Steamship Forces Her Way Through the Floes and Reaches Portland.

FLEET WILL ARRIVE TODAY

First Sca-Going Craft to Make Local

Harbor in Ten Days-Work on the Waterfront Is

Rushing Again.

George W. Elder, in charge of Pilot W. I. Patterson, arrived up last night at 40 o'clock, the first vessel to reach ortland from the sea since January 15

The Elder left Astoria yesterday mornng at 7 o'clock and came as far up the fver as St. Helens, arriving at that place it I P. M. An hour later the tide began to ebb and Captain Jessen and Pilot Patdecided to take a chance with the they had seen enough ice and remained

the stuck. It required 55 minutes to free her. She backed out and went at it again, clent to release the entire mass of ice through to clear water at Knapp's point. With the strong ebb tide the entire mass of loe moved down stream and this morn-ing the river will be entirely free from

Fleet Will Arrive Today.

The steamers Aragonia, Roanoke, F. A. Kilburn and Santa Maria will arrive in Portland before noon today. The Ara-gonla will leave up at 7 o'clock this norm-ing and the other steamers about the rame time. The steamship Nicomedia, of the Portland and Asiatic steamship line, Astoria and will start up tomovill await the arrival of Capta ase, pilot, who is now comin the river with the Aragonia.

emken, representing the Columbia River From the upper end it was possible get as far down as Knapp's Point ng as far up as the latter place on the Wenona. After a consultation it decides to send the tug McCracken from the lower end and to follow with steamship Aragonia. The tug was to brough from the upper end. The good through the ice the passengers all crowdd around the bridge and gave three lusty

Rush of Work on Waterfront.

The entire waterfront will feel the ef-rects of the raising of the blockade. Longshoremen will work overtime and the customs officials will have their hands full with the entries and clearances. Ready to leave down are the steamer Trusader, the schooner J. H. Lunnsmann, the ship Lucille, the bark Glenricht.

STEAMER	INTELLIG	ENCE.
Due	to Arrive.	
Rozneke F. A. Kilburn.	. Hongkong. . San Fran. . San Fran.	In po

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Alliance Eureka Jan 26 Costa Rica San Fran Jan 30

Scheduled to Depart.						
Name, hoanoke, hoanok	Hongkon San Pedr Eureka San Fran Ean Fran Hongkon	Jan. 20 g. Ind'f't 0. Ind'f't Jan. 28 Feb. 2 g. Feb. 2 g. Feb. 28				

Several other vessels, which have been working slow on account of the condition of the river, will rush matters to com-pletion and will start down as soon as low boats can handle them. At St. Helens are three schooners and a bark waiting to load thes from points above. Festerday it was decided to put the steamer Harvest Queen on the freight and passenger run to Astoria, giving a three-day service on alternate days to the steamer Unding, of the Vancouver Transportation Company, going through Willamette Slough. This plan will be shandoned now, and the steamer Potter will be replaced on the regular run, leav-ing here every evening. During the tieup people on the Washington shore of the Columbia suffered considerably for lack of transportation facilities. Freight was tadly needed and mail was delivered only once or twice a week.

Upper River Still Blocked.

have not been able to reach the latter place as yet. The ice holds fa between Memaloose Island and the Big Eddy. Boats of the Regulator line are working between Hood River, White Salmon and Portland. Considerable freight piled up open below the mouth of the Willamette navigation has passed,

FAMOUS SCHOONER WRECKED

Casco Ashore at San Quentin Bay. Crew Is Safe. -

VICTORIA, B. C., Jan. 24.-Advices were Denver. received by the Victoria Scaling Com-pany today of the stranding of the scaling schooner Casco at San Quentin Bay. Lower California. All hands landed

The schooner carried a crew of 24 white hunters, in command of Captain Munro. He has telegraphed to his owners that off San Diego Bay a gale was encoun-

ENTERTAINMENT A Officers of Steamers Suveric and

About 200 persons gathered on the steamer Suveric last evening and enjoyed ward of No. 2 hatch. It was decorated Institute and all responded liberally. The

Plano solo Miss Elizabeth Hoben Song Popramme was Fendered Violin solo Miss Elizabeth Hoben Song W H Donkin S S Gymeric Address—"Reminiscences of South Afri-Bankolo Dr. A Munro, S Suverice Song Miss Elizabeth Noben Song G Plomer S S Suverice Mandolin solo G Poster S S Gymeric

The British steamship Agapanthus, 2866 She has a capacity of about 3,500,000 feet. The Agapanthus came up the coast in water ballast from Valparateo. She will arrive in the river about February 1.

HAVANA, Jan. 24.-Efforts to float the stranded steamer Arcola yesterday were futile. A storm was brewing late last night and if it comes the ship will prob-ably be a total wreck.

Cargo today at Columbia dock No. 2.

She has been abandoned. German ship Stam, now general cargo for Meyer, Wilson. Hitherto it was thought that the vessel would go to the Sound. been loading at the Portland Lumber Company, was towed through the bridges yesterday and went to anchor in the lower harpor.

Arrivals and Departures.

San Francisco. Arrived at \$:05 A. M. set up at 12 noon. Scenner Santa Maria. Puget Sound. Sailed at 5:10 A. M. oner Roderick Dhu, for Tacoma. Arrived at 1:45 P. M .- Steamer Heather.

teamer Hongkong Maru, for Hongkong.

Shanghal, Jan. 18 .- Arrived -Quito, from

Itan, from Liverpool, via Colombo, for

Victoria, Jan. 24. Arrived Steamer Ty-eus, from Liverpool, via Yokehama. Seattle, Jan. 24.—Arrived—Steamer Tongo Maru, from Yokohama. Arrived Steamer Ber River: schooner Beulah

ner H. D. Bendixen, from

High, Low. Low. 10:05 A. M. 8.2 feet 4:11 A. M. 3.5 feet 11:34 P. M. 6.4 feet 5:17 P. M. 0.4 feet

Earthquake Shifts Oil Rivers.

CHICAGO, Jan. 24.—According to a dispatch to the Record-Herald from Galveston, Tex., the Gulf Coast oil fields of Texas have decreased their production more than 45 per cent dur-ing the last week and the case is atti, buted to seismic disturbances in Jamaica. The sudden drop was noticed the second day after the Jamaica quake and 17 wells in Texas and Louisiana went dry entirely.

After the Valparalso earthquake many wells ceased to flow, while an immense oil lake appeared out in the Gulf. The North Texas oil fields have increased 100 per cent since the Ja-maica shocks and the product is much lighter in color.

Puts Bullet Into His Breast. DALLAS, Tex., Jan. 34 .- Following a conference with his attorneys relative | Rio Grande from Salem?" to a charge of misuse of the mails, pending against him, James H. Cowan, who recently has come into considerable prominence because of his efforts to recover a large block of land in the heart of the uptown district of New York City known as the Hartsfield entate, yesterday retired to an adjoining room and several moments later was found seated behind a book case suf-fering from a serious pistol wound in his left breast. The property Cowan claims is estimated to be worth \$200 .spondence he had with other claimants.

Dr. Wilson at Estacada.

Rev. Clarence True Wilson will tell of Estacada Methodist Church. David H. Moore, L. L. D., will preac at the Grace Methodist Church Februar; 3. Rev. Clarence True Wilson reports a: addition to the Grace Methodist Church of 60 members during the last three months, which, he says, is the largest increace the church has ever seen in the same length of time the same length of time.

DENVER, Jan. 24.-It was erroneously stated last night that Los Angeles Cal., had been chosen as the next meeting place of the American National Liveatock Association, which closed its tenth annual convention here last night. What the convention did was to favor Los Angeles as the meeting place two years hence. The convention next year will be held in

Will Dine Ambassador Bryce. NEW YORK, Jan. 24.-James Bryce, the new British Ambassador, has under con-sideration invitations from the Lotus Club, Union League Club, and the Pil-grims, for dinners in his honor. He will off San Diego Bay a gale was encountered which carried away the foremast and in running into San Quentin Bay to will arrive in America Pebruary 24.

Stark Improvement.

Pacific Bridge Company Offers to Do Work for \$70,011, Which Is

the contract is between East Water They said that the opposition to the provement which had previously exist-had been withdrawn, and that further delay would be detrimental to the entire East Side. Bids for the section of East Stark street, beyond East Seventh, were ordered advertised for at the last meeting of the board.

Additional contracts for street improv Keenan Bros., \$4022.15: Fourteenth stree Burneide to Savier, Star Sand Compan and Harry Howard, \$6157.62; Jarrett stree Patton to Havelock, B. M. Lombard Jessup and Simpson streets, between Pat hese streets could be obtained, it was appear before the committee.

ordinance recently passed, was held over

SOUGHT TO PROVE MERGER

Lane, "could you have it routed any way

complain in making our prune ship-

Pacific or Great Northern cars?" "By ordering them through the Portand, agents."
"Now you order them through Salem Southern Pacific agent, do you? "Yes, but we do not try, as we realize

It is uscless."
"You did not care much just so you got your fruit shipped?" "No."

"And you got all around good service?"
"Yes."

How Merger Affects Hop Shipments. Louis Lachmund, a Salem hopdealer was placed on the stand and said that although traveling freight agents of the other transcontinental lines, solicited him for business prior to 1901, this competition

"How did you ship hops to the East in the old days" asked Attorney

"By the Southern Pacific, O. R. & N. Union Pacific and Denver & Rio Grande," answered Mr. Lachmund.
"Are you now able to ship Denver &

"No, we are told we will have to secure Denver & Hio Grande cars in order to make shipments direct. We ship by Southern Pacific and by boat from Salem to Portland. Shipments made by boat are field for business?"

"The Denver & Rio Grande man is about the only one except the local Southern Pacific agent at Salem. He acts for both the Southern Pacific and the went Sunset, but the Salem agent notifled us about six months ago that the mpany preferred to have the business Union Pacific. No hope shipped by how go East by the Sunset route." "What extra inducements were made to you before 1901 by the competing lines in order to get your business?"
"Up to a year ago we got free storage

of hops for 60 days at any point on the docks. Now this is changed and the Southern Pacific tells us it is acting purely as a warehouse company."
"The company is now acting purely as a warehouse company, is it? It used to be a transportation company."

The witness was asked when competition between the O. R. & N. and Southern Pacific was stopped. He answered The boats operated to Corvallis by the

O. R. & N. were good boats, were they not?" asked Attorney Severance.
"Yes."
"The boats did not resemble a skimming dish, did they?"

up the river as far as Corvallis. The witness said when the water permitted, which was between December and June. run?" asked Mr. Cotton.

"Yes, I believe they were."
"Is it not true that deep water navisation on the Upper Willamette consists

in operating boats of six and nine-inch

draft?"
"Yes, that is the case."
"Such a craft as that could be a skimming dish, could it not?"

Mr. Cotton developed the idea that the transit and storage of hops, formerly in Street Committee Acts on East affect, was due to the Interstate Comperative August 25, 1906.

The witness said in reply to questions that the Great Northern and Northern are still the only ones in the field and they ask only for shipments that are sent to Portland by boot.
Frank Linn, of the hop-dealing firm of Catlin & Linn, of Salem, was next called. His testimony was practically a repetition of Mr. Lachmund's. He told of former competition for hop business, but said that since the merger there was Cago business was usually sent Union Pacific or by the Union Pacific and Den-yer & Rio Grande. said the witness, "but the Harriman lines

shipments went Denver & Rio Grande

and Rock Island,
"Have you been advised that
tailment of warehouse facilities the Interstate Commerce law?" asked

The witness testified that in compliance

'If Mr. Hill is correctly quoted in that holds. The particular clause of the inter-state commerce law to which he undoubt-edly refers does not become effective until May. 1998, or more than 18 months after trouble. The date at which that portion of the law was to become effective was placed far enough in the future to enable all interested parties to perfect arrangements in keeping with the changed con-ditions. The attempt of Mr. Hill to lay any portion of the biame for the coal shortage on the requirements of the interstate commerce law is not creditable to Commerce Commission."

of promises of railroad building into Cen on mileage, earnings and other details that competition between the South fied the reports," declared Mr. Teal, "and beliave more might have been said with nitre truthfulness." The witness said Mr. Harriman had publicly announced, at a banquet at the Arlington Club, that he would extend the Columbia Southern into Central Oregon, providing ample transportation facilities for that long neglected region. This promise has never been kept.

"Do you know of any other territory in the West, equal in extent and richness to Central Oregon, which is without railroad facilities?" asked Attorney Sever-

90,000 square miles. There are single counties in that country which have an area of 10,000 square miles. There are valleys there in which you could tose states like Rhode Island. If this territory had been properly developed and

"Is there any reason why branches have not been built into that country except for the fact that railroads of this state are owned by one interest?" asked Atforney Severance.

do not understand why this region not been developed," replied Mr. "Considering the very large earnings of the Oregon roads, it seems remarkable that a better showing in rali-road building has not been made. Last year the O. R. & N. paid the interest on its bonds, the dividends on the preferred stock, and 25 per cent on its common Early Development of O. R. & N.

Mr. Cotton brought out the fact that during a long period, leading Portland innanciers were largely interested in the O. R. & N. and served as the directors of the road. He indicated that, with the interests of this city and state at heart, these men did not cause any areast the showed that during the Harriman regime the O. R. & N has had its period of areatest development.
The Lytte road, the Columbia Southern, was built with O. R. & N. money,

Mr. Lytle furnished the brains," "I should think that the one who sup-lied the money supplied the brains." Storted Mr. Cotton.
"At any rate it was mighty poor brains to be forced to buy the Columbia Southern back at such a fat profit if it was O. R. & N. funds." said Mr. Teal. "Eastern Oregon, such as it is, is no new discovery, is it? It is not a land blooming with flowers and roses, is it:
For 40 or 30 miles south of Shanko there
s nothing but rocks, is there?" Mr.

was it not?" asked Mr. Cotton of the

Cotton asked. "Well, there is a little besides rocks,"
answered Mr. Teal.
The extent of the roads now under construction in this state was then gone into. It was found that the Harriman lines now have about 255 miles in this state under construction, and this figure would be raised to 700 miles if roads being surveyed were taken into consideration. During this estimate the North-bank road was mentioned. "What is the North-bank road?" asked

Attorney Severance. It was explained it is the Hill road now building into Portland. "Harriman has not assisted materially in the construction of this road, has he?"

bank fight. "Whenever either Hill or Harriman gets into the other's territory, the other is not happy."

Tells About Ending of Competition.

Alexander Kerr, of the wholesale gro-cery firm of Wadhams & Kerr Brothers, was summoned. He told the same story of brisk competition among the railroads for traffic prior to the merger of 1901 Since the combination, solicitation for freight had coased.

ern much of your business, have you?" ing, have they not?"

"Yes."
H. M. Haller, manufacturer's reasurer of the Kelly-Clariwas the next witness. He said his company ships several hundred cars a year not been solicited by the Harriman lines because he had given all the business to the Harriman roads for the past four years or more. East of Chicago, goods Were routed by all lines in connection with the Union Pacific.

Henry Hahn, of Wadhams & Co., was the first witness at the opening cession of the hearing yesterday morn-ing. Mr. Hahn testined that while there was formerly considerable competition for husiness between the agents of the Q. R. & N. and Southern Pacific since the merger in 1991, there was no longer any semblance of comthe witness.

One Solicitor for Both Lines

when freight was diverted by the rall-The shipment was routed via Ogden and Sacramento, and he thought it occurred shortly after the time the Harriman lines were merged. The exact date could not be recalled, and Mr. Newbegin was given until today to look up the correspondence and thus

T. D. Honeyman was called and testified there was quite active competition here for business previous to the merger. He said he was not ramiliar with the details of the business and did not know how regularly solicitors

The old rate-cutting days in Port-land were recalled by the teatmony. The witness was asked about extra inducements made for his business and he was loath to answer. The question ratus for his benefit, he did secure reductions from the O. R. & N. in com-Severance agreeing that it had flour-

O. Q. Hall, in charge of the shipments of the Honeyman Hardware Company, who had previously been to the service of the O. R. & N., said he was not sought out by solicitors as much as in the past, and that there was no mention made of routing by the Harriman agents.

J. K. Gill and W. A. Montgomery, of experience comes from Eastern lines. to ship that way by solicitors. They no longer ship that way because I

L. A. Lewis, of Allen & Lewis, said limitation placed on his right to ship by any route is by the Ogden gateway. no love lost, was called. For 16 years he was an official of the Southern Pa-cial traine department. He said be-fore the merger his duties were to get business for the Sacramento-Ogden route, and his strongest competitor was the O. R. & N. and Union Pacific Orders were to set Atlantic seaboar stuff for Sunset and thus get the long haul for the Southern Pacific. Failing in this freight was routed via Ogden.

fie said that with the merger the
Ogden gateway was closed to this territory and instructions from Ben Campbell, then general freight agent, were to route business by Sunset for the At-lantic seaboard as formerly, but to send other stuff Union Pacific, No. more soliciting was done for the Og-

Gray's Harbor Pledges \$10,000.

ABERDEEN, Wash., Jan. 24-(Speial.)-Great interest is centered her in the outcome of the meeting of the Northwest League in Seattle tomorrow. Gray's Harber desires to retain its membership and is willing to put its full share of the money required, but there are other towns with a pull. Five representatives of the associated here went to Seattle today. Gray's Harbor is ready to pledge \$10,000 for the support of a club the coming year. Church Social Postponed.

The social at the Calvary Presbyterian Church, which was to be held this even-ing, has been postponed until the evening of February 1.

WHITE BREAD Makes Trouble for People With

Weak Intestinal Digestion.

A lady in a Wisconsin town employed a physician, who instructed her not to eat white bread for two years. She tells the details of her sickness and she certainly was a sick woman, "In the year 1887 I gave out from over-

work, and until 1901 I remained an invalid in bed a great part of the time. Had different deciors, but nothing seemed to help. I suffered from cerebro-spinal congestion, female trouble and serious atom ach and bowel trouble. My husband called a new doctor, and after having gone without any food for 10 days the doctor ordered Grape-Nuts for me. I could eat the new food from the very first mouthful. The doctor kept me of Grape-Nuts and the only medicine was a little glycerine to heal the alimentary "When I was up again the doctor told me to eat Grape-Nuts twice a day and no white bread for two years. I got well in

good time and have gained in strength so I can do my own work again. "My brain has been helped so much and I know that the Grape-Nuts food did this, too. I found I had been made ill becaus I was not fed right, that is, I did no properly digest white bread and some oth er food I tried to live on.

"I have never been without Grape-Nutafood since and wat it every day. You
may publish the letter if you like, so it
will help someone else," Name given by Postum Co., Battle Creek, Mich. Get the

ARE RESTORED BY DR. WILLIAMS' LAD

After Worry and Overwork Had Produced a Condition of General Debility and Despondency.

tal or physical overwork with imper-fect assimilation of nourishment, or by some acute disease from which the vital forces have been prostrated and the entire organism weakened so 25 not to easily raily. To restore health it is necessary that the blood should be purified and made new.

The case of Mrs. E. M. Spears, of 92. Mt. Pleasant street, Athol, Mass., sick for a year from indigestion and general debility brought on by over work and worry. I had tried many remedies, but found no relief. I suffered from swelling of the limbs, loss of appetite and dizzy spells, which be-came so severe towards night, that I sometimes fainted away. I was biltime. I was so sleepy all the time that I could hardly keep awake. I had frequent cramps in my limbs and severe pains at the base of my head and in my back. My blood was im-

never get well. "About this time Dr. Williams" Pink Pills were recommended to me by a friend in South Vernon, Vt. I felt better soon after beginning the treatment and continued until I entirely cured. I consider Dr. liams' Pink Pills a grand medicine

for weak women."
Dr. Williams: Pink Pins cure seneral and nervous debility because they make new blood. They strike at the root of these and other blood diseases, such as rheumatism, angeharmful drugs and cannot injure the most delicate system.

Dr. Williams' Pink Pills are sold by all druggists, or sent, postpald, on receipt of price 50 cents per box, six boxes \$2.50, by the Dr. Williams Med cine Company, Schenectady, N. Y.

Out of Tune

An ache or pain is a discord in or irritation of some nerve, caused by the existence of some un-natural condition. Pain subsides only when nerve harmony is restored. Dr. Miles' Anti-Pain Pills soothe the nerves, and in this way relieve pain and distress. When you consider that all pain is in the nerves you will understand that treatment must be "My wife and daughter use Dr. Miles Anti-Pain Pilis for pains from any cause,

25 doses, 25 cents. Never sold in bulk,

A PLEASANT LAXATIVE



TRAVELERS' GUIDE.

NORTH PACIFIC S. S. CO.'S Steamship Geo. W. Elder

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From Martin's Dock. Foot 17th street. Ticket office, 132 Third street, near Alder. Phone Main H. YOUNG, Agent.



BOUTHEASTERN ARROAD

ROUTE.

From Scattle at 2 P. N.

for Ketchikan, Juneau

Skagway, White Hore

Dawson and Farbanka

S. S. Cottage City

vary 17, 31; Peb. 14, 28

uary 17, 31; Peb. 14, 28

Ramona (Skagway direct), Jan. SOUTHEASTERN ALASKA From Station, Juneau, Skagway, White Horse, S. S. Cottage City (via vancy 17, 31; Feb. 14, 28 S. S. Ramona (Snagway direct), Jan. 12,

26; Feb. 9, 23.

FOR SAN PRANCISCO DIRECT.

FOR SAN PRANCISCO DIRECT.

FOR SAN PRANCISCO DIRECT.

January 10, 25.

Portland Office, 249 Washington St.

C. D. DUNANN, G. P. A., San Francisco.

Columbia River Scenery Daily service between Portland and The Dailes, except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying treight and passengers. Splendid accommodations for outilities and livestock.

Dock foot of Alder st., Portland: foot of Court st., The Dailes. Phone Main 914, Portland.

For Corvallis, Albany, Independence, Salling, Steamer POMONA, leaves 6.45 A. M. Tuesday, Thursday and Saturday, 46 A. M. Tuesday, Thursday and Saturday, Seemen 11 A. M. Speared What, San Francisco, at Toronto, Tuesday, Independence, Salling, Steamer Correction, 11 A. M. Speared What, San Francisco, at Toronto, Colly, 12 A. M. Mondays, Wednesdays and Fridays.

8. S. "COLUMBIA," Jan. 30, Feb. 3, 19. S. S. "COSTA RICA," Jan. 31, Feb. 4, 14, 24, etc. From Speared What, San Francisco, at Toronto, Speared What, San Francisco, at Toronto, Speared What, Speared Wh

Leaves. UNION DEPOT. General debility is caused by men-11:30 P. M. ant stations between Portland and Sen Prancisco for all points East and South. OVERLAND EXPRESS TRAINS for all local points south, Sacramen 47:23 A.M. 7:45 P. M. Woodburn daily with Mt. Anen Cottage Grove 11:00 A. M. Sunday with

trains to and from Albans Lebanon and Woodburn Springfield branch points. 7:30 A.M. Corvaille passen-fer P. M. Sheridan passen-15:20 P. M. Forest Grove 12:50 P. M. 11:00 A. M. Poett Sunday.

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SERVICE AND YAMHILL
DIVISION.
Leave Portland of Jofferson Strong
A. M. 12:30, 2:00, 3:30, 3:20, 6:20, 7:40, 10:10,
1130 P. M. Dally except Sunday, 5:30,
6:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.
Returning from Cassego, arrive Portland,
2:30, 11:1, 7 M. 12:23 A. M. Dally 7:30,
2:30, 11:1, 7 M. 12:23 A. M. Sunday, 6:25, 7:25, 8:30, 9:30, 11:40 A. M. Sunday only, 10 A. M.

The Independence-Monmouth Motor Line tra'es daily to Monmouth and Airlie, col-ing with S. P. Co.'s trains at Dallar and ispendence. mento and San Francisco, \$20; berth. \$5. econd-class fare. \$15; second-class borth,

CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.



3 TRAINS TO THE EAST DAILY sleeping cars daily to Omaha, Chicags; Spdkane; 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. Daily. Daily. SPOKANE FLYER. 7:00 P. M. 8:00 A. M. Daily. Daily. ATLANTIC EXPRESS 8:15 P. M. 9:80 A. M PORTLAND - BIGGS 8:15 A. M. 5:45 P. M.

FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points connecting with steamer for H-waco and North Sunday. Heach steamer Saurday. Resulto, Ash.-st. dock, 10:00 F.M. FOR DAYTON, Ore. 7:00 A M 5:30 P. M. Daily check (water per) Sunday, Sunday,

from Riparia, Wash Leave Riparia 5:40 A. M. or upon arrival train No. 4, daily except Saturday, Arrive Riparia 4 P. M. daily ex-cept Priday. Ticket Office, Third and Washington, Telephone Main 712. C. W. Stinger, City Ticket Agt., Wm. McMurray, Gen. Pas. Agt.

For Lewiston, Idaho, and way points



Great Northern Steamship Co. sailing from Seattle for Japan and China ports and Manila, carrying passengers and freight.

S. S. Dukota, February 17.
S. S. Minnesota, Apell 1.
S. S. Minnesota, Apell 1.
(Japan Mail Scamming 17.
S. S. TANGO MARU will sall

from Seattle about February 5 for Japan and China ports. carrying For tickets, rates, berth reserva-tions, etc., call on or address

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River Railroad Co. Leaves. | UNION DEPOT. | Arriver. 8:00 A.M. Chitton, Astoria, War-renton, Flavel, Ham-mond, Fort Stevens, Gearhart Park. Sél-side, Astoria and Sea-shore. Express Daily. Astoria Express. C. A. STEWART. Comm | Agt., 248 Alder st. J. C. MATO. Phone Main Dog.

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