EN-ROUTE LIST IS SMALL

BUT FEW VESSELS TO REPLACE THOSE NOW LEAVING.

Lurober Rates Are Advancing-Fog Delays Shipping on the River -Marine Notes.

The German ship Nereus is in the stream with her cargo aboard, and will probably clear tomorrow. She carries 102,907 bushels of wheat, valued at \$5,000, shipped by the Portland Flouring Mills Company. The next ship on the list to finish will be the Haddon Hall, the pioneer in the Japan trade. She will finish tomorrow. igain trade. She will finish tomorrow, and will probably clear Tuesday. This will leave but eight vessels to begin the month of February with, and, so far as known, there are but two others that will reach here before the end of February. These are the Guif Stream, from Honolulu, and the Donna Francisco, from Rio de Juneiro. Both of these vessels are fully Janeiro. Both of these vessess are any due. The en-route list has now shrunk to an even two dozen vessels, the only addition made for the past week being the British bark Sameritan, which comes in baliast from Shanghai. The freight situation in San Francisco is apparently with the morth, and the much the same as in the north, and the ommercial News sizes it up as follows: "The only weak point in the freight sit-

untion is the inertia of the foreign grain market, which does not permit free exse abundant material to go forward, and but a limited supply of tonnage, but, notwithstanding this exporters are slow to operate, due to the difficulty in marketing cargoes on the other side at profit-"Lumber freights have advanced for

Australia during the past month, and rates at the close, for different voyages, Paget sound loading all show firmness.

"For prompt loading rates are as follows: Sydney, 48s 94051s 3d; Melbourne or Adelaide, 58s 34057s 5d; Port Piris, 53s 94051s; Freemantle, 68s 34057s 5d; Geraldton, 57s 54058s 9d; West coast, 57s 6d; Ober Pirisesson arms 57s 5d; 60s; Pisagua range and Caliso range, 58s 56@61s 3d; Buenos Ayres, 67s 66@70s; Shanghal, 58s 96@60s; Kiao Chow, 60s@61s 3d; Japan, 5586568 3d; Port Arthur, 6586 668 3d; Tien-Tsin, 6886568 6d; New Chwang, 668 3d6678 6d; Vindivostock, 5586 56s 3d; South Africa, 72s 6d@75s; United Kingdom, 80s@82s 6d."

DELAYED BY FOG.

Miver Steamers and Ships Are Unable to Make Time.

Steamboatmen have been having considerable trouble with the heavy fog on the river for the past three days. Yester-day morning was about the worst of the season, and several collisions on the river were narrowly averted. The steamer Balley Gatzert reached Portland at 10 o'clock, having been in the fog since mid night. She ran aground at Caples land-ing, a few miles below St. Helens, and bung there for three hours before the Ocklahama and Sarah Dixon succeeded in getting her back into the channel. As soon as she struck, Captain Crang dispatched a small boat for St. Helens, for assistance, expecting to telegraph from that point for Portland. Fortunately the stsamer Ocklahama, which was on the way down the river with the big ship Magdulene, was also hung up in the fog with her tow, and as the ship was at anchor, she went to the Gatzert's assist-

The Gaizert was so hard aground that the Ocklahama could not move her, but soon after she commenced pulling the Sarah Dixon came along, and the two steamers, with the ald of the Gatzert's wheel, succeeded in moving her, and she came on to Portland. The steamer Em-ma Hayward, which was coming up the river with the St. Enoch in tow, was obliged to anchor at Oak Point, and was so late getting under way that she did not get past St. Helens until 4 o'clock yesterday afternoon.

A HEAVY BLOW,

Gale on the Atlantic Coast Delays Shipping.

NEW YORK, Jan. 17.-As a result of the great blow last night, there was but on arrival at quarantine this morning. This was the British steamer Dean, which is chartered by the Dutch West Indies line. Captain Hamilton, the master of the Dean, says that the wind along the coast exceeded in velocity anything in his experience on the ocean for 20 years. The wind at midnight had a velocity of 75 miles an hour at the Hook, and between 2 and 4 o'clock its speed was measured

None of the regular liners was sighted today, although the American lin Louis, from Southampton last Saturday, and the North German Lloyd steamer Aller, from Bremen a week ago inst Thursday, were expected to arrive at an early hour. The two Glasgow liners, the State of Nebruska, of the Allan State line, and the Ethiopia, of the Anchor line, are making long passages. The State of Nebraska is now I? days out from the Civde. The Ethlopia left Glasgow the day after the Nebraska.

WORK FOR STEAMSHIPS.

Hauling Steel Rails for All Parts of the World,

Another large order for steel rails for he Victoria railroad, of Australia, has been awarded to the Maryland Steel Com-pany, says an Eastern exchange, and other orders will follow until about 200,000 tons of rails have been supplied by the big works at Sparrows Point, Md. Shipments of nearly 50,000 tons of rails have already seen made to Australia, and the steamship Monmouth, which sailed a few days ago, carried about 6000 tons. A new line of export for Maryland-made rails has been opened to Japan. The British steamship Howick Hell is now on her way to Yohama with 3000 tons of Maryland rails, and the British steamship Ettrickdale is now on her way to the Point, from Alexandria, Egypt, to load a similar cargo for Kobe, Japan. Shipments of rails for the Eastern China & Trans-Siberia railway are being made at short intervals to Port Arthur, China, and Vladivostock, Russian

Tides at Astoria. (Week ending January 27.)

DAY.	A. W	Height	Р. М	Height
High water— Monday Tuesday Wednesday Thutsday Friday Saturday Sunday Low water—	1:21	7.7 8.1 8.4 8.6	11:15 12:07 12:56 1:43 -2:31 5:22 4:07	8.7
Monday Tuesday Wednesday Thursday Thursday Friday Saturday Sunday	7;59 8:43 9:23		7:02 7:42 8:20	-0.6 -0.8 0.2 0.7

Another Kosmos Liner. SAN DIEGO, Cal., Jan. 27.-The Kos

mos line steamer Volumnia, from Ham-burg, South American and Mexican ports, arrived here. She brings 3000 packages of freight, mostly coffee, for transit from n Diego. She will proceed to San Fran-

thip Out of Quarantine.

ASTORIA, Or., Jan. 27.-The British bark County of Merioneth was released from quarantine at 5 o'clock this evening, after she had been fumigated for 24 hours.

is no reason to believe that there is a germ of the bubonic plague now on board, if there ever was.

Marine Notes. The lighthouse-tender Manzanita arrived up from Astoria last evening, and will undergo extensive repairs before again going into active service.

The steamer Monmouthshire moved up from the flour mills yesterday, and was at Albina dock, taking aboard cargo. She will complete her outward cargo at Alnsworth dock tomorrow.

The condition of the lightship at the mouth of the river remains much the same as when she first struck. The vessel is comparatively uninjured, but there has been too much of a swell on for the past week to admit of any active efforts to

Domestic and Foreign Ports.

THE FINANCIAL REVIEW

WAR RUMORS AND INCIDENTS WERE PROMINENT FACTORS.

The Weekly Bank Statement-London Amused But Not Frightened by the Berlin War Rumor.

NEW YORK, Jan. 27,-The stock market was narrow and professional today, but reflected some slightly increased interest, and prices showed some response to news developments. Quite an active speculation developed in Third Avenue, which was feverish at a level extending to 6% points below last night. Rumors were rife touching the plans for financing the ASTORIA, Or., Jan. 27.—Arrived down—
United States steamer Perry. Left up—
tife touching the plans for financing the
tife touching the plans for financing the
finating debt of this company, and denials
Steamer Manzanita. Salled—British ship
Craigmore and German ship Alsterkamp,
for Queenstown or Falmouth for orders.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Salled	Name.	Flag and rig.	Master.	Tons	From.	Days out	Consignees.
Nov. 18 Nov. 3 Jan. 9 Dec. 20 Jan. 12 Jan. 11 Jan. 3 O	William Law Wendur Donna Francesca Forthbank Gulf Stream Conway Castle Lizzle Bell Allegiance Herwickshire Fifeshire Lleomene Najade Penthesilea Linithgowshire	Fr. bark Br. ship Br. ship Br. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. ship	Rionald Hunter Abbott Nicoll Simon Paterson Kerbyson Evans Whelan Evans Blance Caddell Davies Hasselman Manson Anderson Barrett Decent Batticich Davies Meredith McBride Dexter	1543 1631 1886 2163 1232 1372 1036 1180 901 1281 1670 1683 1257 1683 1271 1759 1753 1763 1763 1765 1765	Nantes Antwerp Singapore Calcutta Rio Janeiro Honolulu Honolulu Liverpool Nagasaki Newcasile Antwerp Acapulco Nagasaki London Antwerp Hamburg Honolulu Sta. Rosalia Acapulco Sta. Rosalia Sta. Rosalia	886 119 389 116 117 225	T., Y. & Co. A. Berg. P. F. M. Co.
			Totals.				
Calcutta	own	Newcasi Rio de J	aneiro	216	Acaptico 3 London . 6 Hamburg		

 4218
 Snanghai
 901

 1760
 Newcastle
 901

 1886
 Rio de Janeiro
 2182

 6119
 Liverpool
 1036

 2169
 Nagasaki
 2857

GRAIN TONNAGE IN THE RIVER.											
Arrived.	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.				
Dec. Dec. Dec. Dec. Jan. Jan. Jan. Jan. Jan. Jan. Jan. Jan	2 Clackman'shire 12 St. Enoch 17 Magdalene 19 C'mbr'n Warrior 19 Margretha 2 Jules Verne 2 Louis Pasteur 2 Aidebaran 4 Nereus 12 Haddon Hall 15 Colony 16 Colony 16 Chile 25 Belmont 26 C'niy Merloneth	Br. ship Br. ship Ger. ship Fr. bark Ger. ship Fr. bark Ger. ship Ger. ship Br. bark Am. ship Ger. ship Ger. ship Br. ship Ger. ship Br. bark Br. bark	Thompson Henderson Susewind Roberts Rasch Haumont Tastevin Bruno Schulte Pritchard Ferhald Hughes Spille Ladd Carse	1852 2732 1283 2004 1240 1471 1836 1759 1332 1899 1958 2054 1415	Moji Panama Shanghal Taltal Antwerp St. Nazaire Limerick Panama Kiao Chou Panama Shanghai Taltal Yokohama Hong Kong Honolulu	K., G. & Co. B., G. & Co. B., G. & Co. Eppinger M., W. & C. Port. G. Co. Girven & E. B., G. & Co. McNear Eppinger P. F. M. Co. Girven & E. Port. G. Co. K., G. & Co.	Oceanic Astoria Stream Col. No. Col. No. Astoria Astoria Stream Irving Weldler's Elevator Greenw. Astoria				

Total tonnage in the 1898, 26,181 tons. In 1897	river, 24,3 , 17,714.	48 tons. Sa	me time in 1899,	34,85L Same time in
Jan. 4 Nereus Jan. 12 Haddon Hall Jan. 15 C. S. Bement Jan. 16 Colony Jan. 18 Chile Jan. 25 Belmont Jan. 25 C nty Merioneth		Pritchard Fernald Hughes Spille Ladd Carse	1415 Hong Kong 1411 Honolulu	F. F. M. Co. Stream McNear Irving Eppinger Weldler's P. F. M. Co Elevator Girven & E. Greenw. Port. G. Co. Astoria K., G. & Co. Astoria

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.										
Sailed	Name.	Flag and rig.	Master.	Tonal	From.	Days out	Consignees.			
Oct. 29 Nov. 15 Nov. 15 Oct. 30 Nov. 15 Dec. 7	Kinfauns Inverciyde Achnasule Elginshire Battle Abbey Mount Stuart May Fiint Englehorn Glenogil Arethusa Rhuddlan Castle Brodick Castle Brodick Castle Shandon Imberhorne Nixe Peru	Br. bark Br. ship Br. bark Br. ship Br. ship	Crighton May Pasiful Hannah McGhie Olsen Banfield Lovitt Stevenson Meyer Roberts Olson Beard Lever Lange Ohling	1516 2334 2008 1465 1158 3288 3288 2374 2193 1703 1993 1745 1397 1967	Honoiuiu Hamburg Liverpool Liverpool London Hong Kong Shanghai London Hamburg Cardiff Hong Kong Cardiff Liverpool Cheefoo Yokohama	101 74 74	B. G. & Co. R. P. Rithet R. P. Rithet M., W. & Co. M., W. & Co. R. P. Rithet			

- 100	al tonnage en :		NNAGE ON	PUC	ET SOUN	D,	
Arrived.	Name.	Flag and rig.	Master,	Tons	From.	Agents or Charterers.	Berth,
Dec. 27 Jan. 2 Jan. 23	Ravenscourt Stronsa Glendoon Angerona Colbert Trongate	Br. bark Br. ship Br. ship Br. ship Fr. bark Br bark	Scott Henning Morrison Williams Loreau Smith	1909 1824 1145 1248	Panama Antwerp San Diego Liverpool London Brisbane	P. F. M. Co B., G. & Co K., G. & Co McNear	Tacoma

Condition of the bar, at 5 P. M., moder- of activity and strength. The rather cheerate: wind, north: weather, clear, Seattle, Jan. 27,-Arrived-Steamer Miles,

from Singapore.

San Francisco, Jan. 27.-Arrived-Steam-Geo. W. Elder, from Portland; steamer Arcata, from Coos bay; steamer Queen, from Victoria. Salled-Schooners Mary Buhne and Eureka, for Gray's harbor; ship C. F. Sargent, for Seattle: steamer Charles Nelson, for Seattle, Hogulam-Salled January 25-Schooner John F. Miller, from Hogulam for San Francisco; schooner Rio Ray, from Aberdeen for San Francisco; schooner Twilight, from Aberdeen for San Francisco; schooner Ottlie Fjord, from Aberdeen for San Francisco; schooner Neptune, from Aberdeen for San Francisco; steamer Grace Dollar, from Hoquiam for San Francisco: tug Samson, towing barge Washtusena from Aberdeen for San Francisco. Salled January 26 Schooner Repeat, from Hoquiam for San Franc'sco; schooner C. B. Wilson, from Aberdeen for San

Francisco. Arrived January 28-Schooner Latitis, from San Francisco for Aberdeen; chooner Sequoia, from San Francisco for WILL REVISIT PORTLAND.

This Way. Mrs. Lucy Thurman, one of the national organizers of the Woman's Christian Temperance Union, who spent some time in Portland about two months ago, will again visit this city, and will speak at Calvary Presbyterian church, Thursday evening, February 1, at 8 o'clock. Besides the address of this noted speak-er, a varied programme will be given; ing songs by the colored children.

Mrs. Lucy Thurman Again Coming

an address by Miss Bennett, president of the Y. W. C. T. U.; and vocal selections by the colored chorus from the Portland hotel. These singers have achieved a wide fame from their notable success at the Chautauqua assembly, and they are greeted with crowded houses wherever a

The entertainment is free, but a collection will be taken to defray expenses. Mrs. Thurman will speak at the United Presbyterian church, Stxth and Montgomery streets, Friday afternoon, at 2:30, to women only, on subjects in which mothers and daughters should be deeply Interested.

Friday evening, February 2, a reception will be tendered her at the home of Mrs.

ASTORIA. Or., Jan. 27.—The British bark County of Merioneth was released from guarantine at 5 o'clock this evening. after she had been furnigated for 24 hours. No one is sick on board of her, and there

of activity and strength. The rather cheer-ful tone of the weekly trade reviews, the good railway earnings for the third week in January, and the expectation of a strong bank statement, promoted buying. The December statement of St. Paul checked the movement on account of de-creases of \$188 000 in not correlated. creases of \$169,000 in net earnings for the month by reason of increased operating expenses. The decrease in net earnings for the system for the search

There has been no borrowing demand manifest on the stock exchange during the week, and the time loan and mercantile paper markets have been reported dull, although bankers have been offering addi-tional inducements to place loans. No operations have been known of sufficient

There were rather wide changes in prices on several days, but they were but vibra-tions due to professional manipulation, and the closing of contracts served to draw prices back to last Saturday's level, around which the market oscillated. The presons which the market oscillated. The reasons for the extensive duliness are not entirely clear, as many conditions conform to those in former periods of great speculative ac-tivity, notably the large reflux of money to the reserve centers from active use in business and favorable reports of business

There is a large body in Wall street of the opinion that the duliness is only ex-plicable on the score of suspense over the outcome of the war in South Africa, but there were incidents there during the week which were thought of sufficient importance in London stock market to induce considerable speculative activity there without awakening any interest in the New York market outside the foreign ar-bitrage offices and the professional traders. Prices of internationally listed stocks responded sharply as the narrow market

made the arbitrage operations effective in keeping prices near the London parity. This is not conclusive evidence, though it Will be tendered her at the home of Mrs.

McFariane, Park and Jackson streets, to

which the public is cordially invited. A

fine programme will be rendered.

Mrs. Thurman made many friends in

Portland during her former visit here, who

are glad to welcome her again. In all

any more than the refrking was to be in-

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CAPE NOME

S. S. GEO. W. ELDER, S. S. HUENEME, S. S. DESPATCH

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First Sailing, May 15.

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GRAY & MITCHELL, General Agents, San Francisco.

ing of stocks here in the one case or sell- entirely lacking, and gives no immediate ing in the other. It is safe to conclude from this that the world's cash and finances have so far adjusted themselves to the interruption of the Transyaal gold supply from floating into the world's stocks as not to be severely shaken by the events threatening a prolongation of the interruption. What would be the effect on speculative markets of a sudden development promising early termination of the way. development promising early termination of the war and resumption of the Transvaal gold output, is another question. It is a fact that some competent authorities on the money market in Wall street are free from apprehension over the money out-look, notwithstanding the present case of

money in nearly all departments.

The part of the month brought heavy disbursements from the United States treasury on account of pension payments, which kept down the surplus, but current returns from the treasury show a day-to-day surplus, owing to heavy revenue col-lections. The deposits of internal revenue collections in national bank depositories are also approachin the limits provided for by the government bonds deposited with the treasury by the banks as securi-ties, after which the taking up of the surplus by the treasury would be resumed. In the case of the London money market, the Bank of England, having helped to tide over the annual settlement period with liberal loans, is now recuperating its re-serves and receiving large payments of loans. Although the bank rate has been reduced from 6 to 5 per cent since the first of the year, it is still nearly 1 per cent above private rate of discount, and thus encourages continued payment of loans. The future of the London market depends much on whether the Bank of Eng-land's policy of recuperation is in prepara-tion for government loan issues to provide for war expenses—an event which would probably draw gold from New York. Added to these conditions is some feeling of doubt and questioning aroused by the very free discussion and criticism of a New York trust company. These accounts, while of importance in themselves, are of even greater importance in the principles involved in the placing of loans looking to the promotion of industrial corporations. The argument that prices are at an invit-ing level must be considered in connection with the fact that vast amounts of money

were spent at the extreme high prices last year, compared with which present prices represent heavy losses and discourprices represent heavy losses and discouragement or inability to buy.

These positive factors toward duliness are in addition to the negative or passive one of waiting for the industrial future to define itself more accurately. The falling off in the rate of interest of money seeking employment has served to decrease the demand for books and has resulted in demand for bonds, and has resulted in price reactions in some places. The mar-ket has continued firm for the most part. United States new 4s declined 14, the 3s and old 4s registered %, and coupon 1/2 in the bid price.

NEW YORK FINANCES.

Over Five Millions Added to the Surplus Reserve. NEW YORK, Jan. 27.-The Financier

The New York clearing-house banks added \$5,092,300 to their surplus reserve last week, making the present excess \$29,277,975. the largest reported since the middle of June, 1899. At the former period, loans and expenses. The decrease in net earnings for the system for the fiscal year is thus brought up to \$239,000. The stock was offered down a sharp fraction on the showing. Burlington closely following, and the whole list showing the effect. There was but an indifferent raily on the large stress. but an indifferent rally on the bank state-ment, and prices were slightly lower than yesterday at the close.

with every prospect of continued gains from the interior, the problem concerns the disposition of this excess cash rather than the contraction of loans to meet the heavy call for money elsewhere. It is a fact, however, that the business of the banks is increasing faster than general conditions seem to warrant. The expansion of \$7,175,600 in loans during the past week, in the face of an extremely inactive of \$7,515,700. A small contingent of pro-fessional operators in stocks and foreign arbitrage brokers have done practically all of the trading on the stock exchange for the past week. Dealings have not ex-ceeded in volume those of last week, and in bonds have shown a progressive de-crease. this about cannot be stated, but it is to be said that the gain has been distributed over a large number of institutions, and is not confined, as with cash gains, etc., to a few of the larger banks. With reference to the latter the detailed statement shows that one bank gained over twothirds of the cash last week, while its loans remained practically stationary. In other words, the reserve of this institution gained at the expense of other members of the clearing-house.

The increase of \$15,000,000 in deposits reported by all the banks is about what the

operations of the week called for, and since the banks are required to carry an additional reserve of \$3,750,000 on the extra deposits, the gain in reserve is smaller than indicated by the receipts of cash The influx of currency shows no signs of falling off, but it is interesting to recall that exactly one year ago the reserves of the banks touched their maximum for the early part of the year, and from that time on continued to pour into New York in large volume, the expansion in business was such as to outstrip these accessions, with the result that the surplus reserve had fallen to \$15,000,000 at the beginning which brought about this shrinkage is now

sign of being at hand. The weekly bank statement is as fol-Surplus reserve\$ 5 The banks hold \$29,277,975 in excess of re-

Foreign Financial News. NEW YORK, Jan. 27 .- The Commercial Advertiser's London financial cablegram

The intense anxiety over the situation in Natal stupefied the markets today, and there was practically no business. The tone was heavy. Exchange was amused, not frightened, by the Berlin rumor that General Warren had lost 2300 men and 17 guns on Spionkop, Mr. Leyds, the Transvaal agent, having reached Berlin. The bank lost 2500 gold appeared for bank lost £40,000 gold, engaged for the

Mental and Physical Exhaustion.



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TRAVELERS' GUIDE.

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Leaves Portland daily every morning at o'clock, except Sunday. Returning, leaves As totla every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351. U. B. SCOTT, President.

WASHINGTON & ALASKA STEAMSHIP CO.

Steamship "CITY OF SEATTLE" will leave Seattle January 18, and every 10 days there after, for Vancouver, Ketchikan, Juneau, Skag way, Skagway, making trip from Seattle 11 Skagway in 72 hours. For freight and passage inquire of DODWELL & CO., LIMITED, AGENTS

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TRAVELERS' GUIDE.

TWO TRAINS DAILY FOR ALL POINTS EAST

FAST MAIL AND PORTLAND - CHI-CAGO SPECIAL ROUTE." Leaves for the East via Spokane daily at 3:43 P. M. Arrives at 8 A. M. Leaves for the East, via Pendleton and Huntington, daily at 8 P. M. Arrives, via Huntington and Fendleton, at 6:45 P. M. THROUGH PULLMAN AND TOURIST SLEEPERS.

Water lines schedule, subject to change with-OCEAN, AND RIVER SCHEDULE. OCEAN AND RIVER SCHEDULE.

OCEAN DIVISION—Steamships sail from ainsworth dock at 8 P. M. Leave Fortiand—Columbia sails Tues. Jan. 2; Fri. Jan. 13; Mon., Jan. 2; Thurs., Feb. 1. State of California sails Sun. Jan. 1; Wed., Jan. 11; Sat., Jan. 21; Tues., Feb. 2. Columbia sails, Mon., Jan. 23; Fri., Feb. 2. Columbia sails, Mon., Jan. 5; Thurs., Jan. 18; Sun., Jan. 28.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA. Steamer Hassalo leaves Portland daily, except Sunday, at S P. M.; on Saturday at 10 P. M. Returning, leaves Astoria daily, except Sunday at 7 A. M.

WILLAMETTE RIVER DIVISION. PORTLAND AND CORVALLIS, OR.

Steamer Ruth, for Salem, Albany, Corvallis, and way points, leaves Portland Tuesdays. Thursdays and Saturdays at 6 A. M. Returning, leaves Corvailis Mondays, Wednesdays and Fridays at 6 A. M. Steamer Modoc, for Salem and way points, leaves Portland Mondays, Wednesdays and Fridays at 6 A. M. Returning, leaves Salem Tuesdays, Thursdays and Saturdays at 6 A. M.

YAMHILL RIVER ROUTE. PORTLAND AND DAYTON, OR Steamer Elmore, for Dayton and way points leaves Portland Tuesdays, Thursday and Saburdays at 7 A. M. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

SNAKE RIVER ROUTE.

RIPARIA, WASH., AND LEWISTON. IDAHO.

Steamer Spokane or steamer Lewiston leaves
Riparia daily at 1:20 A. M., arriving at Lewiston
at 12 o'clock noon. Returning, the Spokane of
Lewiston leaves Lewiston daily at 8:30 A. M.,
arriving at Riparia same evening.

W. H. HURLBURT.

General Passenger Agent. W. H. HURLBURG. General Passenger Agent. V. A. SCHILLING. City Ticket Agent. Telephone Main 712

New Steamship Line to the Orient CHINA AND JAPAN, FROM PORTLAND. In connection with THE OREGION RAILROAL & NAVIGATION CO. Schoolule, 1900 (subject to

Steamer- Leave Portland.
MONMOUTHSHIRE Jun. 25
ABERGELDIE about Feb. 15.
ABERGELDIE Mar. 4 For rates, accommodations, etc., apply to DODWELL & COMPANY, Limited, General Agents, Portland, Or. To principal points in Japan and China.



Leave Broat Fifth and I Streets *7:00 P. M. *0:15 A. M.

OVERLAND EX-PRESS TRAINS, for Salem, Rose-burg, Ashland, Sac-ramento, Ogden, San Francisco, Mo-jave, Lee Angoles, El Paao, New Or-leans and the East, *7:00 P. M. At Woodburn (daily except Sunday), morning train for Mr. Angel, Silverton, Brownsville, Springfle i and Natron, and evening train for Mr. Angel and Silverton.

||4:50 P. M. || Sheridan passenger... ||8:25 A. M.

*Daily. ||Daily except Sunday. Rebate tickets on sale between Portland, Bac-ramento and San Francisco. Net rates \$17 first class and \$11 second class, including steeper. Rates and tickets to Exercip conts and Eu-rope. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be sotained from J. B. KIRKLAND, Ticket Agent, 134 Third st.

||T:30 A. M | Corvaille passenger, ||5:50 P. M.

YAMHILL DIVISION. Passenger Depot, foot of Jefferson Street.

Leave for Oswego daily at 7:20, *9:40 A. M.: 12:30, 1:35, 3:25, 5:15, 6:25, 8:05, 19:30 P. M.: and 6:00 A. M. on Sundays only, Arrive at Portiard daily at *6:35, 8:30, *10:50 A. M.: 1:35, 3:15, 4:30, 6:20, 7:40, 10:00 P. M.: 12:40 A. M. daily, except Monday; 8:30 and 10:05 A. M. daily, except Monday; 8:30 and 10:05 A. M. on Sundays only, except Sunday, at 4:30 P. M. Arrive at Portland at 9:30 A. M. Leave for Dailine daily, except Sunday and Fridays, at 8:35 A. M. Arrive at Portland Tuesdays, at 8:35 A. M. Arrive at Portland Tuesdays, Thursdays and Saturdays at 3:32 P. M. *Except Sunday.

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THE COMPANY'S elegant steamers Cottage City, city of Topeka and Al - Ki feave TACOMA A. M. SELUTTHE 9 A. M., Jan. 5, 10, 13, 20, 25, 30; Feb. 4, 9, 14, 10, 24, Mar. 1, and every fifth day thereafter. For further information stolain company's foliar mation stolain company's foliar. company reserves the right to charge, ers, sailing dates and hours of sailing it previous notice. Without previous notice.

AGENTS-N. POSTON, 249 Washington st.,
Portland, Or.; F. W. CARLETON, N. P. R. R.
dock, Tacoma; J. F. TROWBRIDGE, Puget
Sound Supt., Ocean dock, Seattle,
GOODALL PERKINS & CO., Gen. Agts., S. F.

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