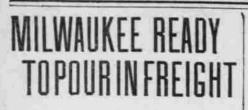
THE MORNING OREGONIAN, SATURDAY, JULY 10, 1909.



16

Territory of Portland Markets Becomes Largely Increased.

SCHEDULE IS MADE PUBLIC

New Road Prepared to Handle Shipments From All Points on Its Line to Portland Through Agreement With O. R. & N.

By the publication yesterday of the freight schedule of the Chicago, Milwaukee & St. Paul and the statement by the local officials that the road is now prepared to handle freight from points its line to Portland, the territory tributary to Portland markets becomes enormously increased.

Local jobbers have believed the trade along the Milwaukee would become tribu-tary to Seattle, at any rate until the tary to Seattle, at any rate until the Milwankee extension to Portland, via the Tacoma Eastern or otherwise, is com-pleted, but from the announcement made yesterday by Milwankee officials, it ap-pears as if a large part of the road is to be directly for the benefit of Portland. Freight will be handled via the Chicago, Milwankee & St. Paul as far as Plummer Milwaukee & St. Paul as far as Plummer, Idaho, and will then be connected with Auto, and win then be connected with O. R. & N. freight trains via the O. R. & N. for Portland in accordance with the recent track agreement announced by R. B. Miller, general freight agent of the

Harriman lines in the Northwest, From a casual study of a railroad map would appear that while Portland has the benefit of freight originating in points east of Plummer, Seattle or Tacoma would control that from Plummer to the Coast. The contrary is said to be the case. While Sbattle will undoubledly share with Tacoma the territory on the CE285 whate with Tacoma the territory on the Millwaukee between the Columbia River and the Fuget Sound citles, yet from Flummer to the Columbia, it is said, the traffic will be hauled east to Flummer, then via the O. R. & N. routs to Port-land. This is because both of these routes are on water grade and no rail-routes are on water grade and no rail-routes are on water grade when a natural water grade route is provided. Between Flummer and the Columbia River the fortility of the country can hardily be exaggerated. The building of the Milwaukee road has given a tremen-dous impetus to the country and ship-ments now are ready to move. In the Fall there will be wheat shipments that will rival those from any other Washing-ton section and in the past this wheat has all eventually found its way to the Sound. Whether with the conclusion in a year or in several years of the Milwaukee agreement with the O R & N Best

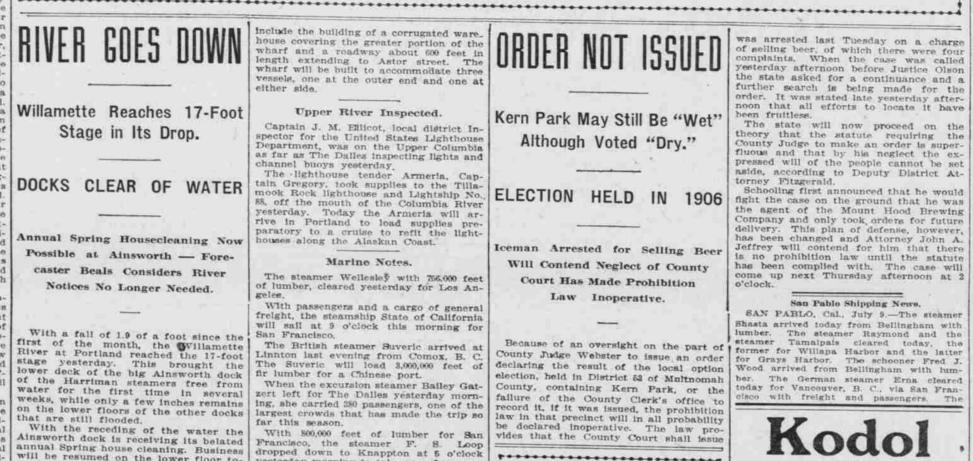
or in several years of the Milwaukee agreement with the O. R. & N., Port-land will still hold this favorable posi-tion is hardly discussed then is hardly discussed among railroad men, but it would appear that if the Milwaukee continues on friendly terms with the Harriman interests, Portland will at least make an even break with the Northern cities.

the Northern citles. Despite the statement recently attrib-uied to Fresident Earling, the schedules are the usual transcontinental freight bureau supplements, with the badge of the Milwaukee super-printed. The sup-plements are enclosed in an effective folder entitled "The New Gateway. Now Open." An open gate is shown behind which is a remarkably accurate half-tone of Portland taken from Control which is a remarkably accurate half-tone of Portland taken from Council Crest

Crest.



Demolition of the eld Madison-street bridge across the Willamette River was commenced yesterday morning by employes of Robert Wakefield, who has the contract for removal of the old span and construction of the new substructure. The United Engineering & Construction Company, also a local firm, has the contract for building the superstructure, and both contractors are ambitious to complete their part of the work and turn over the finished bridge to the city on schedule time, and better, if possible. This means that the new passageway from the east and west sec-bidder, that being his privilege under the provisions of the contract with the city. He will take it away by sections, and as fast as one section is of Kansas City, will have charge of superintending the construction for the city, having been employed during the Lane administration as design-ers and consulting engineers. The new bridge is of the lift-draw type and will be one of the most modern structures of its kind in the world. It gesting conditions there,



STEAMER INTELLIGENCE.

Due to Arrive.

Scheduled to Depart.

Name For Date. Alliance......Coos Bay... In port Roanoke.....San Pedro...July 10 Argo.....Tillamook...July 14 Breakwater...Coos Bay...July 14 Eureka.....Eureka...July 15 Falcon......San Francisco July 15 Ross City.....San Francisco July 15 State of Cal...San Francisco July 24 Selja......Hongkong...Oct. 19

Entered Friday.

son), in ballast, from San Francisco. Wellesley, Am. steamship (Lind-

State of California, Am. steamship (Nopander), with general cargo, for

an order declaring a precinct to be "dry"

territory when the electors have voted

The election in this district was held in The election in this district was held in 1905 and no record can be found in the County Clerk's office that the order was issued by Judge Webster. Since that time the district has been subdivided and Kern

Park is in District 96. It is now believed by attorneys, by reason of this fact, that the order would be invalid if issued at

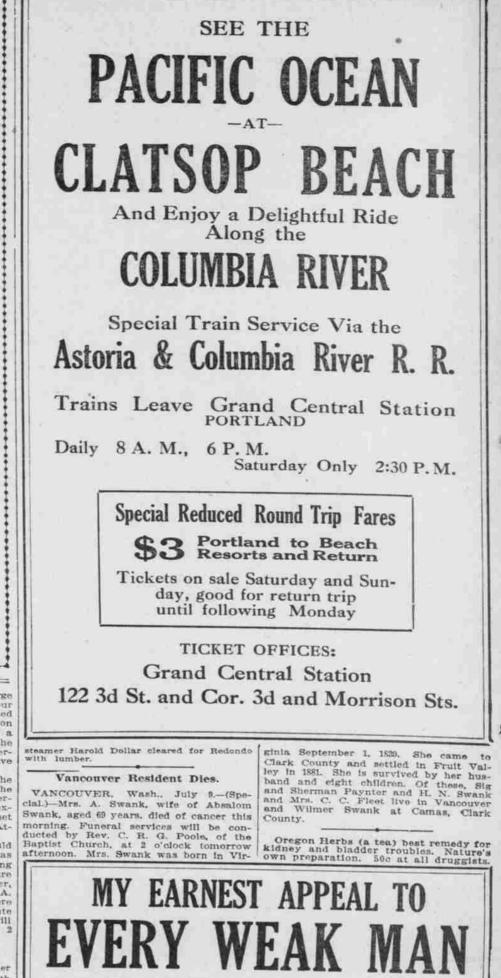
quist), in ballast, from San Pedro. Cleared Friday. F. S. Loop, Am. steamship (Levin-son), with lumber, for San Francisco.

F. S. Loop, Am. steamship (Levin-

From.

Name.

Name



Is-Seek Expert Treatment AT ONCE. Don't Delay Another Hour. You Can Pay When Cured

Incidentially the information is given that the combination of the Millwaukee and O. R. & N. roads affords the Mil-waukee the shortest transcontinental route to Portland from Chicago, 56 miles less than the O. R. & N. route; the actual figures are O. R. & N. 2233, Chicago, Mil-waukee & St. Paul 2237. ntally the information is given

A complimentary lunch will be given to J. C. Stubbs, traffic director of the Harriman lines, Monday morning by the Portland Commercial Club. The lunch is a purely invitational affair, the invited guests being largely con-fined to Harriman officials. After the lunch Mr. Stubbs will address the club members in the Green Room at 1:30. While no official statement has been made, there are several well defined functions that Mr. Stubbs will then make some statement of especial in-terest to Portland in the railroad sit-uation. It is said this is the reason the address will be public in place of being given at the lunch table. The complete list of those invited who have signified their intention of being present is as follows: J. C. Stubbs, traffic director of the Harriman lines in Northwest; John Scott, assistant general passenger agent Harriman lines in Northwest; J. P. O'Brien, general manager Harriman lines in Northwest; Francis D. Ciarke

P. O'Brien, general manager Harriman lines in Northwest; Francis D. Clarke, president Spokane, Portland & Seattle Railroad; Dr. J. R. Wetherbee, presi-dent Portland Commercial Club; Wiltiam MacMaster, president Portland Chamber of Commerce; E. P. Piper, C. S. Jackson, John F. Carroll, William M. Ladd.

Members of Famous Lodge Here.

What is described as the best-drilled lodge of Knights of Pythias. Iola Lodge, of Dayton, O., to the number of over 100, will arrive in Portland today. The Portland Commercial Club will extend a welcome to the lodge and some mention has been made of a reception in the green room.

Phoenix Excursion Here.

Another newspaper party was in Port-land yesterday en route to the A-Y-P. The Arizona Gazette, of Phoenix, Ariz., has sent on a three weeks' trip to the Pacific Coast 12 young women, winners of a newspaper competition for beauty, popularity, etc., in charge of the busi-ness manager of the Gazette, A. G. Dul-mage. Mrs. Dulmage acting as chaperon mage, Mrs. Dulmage acting as chaperon

Steamer W. S. Porter Due Sunday.

The Associated Oil steamer W. S. Por-ter left Port Costa for Portland at 10 o'clock yesterday morning with several thousand tons of oll. With good weather conditions, the Porter is expected to be at Astoria by Sunday noon. The steamer has made the voyage in 48 hours.

Jethou Clears With Lumber.

HOQUIAM, Wash., July 3.-(Special.) -The Norwegian tramp steamer Jethou cleared today for Port Pirle, Australia. via Nanaimo, carrying a cargo of 3.688,221 feet of lumber and drawing 21 feet 10 inches.

weeks, while only a few inches remains on the lower floors of the other docks that are still flooded. With the receding of the water the Ainsworth dock is receiving its belated annual Spring house cleaning. Business will be resumed on the lower floor to-day

waukee & St. Paul 2237.
LUNCH TO BE GIVEN STUBBS
Railroad Man Expected to Make Important Announcement.
A complimentary lunch will be given to J. C. Stubbs, traffic director of the Junch is a purely invitational affair, the Portland Commercial Club. The hunch is a purely invitational affair, the director being largely continue to H. State and the state and years.

day.

issuing river bulletins.

JESSIE HARKINS ON SUNDAY

Will Make Three Round Trips to

Vancouver Each Day.

Rebuilt and painted up till she looks Result and painted up till she looks like a new boat, the steamer Jessie Harkins will go on the run from Port-land to Vancouver as a passenger steamer next Sunday. Her schedule calls for three round trips a day. The steamer will leave the dock at the foot of Washington street at 9:30 o'clock steamer will leave the dock at the foot of Washington street at 9:30 o'clock A. M., and 2 and 5 o'clock P. M. for the present. After her machinery has become fully limbered up, however, it is the intention of her owners, who will incorporate under the name of the Rivers Transportation & Towing Com-pany, to place her on another run. Harry Young, agent of the North Pa-cific Steamship Company, will be presel

Harry Young, agent of the North Pa-cific Steamship Company, will be presi-dent of the new company, and Captain A. D. Chase will be general manager and superintendent of towing. The Hazel Weir will probably be secured to handle their towing business on the Cohumbia and Willamatte Rivers. The to handle their towing business on the Columbia and Willamette Rivers. The offices of the new company will be at 132 Third street, and on the Washing-ton-street dock. Captain Chester Tur-ner will command the Harkins, which will probably land at the foot of Main street in Vancouver.

street in Vancouver.

Notice to Mariners.

John McNulty, Nautical Expert of the United States Branch Hydrographic Of-fice, with headquarters in the Customs-House at Portland, has issued notices to

House at Portland, has issued notices to mariners as follows: Captain G. H. Ewart, of the steam schooner Bandon, reports that on June 30 he discovered a rock off the entrance to the Coquille River, Oregon, with a depth of 8 feet at high water. This rock bears W. by N. (true) from five-foot rock, dis-tance one-fourth mile. Captain Ewart advises masters of all vessels bound north if passing between Wash Rock and Five-Foot Rock to run within 100 feet of the latter and not to haul to the westward until the entrance to the breakwater is well open.

Well open. The officers of the bark Mezly sighted the wreck of a small vessel, bottom up-ward, and covered with seaweed and barnacles in latitude 37 N. longitude, 126 W., on Monday, July 5.

Building Wharf at Astoria.

ASTORIA, Or., July 9.-(Special.)-Work ASTORIA, Or., July 9.- (Special.) -- Work was commenced today on the contstruction of a wharf 300 feet in length and 100 feet in depth on the portion of the old Trul-linger mill frontage, now owned by Mrs. E. A. Mack. The improvement will also

Francisco, the steamer F. S. Loop dropped down to Knappton at 5 o'clock

yesterday morning to take on a few more thousand feet for a deckload. The steamer Alliance, with 90 passengers

and a large cargo of general freight, ar-rived in from Coos Bay at 5 o'clock yesterday morning, 24 hours late owing to the Fourth of July celebration. Captain Thomas Doig, for 30 years a pilot at the mouth of the river, is in Portland for a month's visit. Captain Doig, who has many friends here, has lived in San Diego for the past three

Arrivals and Departures.

Arrivals and Departures. Astoria, Or., July 9.—(Special.)—Condition at the mouth of the river at 5 P. M., smooth; wind, south 10 miles; weather, cloudy, Ar-rived at midnight and left up at 9 A. M.— British steamer Suveric, from Comox, Ar-rived at 5 and left up at 5:25 A. M.— Steamer Shna Yak, from San Francisco. Salled at 4:30 A. M.—Steamer Cascade, for San Francisco. Arrived at 10:30 A. M. and left up—Steamer Elmore, from Tilliamook. Salled at 11:20 A. M.—Tug Vosburg, with barge Nehalem, for Tilliamook. Left up at 5:30 P. M.—British bark Matterhorn. Left up at 6 P. M.—Steamer Elmore. San Francisco. July 9.—Salled at 10 A. M.—Steamer W. S. Porter, for Portland. Spoken June 26—French bark Gael, from London, for Portland. Magasaki, July 9.—Salled July 2.—French bark Bidart, for Portland. Magasaki, July 9.—Salled July 2.—French bark Bidart, for Portland. Talmouth, July 9.—Salled July 7.—French bark La Tour d'Auvergne, from Portland, for Antwerp. Santa Barbara, July 9.—Arrived—Steamer Roan-oke, from Portland. Eureka, July 9.—Arrived—Steamer Roan-oke, from Portland. Sentite, July 9.—Arrived—Steamer Tosa Maru, from the Orlent. Salled—Steamers San Mateo and Buckman, for Toscoma;

Wellesley, Am. steamship (Lind-quist), with lumber, for Los Angeles. San Francisco.

Maru, from the Orlent, Salled-Steamers San Mateo and Buckman, for Tacoma; steamer Jim Butler, for Everett; steamer Nebraskan, for San Francisco; steamer Seward, for Cordova. Hoquiam, Wash., July 9.—Sailed-Nor-wegian steamer Jethou, with 4.685,000 feet of lumber for Peris, Australia, via Nanaimo.

Tides at Astoria Saturday. 6:25 A. M. 7:00 P. M.

Today is positively the last day for liscount on West Side Gas Bills. Read

Gas Tips.



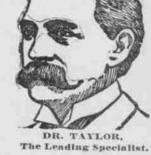
this time.

The absolute vegetable purity of S.S.S. has always been one of the strongest points in its favor, and is one of the principal reasons why it is favor, and is one of the principal reasons why it is favor, and universally used of all blood medicines. A great many of the so-called blood purifiers are really nothing more than the digestive of elicate membranes and tissues of the stomach and bowels, that even if such treatment purified the blood, the condition in which the digestive of such treatment purified the blood, the condition in which the digestive of such treatment purified the blood, the condition in which the digestive of the same time is an absolutely safe and harmless remedy. It is made on the same time is an absolutely safe and harmless remedy. It is made on the bashing and cleansing extracts and juices of roots, herbs and barks, each of which is in daily use in some form by physicians in the parest and best tonic effects. S.S.S. cures Rheumatism, between the purest and best tonic effects. S.S.S. cures Rheumatism, and all other blood troubles, and it leaves the system is perfect condition in which the purest and best tonic effects. S.S.S. cures Rheumatism, and all other blood and any medical advice desired sent tree to all who write. **THE SWIFT SPECIFIC CO., ATLANTA, GA.** The absolute vegetable purity of S. S. S. has always been one of the THE SWIFT SPECIFIC CO., ATLANTA, GA.

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I want every weak man to thoroughly understand that I can make him strong, vigorous. healthy, alert and free from every taint of disease and weakness. I have limited my specialty in practice to only a few of the more important disorders, so that I could KNOW these thoroughly. My experience along this one path for 25 years qualifies me to say positively that such troubles as VARI-COSE VEINS. HYDROCELE, SPERMATOR-RHOEA, PROSTATORRHOEA, SPECIFIC BLOOD POISON, WEAKNESS, CONTRACTED DISORDERS and all Reflex Allments, can



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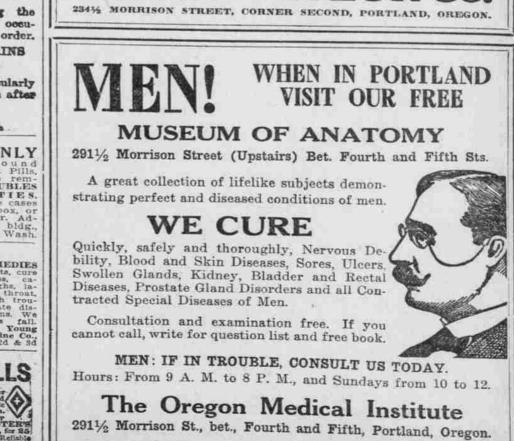
be cured perfectly-so as to stay cured. Of course I use different methods than the ordinary physician. Most of these are original with me and were devised for just such cases as the ordinary courses of treatment fail to reach.

The Scientific Treatment of Weakness

Dosing the system with powerful stimulants and tonics in an effort to restore functional vigor can have but one final result: The condi-tion is rendered worse than before. "Weakness" is merely an indica-tion of a low form of inflammation in the prostate gland, and this in-flammation is but aggravated by stimulating remedies that excite tem-porary activity. I employ the only scientific and fully effective treat-ment for "weakness," which effects a permanent cure by testoring the prostate gland to a sound and healthy state. I obtain complete results in every case I treat. Interesting literature and a beautifully engraved chart free if you will call.

Examination Free

I offer not only FREE consultation and advice, but of every case that comes to me I will make careful examination and diagnosis without charge. No alling man should neglect this opportunity to get expert opinion about his troubles. If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 A. M. to 9 P. M., and Sundays from 10 to 1 only.



WONDERFUL REMEDIES From herbs and roots, cure cancer, nervousness, ca-tarzh, asthma, coughs, la-grippo, lung, liver, throat, kidney and atomach trou-hles; also all private dis-eases. No operations. We cure when others fall. Consultation free. Young Ming Chinese Medicine Co., 247 Taylor st., bet. 2d & 3d



and best only reliable rem-edy for FEWALE TROUBLES AND IRREGULARITIES. Cure the most obstinate cases for \$5 mailed in plain wrapper. Ad-dress T. J. PIERCE, 316 Alisky bldg., Woodard, Clarke & Co., 4th and Wash.

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