

one day.

"While spruce is used mostly for box umber, it is a most valuable lumber for finishing and for boats of small dimensions. For butter boxes, fruit bins and any kind of closets where food is kept, there is no wood equal to spruce, for it is perfectly odoriess and will not taint anything that will come in contact with it. While we have a large quantity of this timber still standing, it is more scat-tered than the fir; yet for size of single

in the ravines and gulches with the larger timber, at a very conservative estimate we have 4.000,000,000 feet of myrtle, maple, alder, oak, ash, yew, madrone and chittam.

"Myrtis is one of the most beautiful hard woods known, varying in color from light brown to jet black or ebony. It has a fine grain and is susceptible of a very nigh and rich polish. For office and bank furniture it is superior to all other hard woods. The large stand of this timber is in the valleys of the Coos and Coquille

"While alder, in the strict sense, is not a hard wood, yet it is used for a class of high-grade furniture. While not of great strength and durability, yet through a series of experiments it has been found to remain perfectly sound beneath the surface of sait water near the ocean, where exposed to the ravages of the teredo, that makes quick work with fir piles, which in some instances will not last more than two years.

ROBBER DROPS HIS HAT

EL RENO, Okla., Dec. 23.—The condi-tion of Captain E. W. Macklin, who was shot by a robber at his residence at Fort Reno last Friday night, was improved today and his recovery is assured, the attendants say. The robber has not been arrested, nor do the detectives on the case seem to have any positive knowledge of the man's identity or his whereabouts It is believed he caught a train at Darlington station, four miles distant, and to which point his trail was followed by

Army paraphernalia, which is usually of good quality and durable.

There is still difference of opinion as to wore. The negro woman servant has an idea that his garments were of the color of the Army fatigue uniform, but it is not believed that the servant has a clear remembrance of anything except the sound of the shooting. Mrs. Macklin did not get a clear view of the man.

School Levy at Forest Grove.

FOREST GROVE, Or., Dec. 23 -(Special.)—At the district school election, held yesterday for the purpose of deciding on the amount of tax levy for the ensuing year, the School Board reported that they would need \$6090 to keep up the schools to their present efficiency and provide for future growth. They estimated the inco from State and county at \$359, leaving \$330 to be raised by district levy.

The assessment on property in the district is \$807,000, and they asked a levy of 44, mills. This was the lowest levy made in the district in many years, and was voted unanimously.

NEW ORLEANS, Dec. 23.-The battle-

Plans Are Laid to Make Upper Willamette Navigable.

Movement Had Its Origin in Car Shortage Agitation-Free Locks at Oregon City Is

an Issue. "Within this estimate are included the

There is a spruce tree on the South Slough that will turn out 50,000 feet, or enough logs to keep Simpson's mill going

Its Intrinsic Value.

trees it outclasses anything outside of the famous California redwood. "Through the valleys and intermingled

"Maple is a popular hard wood, and after myrile is the favorite for fine finish. It is found in the valleys and is a close neighbor of the myrtle.
"While aider, in the strict sense, is not

WEALTHOFCOALANOTIMBER and cherry I will not speak at present, for they only comprise the scattered timber and do not attract the commercial eye, either in quantity or quality, the way those mentioned do."

> Bloodhounds Lose Trail of Man Who Shot Captain Macklin.

The hat found at the rear of Captain Macklin's porch undoubtedly was dropped by the robber, as from this hat was taken the scent that enabled the bloodhounds yesterday morning to follow the trail to the water tank at Darlington station. Examination of the hat discloses the figures 25, indicating that the hat once be-longed to some man in the Twenty-fifth Infantry. There is no letter, however, designating the company, the letter hav-ing faded from the cloth.

This is by no means conclusive that the man who shot Macklin was a soldier. These hats can be found in the ashheaps These hats can be found in the ashheaps of the garrison and in the second-hand stores at El Rene. Many men find a certain pleasure in wearing discarded

WASHINGTON, Dec. 23.—Major-General F. C. Ainsworth, the military Secretary, today received a telegram from Brigadier-General W. S. McCaskey, commander of the Department of Texas, stat-ing that Captain Macklin has made a statement in which he denies he threw up his hands when attacked Friday night by the unknown assassin. The wounded officer declares that he was grappling with the man when he was shot.

Clears Mouth of Mississippi.

ship Louisiana left here today, passing without mishap out of the pass at the mouth of the Mississippi River. The Louisiana will stop at Havana, Cuba.

WHOLE VALLEY WILL HELP

EUGENE, Or., Dec. 23.—(Special.)—
The determination of the commercial bodies of the Southern Willamette Valley to have an open river to Eugene indicates that something will be done as soon as possible. No question has been more seriously urged since the car shortage meeting here than that of car shortage meeting here than that of the open river. In fact it is considered, a part of the same question, and the same men who will exert their best efforts to see that the next Legisla-ture gives the state something effective in the way of railroad legislation will direct their efforts toward secur-

ing National assistance for a commer-cial waterway as far up the Willam-ste as is feasible. The older residents of Eugene remember when boats bearing freight did come to Eugene, and they rememan acre, and very often claims of 190 acres will run 100,000 to an acre. Single trees in many instances will scale from 20,000 to 30,000 feet.

ber that during that time the rates of the Southern Pacific were made to meet this water competition. They remember also how it happened that remember also how it happened that the boats were taken off the river. Newcomers have found that the freight rates on the Southern Pacific are about two-thirds higher on an average, and in some cases more than that, as soon as the competition with the river boat ends. There are so many surprising little facts in the schedule of freight rates that touch the newcomer that he can't get away from the situation and between his observations and the old-timers' recollections the people are coming to a clearer understanding of their interests and are planning

HOGS

FARMERS SHOULD PROVIDE PENS AND DRY STRAW.

Found at Experiment Station That Careless Methods Cause Pneumonia to Spread Among Porkers.

CORVALLIS, Or., Dec. 23 .- (Special.)-A warning to farmers is observable in pathological specimens received recently at the bacteriological department of the Oregon Agricultural College. The speci-mens include lungs from hogs from various parts of the State, which show that in many cases death resulted from promonia. It is a condition that should not be found in the mild climate of Oregon, and is ascribed to the burrowing of hogs under strawstacks and heaps of refuse. The hogs become overheated, after which they come out into the open air, becoming chilled and often contracting pneumonia. The heated and impure air breathed under the stacks weakens the lungs, which are rendered more susceptible to cold and resultant disease.

Stomachs of hogs are frequently sent to the laboratory, accompanied by a letter stating that the animal died of poison; but it is rarely the case that polson is the real cause of death. It would be better for the owner to open the carcass and seject those parts which seem diseased or abnor. mal. Those parts, together with th spieen, should be forwarded when exam ination and diagnosis is requested. There should also be a description of the symp-

toms and the appearance of the carcass.
"In the Eastern States, where hog raising is a more important item of income, said Professor Pernot, "hogs are provided with suitable pens, with a limited amount of clean, dry straw for hedding. They ca not sleep in the rain or burrow unde strawstacks or lie under the barn with out becoming stunted and predisposed to disease. They are very susceptible to tuberculosis and pneumonia, and require as pure air as any other animal. Considering the present price of bacon and ham, hog raising is too profitable an industry to all low the animals to die from lack of care.

Sues for Water Rights.

LA GRANDE, Or., Dec. 28 .- (Special.)-J. L. Caviness, a prominent beet-

All are contracted, with the exception of a few thousand, which will be re-served for small orders. During the past season the Oro Dell brickyards have turned out 200,000,000 brick.

More Pay for Switchmen.

LA GRANDE, Or., Dec. 23.—(Spe-al.)—The switchmen and other empleyes in the La Grande railroad yards have received a raise in wages. The schedule in effect heretofore has been 28 cents per hour for day work and 30 cents for night work. An advance of 7 cents per hour to both day and night men has been given, making the new rate 35 and 37 cents per hour respectively.

Passer of Bad Check Arrested.

WOODBURN, Or., Dec. 23 - (Special.) -Paul Dreachner, who passed a worthless check for \$15, signed by himself at J. K. Gow's saloon, was caught at Brooks last evening by Constable Amos Beach, who arrested him on a warrant charging him with obtaining money under false pretenses. He was brought back to Woodburn and put in jail. The preliminary hearing in Justice Hayes' court will be to-

AT THE HOTELS.

AT THE HOTELS.

The Portland—P. D. McAuslind, Seattle; A. H. Kenyon, New York; A. Merean, Minnespolits; G. E. Dickenson and wife, W. P. Whitslesy, G. A. Jones, Seattle; J. O. McAuslind, E. Howe, Chicago; J. C. Fisk, St. Louis, L. Robinson, San Francisco; E. H. Weisse, Seattle; G. C. Crimmins, city; W. A. Cloment, Vanccuver; C. E. Nelson, Mrs. C. E. Neison, Pendleton; A. McClelland, Pueblo; T. Prince, Dundse; J. T. Eicheyand wife, Nampa; M. Salyberg, Philadeiphia; G. W. Gray, Chicago, J. M. Little, New York; H. P. Clark, Sait Lake; T. Gwens, Sait Lake; J. Cleary, Boston; E. Ellsworth and wife, Oakland; W. D. Hlue, Ranler; R. Klein, New York; J. G. Megler and wife, Brookneld; C. A. Hardy and wife, Eugene; F. D. Russell, San Francisco; E. Hagen, F. M. Gilbert, Chicago; J. R. Dickey, Philadelphia,

The Oregon—W. J. Chambers and wife.

are coming to a clearer understanding of their interests and are planning how best to accomplish their common purpose.

The Merchants' Protective Association took the matter up at its meeting Monday and list evening the Elizagene Commercial Club took consideration took the matter up at its meeting Monday and list evening the Elizagene Commercial Club took consideration took the matter up at its meeting Monday and list evening the Elizagene Commercial Club took consideration to the plan is to cellst the interest of every shipper, merchant and farmer along the upper Willamette to cooperate with the Commercial Clubs and other business organizations in whatever plan the latter elect.

The Government assistance in the past has been too limited to be construed as any argument against opening the special control of the past has been too limited to be construed as any argument against opening the river. Men who at a former time gave their financial support toward a private boat and lost money through the sunther same to be not doubt in the minds of those interested that the Government will assist, This hode is all the stronger because of the reasonable assurance that Portical and other points north will do their part when the time comes.

There has never been such a good feeling between this section of Ores of many through the sunther game to the part when the time comes.

There has never been such a good feeling between this section of Ores of many through the sunther same is be not doubt in the minds of those interested that the Government will assist, This is doubtless largely due to the splential stand. The movement of the open in the part of the state of the reasonable assurance that Portical and other part when the time comes.

There has never been such a good feeling between this section of Ores of the reasonable assurance that Portical and other part with the commercial organizations that the population of the part of the will such assurance of the will such as the part of the will such as the part of the will bury: O. E. Maxwell, Wallowa; E. C. Kratz, Tacoma; J. S. Gray, city; A. Crea

Interest Coupons of the Following Bond Issues

WILL BE DUE AND PAYABLE. AT OUR OFFICE, JANUARY 1, 1907

IORRIS BROTHERS

BANKERS Chamber of Commerce, FORTLAND, OREGON

Astoria, Or., Water 5s.
Aspen, Colo., Funding 8s.
Buffalo, Wyo., Water 6s.
Casper, Wyo., Water 6s.
Carbon County, Mont., School Dist. No.

Clark County, Wash., Funding 4s. Clark County, Wash., School Dist. No. 6 4½s.
Cle Elum, Wash., Water 6s.
Corvalls, Or., Water 5s.
Cottage Grove, Or., Water 5s.
1961). Delta County, Colo., School Dist. No. 8 6s.

Delta County, Colo., School Dist. No. 9 6s.

Denver, Colol Capitol Hill, Grading and Curbing Dist. No. 1 6s.

Capitol Hill, Storm Sewer Dist. No. 1, Subdiv. No. 20 6s.

Capitol Hill, Storm Sewer Dist. No. 1, Subdiv. No. 21 6s.

Elgin, Or., Water 6s.

La Grande, Or., Water 6s.

Lewiston, Idabo, Water 5s.

Louisville, Colo., Water 7s.

Marion County, Or., School Dist. No. 4 5s.

Meminaville, Or., Water 5s.

Messa County, Colo., School Dist. No. 28 5s.

Nampa, Idaho, Water 6s.

Nampa, Idaho, Water 6s.

Newberg, Or., Water 6s.

Oakland Transit Company, First Mortgage 6s.

Oakland Transit Company, First Mortgage 6s.
Oregon Water Power & Bailway Company, First Mortgage 6s.
Otero County, Colo., School Dist. No.
13 5s.
Pendleton, Or., Water 5s.
Pendleton, Or., General Indebtedness 5s.
Pitkin County, Colo., Refunding 5s
(Series 1932).
Port of Portland Drydock 4s.
Seattle, Wash., Cedar River Water Supply Fund 5s.
Sedgwick County, Colo., School Dist.
No. 53 6s.
Spokane, Wash., Water 6s.
St. Johns. Or., City Hall 6s.
Sweetwater County, Wyo., Funding 6s.
Tracs County, N. M., 6s.
Union County, N. M., School Dist. No.
1 6s.
Union County, Or., School Dist. No.

500 cubic inches under six-inch head. The defendants, 12 in number, include some of the ditch companies, private parties and the city of La Grande. It is sought to have the defendants perpetually enjoined from using the water or in any way interfering with the flow through the plaintiff's pipes and ditches.

Many Brick Made at La Grande.

LA GRANDE, Or., Dec. 23.—(Special.)—The brickyard at Oro Dell has closed down for this season. The burning of the last kiln is finished, the bulk of which will be used in the construction of the boiler room and furnace at the new Palmer mill. There are about 400.000 brick on the yards. All are contracted, with the exception

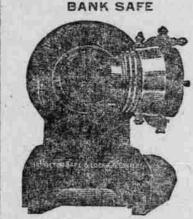
city. C. Brown and sister, Yahkton; C. Gillham and sister, Houlton; C. W. Roberts, F. E. White, Seattle; W. F. Revig, Chicago; C. P. Zigler, T. Warren and wife, Astoria.

The Imperial—J. Gorman, Tacoma; Mrs. Cutler, Mrs. Crawford, Seattle; Dr. E. C. Mohler and wife, Miss Florence Mohler, San Francisco; F. C. Dillard, O. S. B. S. J. W. Connell, Hillsboro; Susan Harris, Oregon City; Mrs. Jones, Princville; L. Given, La Grande; J. B. Gray, C. Scarborough, Stevenson; F. L. Bagley, city; G. Albera, Saattle; E. J. Ryan, San Francisco; F. E. Taylor and wife, Los Angeles; R. B. Fleming, Salem, B. F. Matlock, A. M. Harris, Spokanc, J. A. Glowe and wife, Mullan; T. B. Brown, Omaha; E. W. Harmes, Forest Grove; Miss Scharmerich, Hillsborw, E. Raymond, New York; P. M. Flynn, Eaker City; C. J. Larson, Astoria; E. P. Fennan, Ever, ett.; T. C. Waish and wife, Stevenson; C. S. Knight, The Dalles; E. S. Marion, Pros. Ser., Hutte, L. J. Kuntz, Oshkand; G. Sims, Brandon; W. B. L. J. Kuntz, Oshkand; G. Sims, Brandon; Vale; Mrs. J. G. Wilson, Caldwell; W. Murray, Allec Smyth, Pendleton, S. Stanton, Ontario; J. R. Fisher, Hogulam; G. E. Lilly, Corvallis; J. A. Barr, Clatskanle; F. Dvorak, C. C. Pilgrim, C. H. Haliham, U. S. A.; P. McDonald, Een Cliff; J. Harding, L. Harding, Gendals; P. R. Auschliman, Grant's Pass; T. Byan, Beckwith; L. Heath, O. Acton, A. Muckley and wife, Mrs. M. C. Thompson, Oakland; C. W. Stingwin, Richmond; W. B. Brekley

The St. Charles—W. Jewett, city; H. West, Scappoose; F. W. Tecsnon, Independence; T. Day, Kalama; G. Snelalr, L. E. McDanid, G. G. Misson, Walla Walla; C. W. Barrett and wife, Gastinhiber, Pomona; M. Snyder, Oakendale; J. Satinhiber, Pomona; M. Snyder, Oakendale; J. Schinhiber, Pomona;

Hotel Donnelly, Tacoma, Wash European plan, Rates, 75 cents to \$2.50 per day. Free bus

VICTOR MANGANESE STEEL



GLASS & PRUDHOMME CO., AGTS. PORTLAND, OREGON

TRAVELERS' GUIDE



TIME CARD OF TRAINS PORTLAND DAILY. Depart.

Veilowstone Park-Kansas
City-St. Louis Special for
Chehalis, Centralia,
Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane,
Lawiston, Butte, Blilings, Denver, Omaha,
Kansas City, St. Louis
and Southwest \$:30 am 4:30 pm

North Coast Limited, elec-tric lighted, for Taxona, Seattle, Spokane, Butte, Minneapolls, 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

A. D. Charleton, Assistant General Passen-ger Agent, 255 Morrison st., corner Third, Portland, Or.

North Pacific S. S. Co.'s STEAMSHIP GEO. W. ELDER

(2000 Tons)

Sails Wednesday, Dec. 26, at 8 P. M. For Eureka, San Francisco and Los Angeles, direct from Martin's Dock, foot of 17th street. Take S or 16th street cars. Ticket office 132 Third street, near Alder. Phone Main 1314. Dock phone, Main 5203.

SOUTHEASTERN ALASKA
ROUTE,
From Seattle at 9 P. M.
Or Ketchikan, Juneau,
Skagway, White Horse,
Dawson and Fairbanks,
S. S. Humboldt, December 11 21, 9 A. M.
S. S. Cettage City (via
Sitka), December 5, 19.
EPANCISCO DIRECT.

FOR SAN FRANCISCO BIRECT.
From Seattle at 9 A. M.—Umatilia, December 1, 18, 21; 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. Columbia River Scenery

REGULATOR LINE STEAMERS. Daily service between Portland and The Dailes, 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 Dailes. Phone Main 914, Portland. WILLAMETTE RIVER ROUTE

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Whitman County, Wash., School Dist. No. 36 6s.

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TRAVELLES' GUIDE. UNION DEPOT. Arrives important station between Portlan and San Francis OVERLAND EX-PRESS TRAINS for all local points south, Sac-tamento, San Francisco and points East and South. 7:45 P. M. *7:25 A. M Morning train ton nects at Woodhurn daily scept Sunday with Mt. Angel and Silverton local. *8:30 A. M. *5:30 P. M

*4:15 P. M.

7:30 A. M.

*4:10 P. M.

\$5:20 P. M. Forest \$11:00 A. M. passenger. Grove

Corvaille passen-ger.

Sheridan passen-

passenger connects at Wood-hurn and Albany daily except founday with trains to and from Albany Lebanon and Wood burn-springfield branch points.

Cottage Grove -11:00 A. M.

\$2.50.
Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia.
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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. CHICAGO PORTLD.
SPECIAL for the East via Huntington.
SPOKANE FLYER.

SPOKANE FLYER.

5:30 A. M. 7:30 P. M. Daily.
T:00 P. M. Stoo A. M. Daily. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great North-ATLANTIC EXPRESS 8:15 P. M 9:30 A. M. for the East via Daily. Daily.

PORTLAND - BIGGS 8:15 A. M. 5:45 P. M. LOCAL for all local points between Biggs and Portland. RIVER SCHEDULE. FOR ASTORIA and | 8:00 P. M. way points, connecting with steamer for Ilwaco and North Sunday.
Beach steamer Saturday
Harsalo, Ash st. dock 10:00 P.M.

FOR DAYTON, Ore-gon City and Yamhili Daily Daily River points, Ash-st except except dock (water per.) 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, Arriv., Riparia 4 P. M. daily ex-cept Friday.

Ticket Office, Third and Washington, Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pas. Agt.

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