ENGINE HITS TRUCK; 7 CONVICTS HURT

36, Returning From Work in Flax Fields, Spilled and 3 Injured Seriously.

PRISONERS AID IN RESCUE

Mr. Minto, in Trailing Car, Hurries Men to Hospital and Those Not Bruised Come for Others. Nose of Engine Not Heard.

SALEM, Or., Aug. 6.—(Special.)—Seven convicts were injured, three seriously, when a Southern Pacific locomotive crashed into an automobile truckload of convicts here late today. The injured men were taken to the hospital at the penitentiary, and the attending physicians said late tonight that probably all would recover. Harry P. Minto, superintendent of the prison, who was in an automobile just behind the truck when it was struck, said the accident was unavoidable. The seriously injured are:

Ray Piper, committed from Linn County December 4, 1914, for larceny of gelding; sentence one to ten years; several ribs broken and internally injured.

Durice Polo, committed from Clackamas County January 16, 1914, for burglary; sentence three to ten years; several ribs broken and internally injured.

Fred B. Anderson, committed from Multnomah County May 22, 1915, for burglary; sentence three to ten years; several ribs broken and probably internally injured.

Injuries of Others Are Bruises.

Others injured:

Joseph Alvode, committed from Wasco County February 18, 1913, for burglary, sentence two to five years; bruised and cut.

Frank Johnson, committed from Umatilla County October 1, 1913, for larceny of a horse, sentence one to ten years; bruised and cut.

Harry Morgan, committed from Coos County May 17, 1914, for robbery, sentence three to 15 years; bruised and cut.

J. H. Morrissey, committed from Union County February 21, 1913, for larceny from a dwelling, sentence one to seven years; bruised and cut.

The truck contained 36 convicts, the driver, Ralph Scharf, and a guard, Samuel Burkhart. Other guards were with Mr. Minto in the trailing automobile.

Engine Stops Over Men.

The men had been pulling flax on the farm of C. C. Russell, 10 miles north of Salem. The truck came into Salem on Capital street, and as it reached Union street, the locomotive, going eastward, collided with it. Scharf said he did not hear the whistle of the locomotive, and the engineer said he did not see the automobile until it was too late to avoid a collision.

Scharf turned his machine to the left and the locomotive struck the front part of it. It was turned around, but not overturned. The occupants were thrown and jumped in every direction. The men most seriously hurt were tossed under the locomotive, which was brought to a standstill almost immediately. But for that, many of the men would have been instantly killed.

Mr. Minto Hurries Hurt to Hospital.

Superintendent Minto hastened to the wrecked truck and assisted in taking the injured men from the locomotive. Those most seriously hurt were taken in his car to the Penitentiary Hospital, two trips being necessary. They were attended by Dr. R. D. Byrd, Dr. F. H. Thompson and Dr. C. E. Cashatt.

Piper, Polo and Anderson were unconscious when taken from under the locomotive, but recovered consciousness soon after being moved to the hospital. While all of them have several fractured ribs and are internally injured Drs. Thompson and Byrd said they had a good chance for recovery.

Although all the convicts on the truck either jumped or were thrown from it when the collision occurred not a man tried to escape. Instead the convicts aided the guards and engineer and fireman in extricating the injured men. Mr. Minto said the prisoners did fine service in helping those that were injured, and praised them highly.

Accident Called Unavoidable.

"I hardly see how the accident could have been avoided," said the superintendent of the prison. "I heard the locomotive whistle, but the driver of the truck could not hear it because of the noise made by his engine. When he saw the engine it was too late to avoid a collision. He did the best he could by swerving his machine to the left. The locomotive, slowing down, hit the front part of the truck and turned it almost around. All the men jumped or were thrown from the truck. Some fell under the locomotive, and others jumped clear of it.

"I realized that the accident was serious and the guards and myself hurried to get the injured from under the engine. The other convicts helped us. More than seven were hurt, but the others injured sustained minor cuts and bruises. The physicians say that all the men will recover. No arms or legs were lost and the most serious injuries are of an internal nature."

GRAIN FIRE DUE TO SMOKER

Cigarette Stub Causes Loss of 175 Sacks Near Walla Walla.

WALLA WALLA, Wash., Aug. 6.—(Special.)—Carelessness of a wheat hauler in dropping a lighted cigarette stub in a newly-cut grain field caused O. L. Shelton the loss of 175 sacks of wheat in the field. The fire threatened 700 sacks of grain, but hard work on the part of the threshing crew saved three-fourths of the wheat.

One man was overcome in fighting the fire. The grain was insured.

Water Lien Increase Refused.

SALEM, Or., Aug. 6.—(Special.)—D. F. Deal, of Philadelphia, representing the Northwest Townsite Company, which has an irrigation project near Paisley, Lake County, today asked the State Desert Land Board for permission to increase the liens of the company from $46 to $48 an acre. The Board declined to consider the suggestion until the company had secured its water rights. The project embraces 12,600 acres, 3500 of which have been sold to settlers.

Deficit Confronts Argentina.

BUENOS AIRES, Aug. 6.—The government today placed before the chamber of deputies the budget for 1916, which shows expenditures of $341,000,000 and receipts estimated at $301,000,000.

EMINENT SON-IN-LAW OF THE LATE J. PIERPONT MORGAN AND HIS WIFE WHO WERE IN PORTLAND YESTERDAY.

HERBERT L. SATTERLEE AND MRS. SATTERLEE.

ROUNDUP PRIZES SET

Programme of Competitive Events Announced.

AWARDS TO TOTAL $7000

Cowgirls' and Cowboys' Relays as Well as Bucking Contests Again Will Be Features—Greatest Show Ever Is Planned.

PENDLETON, Or., Aug. 6.—(Special.)—Preparing for one of the biggest roundups ever held, although the 1914 show was considered the climax in point of numbers and prominence of the contestants, the official programme and premium list has just been completed. The total cash purses amount to nearly $7000. Besides this, there is the long list of trophies and other prizes.

The chief events, as always, will be the cowgirls' relay, the cowboys' relay and the bucking contests. In the cowboys' relay the purse has been raised to $700 cash, and in the cowgirls' relay $600 cash and a silver-mounted saddle to the winner.

Both these events are going to be hard-fought contests, with some of the best riders and strings in the Northwest competing. Bertha Blancett, Mayme Saunders, Ruth Parton and other well-known riders will be in the girls' relay, while there will be Sleepy Armstrong, Fred Spain, Bob Anderson and Allen Drumheller in the boys' race.

In the bucking contests the purses have been left the same as last year, as both these events carry championship titles and the famous Roundup saddles. The programme of the competitive events, together with the purses and conditions, follow:

Pony Race to Be Held.

Cowboys' pony race—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: Half-mile race. Cowboy saddles to weigh not less than 25 pounds. Riders to ride with chaps and sombreros. Winning horse eliminated each day.

Squaw race—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: One-half mile race for Indian ponies and ridden only by full-blooded Indians camped on the grounds. Winning horse eliminated each day.

Cowgirls' standing race—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: One-half mile race. Each contestant to have two horses, allowing one assistant, to start at gong and rise within 50 yards.

Cowboys' relay race—Purse $700 and trophies. First, $400; second, $200; third, $100. Conditions: A three-day race, two miles each day. Each rider to have four horses in charge of two assistants, one to hold and one to catch. Rider to saddle, unsaddle, mount and dismount unassisted. Change horses each half mile. Same horses to be used each day barring accidents. Riders to ride with chaps and sombrero. Saddles to weigh not less than 25 pounds. No cinches barred. Best time for three days wins. In case of lost horses, jumping the fences and all other unforeseen contingencies the decision of the judges to govern absolutely.

All Discussions to Lie With Judges.

Steer bulldogging—Purse $175. First, $100; second, $50; third, $25. Conditions: Steer to be given 20 feet start. Bulldogger to furnish own horses and hazer. Contestant must throw steer with bare hands and not touch teeth to lips until steer is down. Steer must be thrown flat on ground on his side. Any contestant Hooliganing steer will be disqualified and all questions as to cleanness of throw and fall will be left entirely to the judges whose decision shall be final. When thrown steer must be held by lip and hands released. Time limit two minutes. Best time for three days wins.

Cowboys' standing race—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: Same as cowgirls' standing race.

Cowgirls' bucking contest—Purse $250 and trophies. First, $125; second, $75; third, $50. Conditions: Contestant to ride each day. Horses to be furnished by the management and riders to draw for mounts. All contestants to ride any horse and as often as judges may deem necessary to determine the winner. Riding to be done with plain halter and split reins. Rider may have the privilege of using helps. No saddle fork more than 15¼ inches wide to be used.

Indian pony relay race—Purse $200. First, $150; second, $90; third, $60. Conditions: A three-day race for Indian ponies to be ridden by full-blooded Indians camping on the grounds. One mile each day. Each rider to have four horses in charge of four assistants. Rider to ride bareback and change horses each quarter of a mile. Same horses to be used each day barring accidents. Best time for three days wins.

Steer Roping Prizes Offered.

Indian pony race—Purse $1.50, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: Same as Indian squaw race.

Steer roping contest—Purse $600 cash and trophies. First, $400; second, $150; third, $50. Conditions: Rope and hog-tie, three feet crossed. Steer to have 20 feet start of roper. To be roped, thrown and hog-tied within two minutes or contestant to withdraw at signal from judges. Best total time wins.

Maverick race—Purse $10 each, and 40-foot ½-inch lariat, presented by Portland Cordage Company, of Portland, Or. Conditions: Wild steer to be given 100 feet start. Contestants to start at signal. First man getting rope on steer's horns and holding wins.

Chariot race—Purse $200. First, $125; second, $75. Conditions: A three-day race, one-half mile each day. Contestants to furnish own chariots and drive four horses. To dress with chaps and sombreros. Best time for three days wins.

Cowgirls' pony race—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: Half-mile race. Contestants to ride with cowboy saddles to weigh not less than 25 pounds. No contestant permitted on track wearing a jockey cap. Winning horse eliminated each day.

Stagecoach race—Purse $200. First, $150; second, $50. Conditions: Coaches will be furnished by the management. Each contestant allowed as many assistants as desired. Best time for three days wins.

Each Rider to Have Two Ponies.

Pony express race—Purse $200 and trophies. First, $125 and silver-mounted bit, presented by M. Morales, bit and spur-maker, of Portland, Or.; second, $50; third, $25. Conditions: A three-day race, one mile each day. Each rider to have two ponies in charge of two assistants. First pony to go first and third quarters; second pony to go second and fourth quarters. Riders must mount "pony express" and horses must not be turned loose on track. Saddles to weigh not less than 25 pounds. Same horses to be used each day, barring accidents. Best time for three days wins.

Cowgirls' relay race—Purse $600 and silver-mounted saddle. First, $300 and silver-mounted saddle; second, $200; third, $100. Conditions: Same as cowboys' relay race, except the horses are to be saddled when brought on the track.

Indian race (thoroughbreds)—Purse $150, to be divided $50 each day. First, $25; second, $15; third, $10. Conditions: One-half-mile race for Indian thoroughbreds and ridden by full-blooded Indians, camping on the grounds. Winning horse eliminated each day.

Cowboys' bucking contest—Purse $750 and trophies. First, $500 cash and saddle; second, $150; third, $100. Conditions: Riders for each day to be determined by lot. Horses to be furnished by management and riders to draw for mounts. Not less than six riders to be chosen for the first two days' riding to ride in semi-finals on third day. Each contestant to ride any horse as often as judges deem necessary to determine winner. Riding to be done with plain halter, one end of rope free, with chaps, spurs and sombrero and no quirts; all riding slick, no saddle fork over 15¼ inches wide. Drawing for mounts Wednesday evening, September 22, at 7:30.

Tug-of-War Rules Fixed.

Tug of war—Purse $24 each day. First, $24. Conditions: Four cowboys to the team, to start facing center at sound of gong. At end of one minute the team having center of the rope on their side wins.

Quick-change race—Purse $25 each day. First, $15; second, $10. Conditions: Start mounted, chaps on ground. Run 100 yards and remove saddle. Return to starting point and put on chaps. Run 100 yards to saddle and put on saddle. Run to finish line at starting point. No rubber cinches allowed. Saddle must be cinched at start and finish and chaps must be on and properly buckled.

Wild horse race—Purse $50 each day and jackpot; $2.50 will be paid by each rider entering, which will go to the jackpot. First, $25 and 50 per cent of jackpot; second, $15 and 30 per cent of jackpot; third, $10 and 20 per cent of jackpot. Conditions: The Roundup will furnish unbroken range horses, and riders will take mounts as delivered in front of grand stand. Each rider to saddle and ride his mount once around the track, with halter only. Each rider allowed one assistant to help saddle, but he must not lend any other assistance whatever or rider will be disqualified. Each rider to return horse to corral after the race. Riders will be scored in order of finishing.

HIGHWAY DAY IS AWAITED

Clatskanie Prepares to Entertain Great Excursion Crowd.

CLATSKANIE, Or., Aug. 6.—(Special.)—The Clatskanie Development League of this city, upon receipt of advice from Portland of the excursion to open the Columbia Highway August 12, immediately started preparations for the entertainment of the 2000 hungry tourists they expect to pass through the city on that day.

A stop of 30 minutes has been promised to look over the exhibits which are to be displayed and enjoy the hospitality of this growing community.

Clatskanie was one of the first towns along the route to move for the building of the Columbia Highway, and its citizens appreciate the recognition they are receiving from the official party.

NEW BEACH TO BE OPENED

Eugene Excursion to Heceta in Lane County Will Be Held Tomorrow.

EUGENE, Or., Aug. 6.—(Special.)—The formal opening of Heceta beach, in Lane County, will be held Sunday with an excursion of 1000 persons from Eugene. It will also mark the entrance of the first steel excursion train on the lower Siuslaw.

The new Willamette Pacific Railroad was completed this week to Cushman, a new townsite at the most western point of the new Coos Bay railroad, and Mapleton, at the head of tidewater, is no longer the terminus of the railroad.

Siuslaw people are planning to greet the excursionists with a barbecue.

Confession of Robberies Alleged.

NORTH YAKIMA, Wash., Aug. 6.—(Special.)—Dale Roxburgle, who says he is from Seattle, today is alleged to have confessed to a number of recent highway robberies in this city. Six women returning from a lodge meeting were victims of one holdup. Roxburgle has been here two months. A companion has fled.

SEAMEN'S BILL HELD TO BE VITAL ISSUE

Next Presidential Campaign Will Hinge Upon It, Says Herbert L. Satterlee.

FINANCIER VISITOR HERE

War Danger to This Country Held to Be Greater After European Conflict Ends Than While It Is Still in Progress.

"It is my sincere belief that the issue upon which President Wilson will be re-elected or defeated will be the position he takes with reference to the La Follette seaman's bill." This is the statement of Herbert Satterlee, eminent attorney and financier of New York City, and son-in-law of the late J. Pierpont Morgan.

Mr. Satterlee, accompanied by his wife and their two daughters, was in Portland yesterday on his way East. They have been on the Coast for pleasure alone and arrived yesterday from California.

"We are essentially an agricultural people," continued Mr. Satterlee, "and many of our products cannot be shipped with security unless a merchant marine be developed. Capital designated for the development of an American merchant marine has been tied with the passage of the seaman's bill. La Follette caused our chances for development in that line to be impaired when he introduced the bill into Congress, and President Wilson killed them when he signed it. And the shipping of our goods to foreign markets, especially at this time, is of vital importance. The sooner the people of the United States demand a repeal of the La Follette bill the better it will be for the entire country. And the men of Congress will not see the necessity of its repeal until the people make them see it.

"The best way of explaining the situation in which the United States is placed with the lack of a merchant marine is with the use of a simile. Supposing the biggest department store in your town depends on transfer companies to do the delivering of its sold merchandise. Then supposing that the transfer men who are bidding for the delivery work start to fight among themselves. The result is that the department store is forgotten in the fight and left without means of getting its goods to the people. Uncle Sam is but a big business man and the United States is only a big business concern. The war has left us without means of transportation of domestic manufactures to the ports of the world, and the seaman's bill has killed the possibility of a merchant marine being developed.

Repeal Campaign Under Way.

"A campaign has been started in the East by the Chambers of Commerce for calling a special session with a view to having the LaFollette bill repealed and I hope the same condition exists in the West."

When asked to give his opinion as to the stand that the labor councils have taken in their commendation of the seaman's bill Mr. Satterlee said:

"The laborer works during the week for the pay-check that he is to receive at its close, and the farmer does his harvesting and forgets about his crop when he has received the bill of lading or the receipt for the storage of his grain. What becomes of the manufactured article or the farm products neither the laborer nor the farmer cares about after it has left his hands. But Uncle Sam has to make the delivery of the manufactured articles and the grain to ports of the world, and so it should be his concern and not the concern of labor whether the United States should have a merchant marine."

The question of the war was broached. "Of course war with Germany or with England is a possibility, but I think that the only way in which the United States would be involved would come after the European trouble was settled. The countries that are now fighting will, after peace is declared, be terribly burdened with debt. Their earning power will be decreased and their taxes will be immensely increased. Where will the money come from? It will have to come from nations that are not now involved. China and the United States will be the most immediate sources, and China and the United States are both rich and powerless. So what will be the result? Determine it for yourself.

Country Is Unprepared.

"We are totally unprepared for war. We have a gallant army but it is small. We have an efficient body of naval officers, but our Navy is totally inadequate. And you can't make seamen and gunners in a little while. We have not one battle cruiser in the entire United States Navy that could have escaped from the German fighting vessels in the naval battle that occurred off the coast of Chile. And we have not one vessel that could kept up with the British cruisers in their chase of the German fighters in the North Sea. We are absolutely powerless to withstand the modern methods of fighting.

"The Government lately appropriated $1,000,000 for the maintenance of an aviation corps. The Government officials have seen the absolute need of such a step, for it is just about as modern for the United States to fight without an aviation corps as it would be for you or me to go without electric lights."

Although Mr. Satterlee is a strong advocate of preparedness he said it was impossible to build up a militaristic Nation in the United States.

"Militarism," said Mr. Satterlee, "is a relic of feudalism and is impossible in this country." He said he is thoroughly in sympathy with the movements of the National Security League and that the organization should receive the support of all true Americans, as it was a step in the right direction.

"In the East," declared Mr. Satterlee, "the sentiment at first was peace and preparedness, but it has changed to preparedness and peace. And that is the proper order, for peace is only insured through preparedness. After a while instead of preparedness and peace the cry will be just preparedness."

Financial Condition Sound.

Mr. Satterlee said that the financial condition of the East was absoluteiy sound, and that business conditions looked much more hopeful than they did a year ago. "There is a disposition to let the railroads transact their business uninterrupted by the Government authorities," he said.

Mr. Satterlee has served the Government in a number of official capacities. After being graduated from Columbia University he became active in the establishment of the New York Naval Militia. He was a member of the military staff of Governor Levi P. Morton and was later given the naval rank of captain in the staff of Governor Frank S. Black. During the Spanish-American war Mr. Satterlee was commissioned a lieutenant in the regular Navy and detailed as chief of staff to Captain John R. Barrett, who was in command of the 49 vessels of the auxiliary naval service. He retired to civil life at the close of the Spanish-American war, but he was appointed Assistant Secretary of the Navy upon the election in 1908 of Mr. Newberry to the Secretaryship, when Mr. Newberry succeeded Mr. Metcalf, resigned.

MINISTER'S CLAIM IS UP

Demand of Tennis ex-Champion Referred to Mr. Baker.

The claim of Rev. L. K. Richardson for $50 damages sustained as the result of spraining his left ankle while playing tennis on the Sellwood Park court was referred to Commissioner Baker, of the department of public affairs, yesterday.

Rev. Mr. Richardson says that he was instructing in tennis at the request of the park directors at the time of the accident and that he stepped in a hole, thus causing the sprain. He declares that the accident caused him to lose the state tennis championship because of being unable to successfully defend it.

Ferdinand Sulzberger Dead.

LONDON, Aug. 6.—Ferdinand Sulzberger, the New York meat packer, died today in a sanitarium at Constance, Germany, according to the Amsterdam correspondent of the Exchange Telegraph Company.

JENNING'S SATURDAY SPECIAL!

EIGHT CUP NEW SILVER FINISH

WELDED SPOUT

No Phone Orders
None C. O. D.
No Deliveries

Basement Salesroom Main Store

Henry Jenning & Sons

FIFTH AND WASHINGTON

10

THAT'S the price, fellows, on a special lot of young men's nobby suits, right out of regular stock—every one new, stylish and just the weight for comfort.

Drop in and see them—they're notable examples of cleverness in design and in tailoring. Your Choice—$10.

—Second Floor

Ben Selling

Morrison at Fourth

Boys' Globe Union Suits in fine cotton—in blue, flesh, and white. Regular 75c and $1.00 grades; special to close 59c

Extra Special
Children's $1.00 and $1.50 Straw Hats
25c

GIRL WINS BY DEFAULT

BROWNSVILLE MAN DECLINES TO CONTEST FIANCEE'S SUIT.

Correspondence Suitor Says That $10,000 Breach of Promise Judgment Will Be Worthless.

ALBANY, Or., Aug. 6.—(Special.)—"I have no money or no property of any kind."

This is the statement of Arthur William McDaniel, of Brownsville, Or., and explains why he has filed no defense to the $10,000 breach of promise case brought against him in the State Circuit Court, of this county, by Miss A. O. Hill, of Dayton, Ohio.

The case is unusual for the reason that it is based entirely upon a proposal and acceptance by mail, and the plaintiff and defendant have never seen each other. It is made more unique by the fact that McDaniel is going to permit the plaintiff to take judgment by default.

In addition to the statement quoted above, McDaniel explains that all of the money he receives is by working by the day, and that he is not able to work all of the time, as he is a man of poor health. He says a judgment against him would be worthless.

Miss Hill alleges in her complaint that on January 8 last, McDaniel wrote to her proposing marriage. It appears he had secured her name through an advertisement in a marriage bureau and that there had been some correspondence prior to that date. She alleges that she answered him on January 17 and accepted. In later correspondence, the complaint recites, McDaniel said he would arrive in Dayton, Ohio, about February 16 and fixed that date for the ceremony. She alleges further that about February 10 McDaniel wrote saying he could not come and called off the engagement.

The plaintiff alleges that she had also made plans for the wedding, and had gone to considerable trouble and expense in the preparation. The complaint states further that she had informed some of her friends of the approaching nuptials and that when McDaniel declined to appear for the ceremony she suffered great humiliation.

McDaniel made no answer to her complaint within the time fixed by law and her attorney has filed a motion for default. No judgment has been entered yet in the court here, but McDaniel has indicated that so far as he is concerned, there will be no objection to her taking a judgment for the $10,000 damages claimed.

Gold Arrives From Japan.

SEATTLE, Wash., Aug. 6.—Seven hundred and fifty thousand dollars of gold bullion, packed in 30 cases, arrive from Japan on the steamship Yokohama Maru today. She brought also silk valued at $1,500,000, and 3130 slabs of copper. Nearly all the cargo will be shipped to New York.

Most Scenic Trip in Oregon

Through Primitive Forests.
Beside Dashing Trout Streams.
Across Rugged Mountains,
Then the Old, Old Ocean.
Every Mile a Changing Picture.
Every Moment Full of Delight.

$3.00 TO THE OCEAN AND BACK

Over the Week-End

Tillamook Seashore Resorts

Only Five Hours From Portland.

TWO TRAINS DAILY

Tillamook Passenger.....Lv. Portland 7:45 A. M.
Seashore Special.....Lv. Portland 1:40 P. M.
Parlor Observation Car, With Buffet Lunch, on the "Seashore Special."

ROUND-TRIP FARES FROM PORTLAND TO GARIBALDI BEACH RESORTS.

Season Tickets on Sale Daily.....$4.00
Week - End — Saturday - Monday....$3.00
Corresponding Low Fares to Other Resorts.

Fishing on the Salmonberry.
$3.00 Round Trip.

On Sale Saturday and Sunday, for Return Monday.

Short Recreation Trips

Electric Loop Trip

Portland to McMinnville and return—100 miles on fast, new, all-steel electric cars through picturesque Willamette Valley. Only $1.60 round-trip week-ends. Thirty-day round trip, $2.30.

Lake Grove—Oswego Lake

Thirty minutes' ride from Portland on electric cars. A beautiful lake in the woods. A fine day's outing place for the family and the lunch basket—35 cents round trip.

Willamette Valley Trips

The Willamette Valley is one of the most famous, most fertile and most scenic of the great valleys of the West. Low-priced week-end and daily round-trip tickets on sale to all Willamette Valley points.

Wilhoit Mineral Springs

Three hours from Portland—delightful pleasure and health resort in the heart of the forest—$3 round trip.

Newport, Yaquina Bay

An ideal seashore resort, with ample hotel, boarding-house, cottage and camp accommodations beautifully situated on bay and ocean. Round-trip tickets, good for season.....$6.25
Week - end — over Saturday - Monday....$4.00

Through tourist sleeping-car service between Portland and Newport every Saturday morning (at 1:30 A. M.) from Portland; every Sunday evening from Newport.

Our descriptive literature may help you to see this great state. Call at City Ticket Office, 80 Sixth St., Cor. Oak, Union Depot or East Morrison St., for full information, tickets, reservations, etc.

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