LUMBER EXPORTS TO BREAK RECORD

Seven Large Vessels to Arrive Soon for Cargoes for Foreign Ports.

COASTWISE TRADE LARGE

Season Gives Promise of Reaching Highest Mark in Movement of Lumber Cargoes From This Port.

Lumber shipments from Portland to foreign ports for the next month promise to exceed those of past years for a corresponding period. Considering the amount of lumber already shipped to foreign ports and that shipped to American ports, in addition to the vessels that have already been chartered for lumber, there is evidence that 1910 will be a record year for the shipment of lumber from Portland.

Among the more important vessels to arrive here for loading lumber for foreign ports within the next week or two are the Norwegian steamer Jethou, the British steamer Towergate, the Norwegian steamer Eir, the British steamer Dunstan, the British steamer Coulsdon, the American barkentine Lahaina and the Norwegian steamer Aagot.

The steamer Jethou arrived at San Francisco June 6 from Newport News. She will take a full load of lumber to the Orient, her tonnage being 2781. The steamer Towergate is on her way here from the Atlantic coast. She has a capacity of 2358 tons.

For Hind, Rolph & Co. the Norwegian steamer Eir will load at an early date. She is registered to carry 2448 tons. This is her second trip to Portland this year for lumber.

The British steamer St. Dunstan is due here to load at St. Helens for J. J. Moore. Her capacity is 2756 tons. The British steamer Coulsdon is due to arrive today from Vancouver, by way of Comox. She is registered for 2789 tons, and will load lumber for China.

Since early in the season there has been a steady shipment of lumber to foreign ports, as well as a good movement of lumber to coastwise ports. The records show that for May there was a total of 21 vessels departing from Portland with lumber, their total cargoes amounting to 14,207,800 feet. Of this amount there were 7,157,495 feet for foreign ports.

Several important foreign shipments of lumber have already been made from Portland this month. The more important of these was the record load taken by the Knight of the Garter for the Orient, amounting to 5,023,000 feet, which was more than 1,000,000 feet in excess of what was ever before taken out of this port on one vessel.

The Norwegian tramp steamer Elsa, which cleared for Manila Saturday with 2,895,000 feet of lumber, sailed yesterday morning from Astoria. The German steamer Wotan, which has taken on about 1,200,000 feet of Oregon fir to be taken to Panama for use of the Government, is expected to sail today for Puget Sound, where she will complete her cargo.

Carrying 2,000,000 feet of lumber for South Africa, the British ship Leyland Brothers is expected to sail Tuesday. She left the Inman-Poulsen mills Saturday for the lower harbor, where she anchored in the stream. She will be forced to wait for sailors, but it is believed that her crew will be completed by Monday night. This will be her first voyage out of this port in two years.

BARGES PROVE SUCCESSFUL

New Method of Shipping Cement to Be Continued.

Shipping cement from San Francisco to Portland on barges is proving satisfactory, in spite of the way that the barge Amy Turner, which arrived Saturday with a large load, suffered from heavy seas. It was asserted yesterday by Joseph Supple, who has the direction of the disposal of the cement when it reaches Portland, that the damage to the cement on the Amy Turner was not so serious as to discourage the Ocean Barge & Tugboat Company from continuing to ship cement by that method.

Work of discharging the Turner was commenced yesterday, and as far as could be seen there was not much cement ruined by the water that washed into the vessel on her way up the coast. The Amy Turner brought 1570 tons of cement, but the inconvenient method necessary in discharging her will require until about Saturday before her cargo is removed.

While the Turner is being discharged in Portland another barge is being loaded in San Francisco with cement for this place, and this will arrive here about the time the Turner is ready to depart.

Docks to Be Cleaned.

There is a general tendency to clean up the docks along the waterfront and to keep them clean in the future. Some of the docks, where flour and lime have been unloaded and moved for a long time without a cleaning, are getting in a bad way, and these will be cleaned up at an early date, it is understood. In rebuilding the Washington-street dock it is planned to whitewash it, inside and out, and to renew the whitewash occasionally for sanitary purposes.

ELDER PUTS IN AT EUREKA

Steamer Arrives Late With 140 Passengers and Full Cargo.

Although it has often been stated that the steamers Roanoke and Geo. W. Elder would cease to go by way of Eureka while plying between this port and San Pedro, the Elder arrived late yesterday afternoon directly from that place, where she put into to get a number of passengers and put off others she had taken from San Francisco.

The Elder brought 140 passengers and all the freight she could carry, much of which is billed for interior points. Her late arrival will make it necessary to hurry the discharge of her cargo, and as men were set at work unloading her as soon as she was tied to the dock yesterday, with the intention of keeping up the work all night, it is believed the Elder will be ready to depart on her scheduled time Tuesday night.

From officers on the Elder came the rumor last night that the steamer Santa Clara, which has been undergoing repairs in San Francisco since she was redeemed from where she was wrecked at the entrance to Humboldt Bay, would be in commission again in two or three weeks.

Teal Changes Schedule.

At the early hour of 1 o'clock this morning the river steamer J. N. Teal was scheduled to depart for The Dalles. The Teal will continue to leave at the same hour for the remainder of the season, the purpose being to land her freight at way points as early as possible.

Marine Notes.

Carrying 25 tons of mohair and general freight, the gasoline steamer Wilhelmina arrived yesterday from Siuslaw by way of Yaquina Bay. She will sail Monday night for the same places at 4 o'clock.

From San Francisco the steam schooner J. B. Stetson is due to arrive Wednesday at the Oak-street dock, bringing asphalt and a general cargo, in addition to some passengers.

The big log raft built by the Hammond Lumber Company arrived at Astoria yesterday from Stella and will be towed to San Francisco

With cement and a general cargo of 250 tons, the steam schooner Casco will be due to arrive from San Francisco Wednesday.

When the steamer Bear arrives today from San Francisco she will bring 250 passengers and 1500 tons of freight.

The schooner Irene is due to sail at noon today for San Francisco.

Astoria Marine Notes.

ASTORIA, Or., June 19.—(Special.)—The steamer Falcon sailed for San Francisco today with a cargo from Portland, which goes East over the Mexican route.

The steam schooner Claremont sailed for Grays Harbor today to load lumber for San Francisco.

The steam schooner Nome City sailed for San Pedro today with lumber loaded at up-river points.

The ocean tug Dauntless sailed today with the barge Tobey loaded with ties for San Francisco.

The United States gunboat Yorktown arrived at noon to take part in the G. A. R. convention celebration which opens here Tuesday.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Rose City	San Francisco	Indef't
Golden Gate	Tillamook	In port
Sue H. Elmore	Tillamook	In port
Geo. W. Elder	San Pedro	In port
Bear	San Francisco	June 20
Hercules	Hongkong	June 20
Breakwater	Coos Bay	June 22
Roanoke	San Pedro	June 25
Beaver	San Francisco	June 27
Falcon	San Francisco	June 27
Rygja	Hongkong	July 10
Selja	Hongkong	Aug. 12

Scheduled to Depart.

Name.	For	Date.
Rose City	San Francisco	Indef't
Sue H. Elmore	Tillamook	June 21
Golden Gate	Tillamook	June 21
Geo. W. Elder	San Pedro	June 21
Bear	San Francisco	June 25
Henrik Ibsen	Hongkong	June 26
Breakwater	Coos Bay	June 28
Roanoke	San Francisco	June 28
Falcon	San Francisco	July 1
Beaver	San Francisco	July 2
Hercules	Hongkong	July 10
Rygja	Hongkong	July 30
Selja	Hongkong	Sept. 8

Movements of Vessels.

PORTLAND, June 19.—Arrived—Steamer Geo. W. Elder, from San Pedro and way ports; gasoline steamer Wilhelmina, from Siuslaw and way ports.

Astoria, Or., June 19.—Condition at the mouth of the river at 5 P. M., smooth; wind, south; weather, cloudy. Arrived at 5 A. M. and left up at 6:30 A. M.—Steamer Geo. W. Elder, from San Francisco. Left up at 4 A. M.—Steamers Washtenaw and Rosecrans. Arrived down at midnight—Steamer Bowdoin, for Knappton. Sailed at 8 A. M.—Steamer Claremont, for Aberdeen. Sailed at 8:25 A. M.—Steamer Falcon, for San Francisco. Sailed at 10:15 A. M.—Norwegian steamer Elsa, for Manila. Sailed at 10 A. M.—Steamer Nome City, for San Francisco. Arrived down at 9:30 A. M.—Bark G. C. Tobey. Arrived at 11:30 A. M.—U. S. gunboat Yorktown. Sailed at 1:30 P. M.—Steamer Rainier, for San Francisco. Sailed at 1:15—Steamer Atlas, for San Francisco. Arrived down at 12:45, log raft, from Stella.

Coos Bay, June 19.—Arrived at 7 A. M.—Steamer Breakwater, from Portland.

Point Lobos, June 19.—Passed at 7 A. M.—Steamer Stanley Dollar, from San Pedro, for Portland.

San Francisco, June 19.—Sailed at 1 A. M.—Steamer Wellesly and steamer Saginaw, for Portland. Sailed at 11 A. M.—Schooner Virginia, for Portland. Sailed at 7 last night—Steamer Shoshone, for Portland.

San Francisco, June 19.—Arrived—Steamers State of California, from Eureka; Newburgh, from Grays Harbor; President, from Seattle; G. C. Lindauer, from Coos Bay. Sailed—Steamer Wellesley, from Astoria; schooner Virginia, for Astoria.

Tides at Astoria Monday.

High.	Low.
12:26 A. M....6.4 feet	6:07 A. M....0.2 foot
11:30 P. M....8.5 feet	5:52 P. M....3.8 feet

CLYDE EVANS IS HONORED

Lodge Man Elected to Office Both in Eastern Star and Royal Arch.

During the conventions of the Masonic Grand Lodge held in Portland last week a popular lodge man, Clyde Evans, was honored in two bodies. He was elected associate grand patron of the Eastern Star, and grand royal arch captain of the Grand Chapter of the Royal Arch. Following its usual custom, it is fair to presume that the Eastern Star Grand Lodge will next year elevate Mr. Evans to the position of grand patron.

Clyde Evans, Elected to Office in Two Branches of Masonic Order During Week of Grand Lodge.

Mr. Evans is a member of Rose City Chapter of the Eastern Star, which gave him a reception following the adjournment of the grand body. He is also a member of Washington Lodge, A. F. and A. M., secretary of Washington Chapter, R. A. M., a member of the Scottish Rite, the Knights Templars and the Shrine.

Mr. Evans was recently elected eminent commander of a new commandery of the Knights Templars which is to be instituted on the East Side, and which will begin its career with 80 members.

Another Quarter-Centennial.

FOREST GROVE, Or., June 19.—(To the Editor.)—Don't let the applegrowers of Oregon forget that the Oregon State Horticultural Society will celebrate its greater centennial at its annual meeting in Portland, next December. We shall have a list of premiums that should bring out the finest display of apples ever seen in the state.

The apples are in sight and if the growers exercise proper care of their orchards and fruit, we shall have an exhibit that will be a record-breaker. H. U. ATWELL.

New Southern Pacific First Mortgage, San Francisco, Terminal 4% Bonds

Twenty-five Million Dollars, Southern Pacific Company, San Francisco, Terminal First Mortgage Four Per Cent Bonds, due April 1, 1950, interest payable April 1st and October 1st. The entire issue outstanding (but not any part) subject to redemption by the company at one hundred and five per cent and accrued interest on April 1, 1915, or on any interest day thereafter. Coupon bonds in denominations of $1000, $500 and $100 each, with privilege of registration as to principal. Fully registered bonds interchangeable with coupon bonds. Principal and interest payable without deduction for any tax or taxes which the company may be required to pay thereon or to retain therefrom, under any present or future law of the United States, or of any state, territory, county, municipality or other taxing authority therein.

The undersigned will receive subscriptions for the above bonds at **ninety-three (93) per cent** and accrued interest to delivery.

The subscription will be closed at 3 o'clock P. M. on Friday, June 24, 1910, or earlier, the right being reserved to reject any applications and to award a smaller amount than applied for. The undersigned reserve the right to close the subscription at any time without notice.

A first payment of fifty dollars per thousand-dollar bond subscribed for must accompany all subscriptions. The balance of the amount due on bonds allotted upon subscriptions will be payable on July 7, 1910, at the office of the undersigned, against temporary certificates exchangeable for engraved bonds as soon as ready. If no allotment be made, the first payment will be repaid in full, and if only a portion of the amount applied for be allotted the balance of the first payment will be applied toward the amount due July 7, 1910. No interest will be allowed on such first payment. If any further balance remains such balance will be repaid. Failure to pay the second installment, when due, will render the previous payment liable to forfeiture.

For full information as to this issue of bonds, reference is made to the mortgage and to a letter from R. S. Lovett, Esq., President of the Southern Pacific Company, copies of which can be obtained from the undersigned. From said letter it appears that

FIRST: These bonds are secured by first mortgage on an important terminal railroad and indispensable terminal property in the City of San Francisco, California, believed to have a present value of fully Thirty Million Dollars, i. e., considerably more than the entire amount of the present issue of bonds.

SECOND: The property covered by this mortgage is used by every train of the Southern Pacific Company's system entering the City of San Francisco, that is, all local and transcontinental business except that ferried across San Francisco Bay.

THIRD: These bonds are the direct obligation of the Southern Pacific Company, whose system, owned and controlled, earned a surplus income over all charges, for the fiscal year ended June 30, 1909, amounting to Twenty-six Million Eight Hundred Seventy-nine Thousand Four Hundred Two ($26,879,402.00) Dollars.

FOURTH: An issue of these Bonds will also be made in Germany, England, Switzerland and Holland, and both principal and interest will be payable in German Marks, English Pounds, Swiss Francs and Dutch Guilders, thus insuring a wide international market.

FIFTH: These Bonds are a legal investment for savings banks and trustees in the State of California and are free from taxation in California under the laws of that state, or of any county, municipality or other taxing authority therein.

A simultaneous issue of these bonds is being made in Berlin by Direction der Disconto Gesellschaft, Berliner Handels Gesellschaft, and National Bank fur Deutschland, in Hamburg; by Messrs. M. M. Warburg & Co. and Norddeutsche Bank in Hamburg; in Frankfort O. M., by Direction der Disconto Gesellschaft; in London by Messrs. J. Henry Schroeder and Company, in Basle by Schweizerischer Bankverein; in Zurich by Eidgenoessische Bank, and Schweizerische Kreditanstalt, and in Amsterdam by Messrs. Hope and Co. An issue is also being made in New York by Messrs. Kuhn, Loeb and Company, and in Boston by Messrs. Kidder, Peabody and Co. Application will be made to list the bonds on the New York, Berlin, Hamburg, Frankfort, London, Basle, Zurich, Geneva and Amsterdam Stock Exchanges.

WELLS FARGO NEVADA NATIONAL BANK, SAN FRANCISCO, CAL.
ANGLO & LONDON-PARIS NATIONAL BANK, SAN FRANCISCO, CAL.
CANADIAN BANK OF COMMERCE, SAN FRANCISCO, CAL.
FARMERS & MERCHANTS NATIONAL BANK, LOS ANGELES, CAL.
UNITED STATES NATIONAL BANK, PORTLAND, OREGON.

FARMING IS SHOWN

Second O. R. & N. Demonstration Train to Start Today.

BETTER METHODS URGED

Canadian Field Peas Recommended as Rotation Crop, to Take Place of Summer Fallow Practice. Itinerary Is Given.

The O. R. & N. Co.'s second elaborate farming demonstration train to be operated this year will leave Pullman, Wash., this morning and give the first demonstration at Colfax later in the day.

The train operates only on the Washington division of the railway system. The company has the co-operation of the faculty of the State College at Pullman, and there for the last week or 10 days the college men have been at work installing the exhibits in the cars and arranging their paraphernalia.

The train is made up of eight cars, which include cars carrying livestock, farm implements and departments for instruction in advanced methods, dry farming, horticulture, dairying, general agricultural methods and farm mechanics.

This train will be electric lighted throughout the demonstration cars, which will be six in number, the other two cars comprising the living quarters of the college men and the railroad officials who will accompany the train.

Milking Machine Shown.

Included in the livestock will be a dairy cow, which will be milked by machine on a platform constructed on an adjacent flatcar. The milk obtained, it is planned, will be used later in the dairy car for demonstrating milk tests and cream separation.

Particular attention has been given to the exhibits for the department of dry farming. In Eastern Washington, as in Eastern Oregon, the policy of Summer-fallowing every other year is followed by farmers in general and the railroad company and college experts are endeavoring to induce the farmers to abandon this custom and use the lands in what are now idle years for some crop other than grain.

To show what can be done in conservation of moisture and replenishing of the elements of the soil, interesting exhibits that will be plain to all have been prepared.

Canadian field peas are a crop recommended for rotation in Eastern Washington with wheat. It restores exhausted elements to the soil and is an excellent forage crop. Realizing that a general cultivation of field peas instead of Summer-fallowing will result in larger grain crops in the alternate years and in more livestock, the O. R. & N. has obtained several tons of field pea seed, which will be distributed free to specially selected farmers in the territory covered. Peas will be given out at each stop to men who it is known will give them a fair and earnest test.

Special Invitations Issued.

Many thousand itineraries and special invitations have been sent out to farmers living near the towns that will be visited and it is expected that from 10,000 to 12,000 farmers will visit the train in the week that it will be on the road. In some places the people have arranged for special attractions. At one place, for example, the Fourth of July celebration will be held on the day the train visits that point. A feature of the celebration will be a farmers' picnic and the demonstration train is advertised as a special attraction. The men accompanying the train will join in the picnic lunch.

In all 22 points will be visited where demonstrations will be given as follows:

	Arrive.	Leave.
Monday, June 20—		
Colfax	9:30 A. M.	11:45 A. M.
Elberton	1:00 P. M.	3:00 P. M.
Garfield	3:30 P. M.	5:30 P. M.
Farmington	6:35 P. M.	8:30 P. M.
Tuesday, June 21—		
Rockford	9:00 A. M.	11:30 A. M.
Fairfield	12:45 A. M.	2:45 P. M.
Latah	3:15 A. M.	5:15 P. M.
Tekoa	6:30 A. M.	8:30 P. M.
Wednesday, June 22—		
Thornton	9:00 A. M.	11:00 A. M.
St. John	12:45 P. M.	2:45 P. M.
Winona	3:35 P. M.	5:30 P. M.
La Crosse	6:35 P. M.	8:35 P. M.
Thursday, June 23—		
Wallula	10:00 A. M.	11:55 A. M.
Touchet	12:45 P. M.	2:30 P. M.
Walla Walla	3:20 P. M.	5:30 P. M.
Prescott	7:00 P. M.	8:45 P. M.
Friday, June 24—		
Turner	9:05 A. M.	11:00 A. M.
Dayton	1:00 P. M.	3:00 P. M.
Huntsville	3:25 P. M.	5:20 P. M.
Waitsburg	6:30 P. M.	8:30 P. M.
Saturday, June 25—		
Starbuck	9:00 A. M.	11:00 A. M.
Pomeroy	1:15 P. M.	3:15 P. M.

The following is the list of experts from the college who will accompany the train: R. W. Thatcher, director; W. T. McDonald, animal husbandry; Leonard Hegnauer, agronomist; W. S. Thornber, horticulturist; A. L. Melander, entomologist; C. C. Thomas, soil physicist; R. C. Ashby, assistant superintendent farmers' institutes; H. W. Sparks, supervisor of demonstration farms; H. C. Wilcox, dairy inspector.

PLAYERS TO BE CHOSEN

George L. Baker Goes to San Francisco to Meet Other Managers.

George L. Baker, manager of the Baker Theater and the stock company bearing his name, left last night for San Francisco, where he will confer with Harry Bishop, Oliver Morosco and Frederick Belasco regarding the players to be signed for next season's stock companies.

This meeting has been called to select from a long list of applicants from all parts of the United States eligible players for positions in the several stock companies controlled by these four managers. Mr. Baker said last night that the list of applicants had even now reached into the hundreds several times over.

Among the 10,500 inmates of workhouses in Wales and Monmouthshire barely 100 are capable of doing a good day's work.

DARING FEAT INJURES

MADAME ZAZA, HURT IN SEATTLE, HERE FOR TREATMENT.

Woman, Over Whose Body Auto Passed in Show, Attempts Engagement Once Too Often.

Suffering intense agony, Madame Zaza, the woman who terrified and amazed circus visitors recently in Portland, as she permitted a seven-seated touring car to be driven over her prostrate body, has returned to Portland and today is occupying a bed at the New Grand Central Hotel. Every twitch and movement of her limbs brings a half-stifled groan.

It was in Seattle that Madame Zaza met injury. In Portland her chauffeur, Martin Morris, was discharged by the circus management, and a new man engaged. Zaza, who in real life is Mrs. J. H. Squires, of Seattle and San Francisco, says the new man did not know how to handle a car.

On June 2, while the show was exhibiting in Seattle, the new chauffeur drove the loaded car as usual round the track. As he approached for the second time at full speed, Zaza threw herself in front of the wheels.

Instead of passing completely over her body the wheels seemed to claw her, and the young woman was dragged with the car for several yards. Zaza says it was because the man applied the brakes as the car shot over her.

With characteristic pluck she jumped up and bowed out. She then promptly fainted.

Zaza says the circus management insisted she appear, although unfit. Her physician said it would be fatal, so she declined. They carried her for two weeks as far as Missoula, Mont., charging her $2 a day for board. Madame Zaza then broke her contract and came to Portland.

Madame Zaza will likely go to a hospital tomorrow for treatment, but she has her baby girl with her and is afraid that together they will not be permitted inside the doors and that worries her.

Mrs. Squires is a daughter of W. McCardell, of Tacoma, and is a niece of Patrick Henry McCardell, of New York. Her husband was at one time Police Court judge in Seattle, but is now in San Francisco. She is 28 years of age.

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Pavement has more stability, more real value than any other hard-surface pavement laid.

TRAVELERS' GUIDE.

San Francisco & Los Angeles DIRECT

North Pacific S. S. Co.'s S. S. Roanoke and S. S. Elder sail every Tuesday alternately at 8 P. M. Ticket office 132 Third St., near Alder.
H. YOUNG, Agt.
Phones—M 1314, A 1314.

COOS BAY LINE

5-DAY SERVICE.

Steamer Breakwater leaves Portland 9 A. M., June 8, 13, 18, 23, 28 and every five days from Ainsworth Dock, for North Bend, Marshfield and Coos Bay points. Freight received until 5 P. M. daily. Passenger fare, first-class, $10; second-class, $7, including berth and meals. Inquire City Ticket Office, 3d and Washington sts., or Ainsworth Dock. Main 268.

TRAVELERS' GUIDE.

HAMBURG-AMERICAN

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LONDON—PARIS—HAMBURG
10 A. M.
Bleucher .....June 29 | *Pres. Grant....July 13
Deutchland ...July 2 | *Cincinnati ....July 16
*Pres. Lincoln..July 6 | ‡Pennsylvania July 23
†Amerika .....July 9 | *Cleveland ...July 23
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S.S. MOLTKE .....July 12, 2 P. M.
SS. BATAVIA .....August 2
S.S. HAMBURG .....August 9
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160 Powell St., San Francisco, Cal.
and Local R. R. Agents in Portland.

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Fast Excursion Steamer
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Leaves daily except Wednesday, 8 A. M., for Hood River and way landings and return leave Hood River, 2:30 P. M.; arrive Portland 8 P. M.
SUNDAY EXCURSIONS.
Leaves 9 A. M.; returns, 5:30 P. M.
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Fare, One Dollar Round Trip.
Up-town Office, 60 5th St.
Phones Marshall 1979, A 1293.
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Phones Main 6819, A 2483.
Lowest Rates to Picnic Parties.
E. W. SPENCER, OWNER.

Columbia River, Portland and Astoria Route

Steamer Hassalo leaves Portland daily from Ash-street dock, except Sunday, at 8 P. M. (Saturday at 10 P. M.); returning, leaves Astoria daily, except Sunday, at 7 A. M. Tickets interchangeable with steamer "Lurline," which leaves Astoria daily, except Sunday at 7 P. M.

SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY.
Only direct steamers and daylight sailings.
From Ainsworth dock, Portland, 9 A. M.:
S.S. Bear, June 25, July 9.
S.S. Beaver, July 2, 16, etc.
From Pier 40, San Francisco, 11 A. M.
S.S Beaver, June 25, July 9.
S.S. Bear, July 2, 16.
HARRY G. SMITH, C. T. A., 142 Third St. Main 402, A 1402.
J. W. RANSOM, Agent.
Ainsworth Dock. Main 268. A 1224

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