NO TIME TO SPARE

Oregon Delegation in Congress Has Its Hands Full.

IS WORKING HARD FOR STATE

Columbia Improvement and Portland Postoffice Are Most Important Matters Urged—Washingtonians Active.

WASHINGTON, Dec. 11.—The three members of the Oregon delegation now in Washington found plenty to occupy their time when they reached the Capitol. The manner in which Congress, at this session, got down to business was a surprise, even to those who are well informed on the workings of that body. Senator McBride reached Washington the afternoon of the first day, and immediately found himself up against the Nicaragua Canal, the Hay-Pauncefote treaty and the ship subsidy bill. The former was considered in committee, of which he is a member. The treaty of course was talked over and discussed in executive session, but so important a question is it that it required the time of every member of the Senate, whether he took an active part in the discussion or not.

The ship subsidy bill was before the Senate for a time, and was the center of attraction during the first days of the session, the speech of Senator Frye being listened to by a full Senate. Further than this, the commerce committee, of which Senator McBride is also a member, was called upon at an early day to consider several proposed and important amendments to the ship subsidy bill, and as a result of that committee meeting, those amendments were drawn and held ready to be offered in the Senate at an early day. This, together with the usual departmental routine, and a call upon the President, kept the senior Oregon Senator busy during his first week in Washington.

Tongue's Committee Work.

Up to a few minutes before adjournment the first day, Oregon was represented solely by Mr. Moody, in the House, Mr. Tongue coming in late in the afternoon. Since that time both members have had thei rhands full. Mr. Tongue has been in attendance at the meetings of the river and harbor committee, which convenes daily at 10 in the morning, and after a brief recess at noon, resumes its sitting until 4 or 5 o'clock in the afternoon. Oregon this year is asking much of the river and harbor committee, and needs careful care in that body.

Up to the last days of the week, provisions for Oregon and Washington rivers and harbors had not been considered, but it is absolutely essential for a member, if he expects to secure any special recognition from the committee, that he be constantly on hand, ready to assist other members, in order that he may be in a position to ask favors of them in return. This is the plan which holds good in every committee of any importance, the principle of reciprocity going further than anything else. If a member of this committee assists a fellow member in securing a project on which his heart is set, that member is very likely to turn in and assist his friend when matters near his heart are under consideration. This reciprocity is found to be invaluable, particularly if the appropriation asked is quite large, as is the case with the mouth of the Columbia and the Columbia and Willamette below Portland. The more hold a member has on his colleagues, the better chance he has of securing what he desires.

Moody Working Hard for Portland.

Representative Moody found a great task confronting him, but he went to work with a will, and his efforts will probably prove availing in the end. Chairman Mercer, of the public buildings committee, early announced his intention of introducing an omnibus public building bill, in which he proposed to take care of a large number of buildings which are completed and require enlargement, or which are in course of construction and for which a sufficient amount of funds is not available to insure their completion. At the last session an effort was made to pass a special bill making an appropriation of $150,000 for adding two wings to the Portland postoffice, and for remodeling and repairing the interior of the building to make it adequate and suitable to accommodate the city postoffice on the lower floor, and the courts on the floor above. This bill passed the Senate, but, like all other public building bills, failed to get through the House, although Chairman Mercer promised that if any such measures should be called up, Portland would be among the first. It is very evident that Congress intends to take care of such buildings, as Mr. Mercer will include in his general bill, and Mr. Moody was kept very busy throughout the first week getting together facts and recommendations in behalf of the Portland postoffice, so that the provision for $155,000, instead of $150,000, as in the bill, could be placed on the general measure. The supervising architect had recommended the larger amount as necessary, and it is hoped it can be secured in this way. Compared to other amounts asked, this is a very modest request, and considering the necessity which exists for such an improvement, there is good reason to believe that the provision will go through.

Work of Washington Delegation.

In the Washington delegation a corresponding activity was observed. Day after day Senator Foster was found on the House side, either before the river and harbor committee, or in the committee on public buildings and grounds. The reason for his visits has previously been outlined. On each occasion he was accompanied by Representative Jones. Washington is in the field for a large number of appropriations this session, and will have to exert a very strong influence to get such recognition as she desires. When the delegation first arrived they had their hearts set on an appropriation of $440,000 for dredging Tacoma harbor. But hope of securing this large sum was soon dispelled by the rather unfavorable report of the local engineer, and the fact that General Wilson himself refrained from making any recommendation. When it was seen that Tacoma could not get the lump sum this year, Senator Foster and Mr. Jones decided on a compromise, rather than lose the appropriation altogether, and asked for $250,000 for Tacoma harbor, on condition that this project be made a continuing contract, which would insure the carrying out of the entire scheme year by year. A very large sum was also asked for the Seattle waterway, something like a million dollars, but conservatism again stepped in, and it was finally agreed to ask for $125,000, rather than get nothing at all, and at the same time have this made a continuing contract. Mr. Jones was particularly interested in a large appropriation for Whatcom, but finaly consented to $20,000, if they would make the same arrangement as in the other cases. Of course all of the other river and harbor improvements of the state were urged in turn, but the greatest fight was made on Tacoma harbor. It is expected that when the bill reaches the Senate, Senator Turner, a member of the commerce committee, will try to enlarge each of the provisions, particularly that for the Seattle waterway

Seattle's Good Luck.

It would seem that luck is with the delegation in its efforts to secure an appropriation for the Seattle public building. There is now on hand a sum of $300,000 for this building, but that is far from sufficient It is yet enough to make the case come under the requirements of the Mercer omnibus bill, and Seatle is sure to be cared for in some way at this session. In the case of Tacoma, Spokane, Walla Walla and North Yakima, for which bills were last year introduced for small public buildings, these are considered new projects, and will very likely have to go over until the next Congress. But during the very days when Senator Foster and Representative Jones were urging hese bills before the House committee, the Secretary of the Treasury prepared and sent in an estimate for increasing the appropriation for Seattle from $300,000 to $1,000,000, the amount called for in Mr. Jones' bill of last session, but $250,000 more than they are contending for at this time. In view of this recommendation, Seattle is absolutely sure to get $750,000 and perhaps more. This is another matter that will be looked after in the Senate by Senator Turner, who is a member of the committee on public buildings. The bill for the Tacoma mint has not yet been considered before any committee of either House.

Posies for Oregon Men.

Flowers galore was the order of the day when Congress opened again this Fall. Both Senate and House took on the aspect of a flower show, rather than the somber halls of legislation and debate. It has become customary of late with friends of Senators and Representatives, to make the greatest show possible on the occasion of the assembling of Congress, and as a result the festive and showy chrysanthemum has to a great extent replaced the rose and the more dainty violet. Both Senate and House were brilliant with the yellow and white chrysanthemums on the opening day, although dainty bunches of roses were occasionally observed, with here and there a stray bunch of pinks or even a bunch of unassuming violets. Senator McBride's desk was decorated with a modest display of chrysanthemums, while Representative Moody in the House was remembered with a bouquet of pinks.

Mr. Tongue also was remembered on the second day of the session. He did not appear in the House until shortly before adjournment on the opening day of the session, but was on hand the following morning which he attended the meeting of the river and harbor committee. At the hour when the House convened, he found a dainty bunch of roses on his desk, but the sender, some feminine admirer, failed to attach her name. In its stead she fastened to the flowers a short verse, decidedly Ibsenian in style, whose meaning Mr. Tongue has as yet been unable to decipher, but which is evidently intended as some travesty on the Oregon man's name.

Last of the Celebrated Big Four.

The practical retirement from public life of Representative Charles A. Boutelle removes from public gaze the last of the once celebrated big four from the State of Maine. Of the others, Speaker Reed has retired to private life, and Nelson Dingley and Seth Millikin have passed over the divide. It will be some time before any state develops such a strong delegation as had the State of Maine when these men were her representatives in the House. Up to the time of his retirement, Mr. Boutelle was chairman of the committee on naval affairs. For the past year or more he has been unable to attend the sessions of the House, and has been confined to an institution near Boston, broken in health and incapable of attending to his duties as Congressman. His friends entertained a hope that he would recover, but have been disappointed. Throughout his long service Mr. Boutelle, like many of his colleagues, failed to accumulate any amount of wealth, and is left a comparatively poor man. In recognition of his past services, both as chairman of the committee on naval affairs, and as an officer who attained distinction in our Navy during the Civil War, it is now proposed to place him on the retired list of the Navy, with the rank of Captain. This will insure his being well cared for for the remainder of his days. There has been some criticism of such a course, but there are precedents for such action, and, after all, it is a delicate way of paying a tribute to a man who has rendered his country such good service, in the dual capacity of naval officer and Congressman. This is, of course, a resort seldom taken, but it is none the less right and proper in the case of Mr. Boutelle.

Senator Lodge as a Leader.

Senator Lodge is developing into a vigorous leader in the Senate, and his management of affairs coming from the foreign relations committee is so energetic and successful that he is very likely to succeed to the chairmanship when the successor of Davis is selected. Usually everything goes by seniority in the Senate. Frye could have the chairmanship if he wanted it, but as he is likely to be President pro tempore as long as he wishes the office, and is now chairman of the commerce committee, a place he very much dislikes to relinquish, it is likely that he will waive his rights to the chairmanship of the foreign relations committee, as he did when Senator Davis was appointed. At all events, it seems to be the general understanding that Senator Lodge shall take charge of matters relating to foreign affairs, although until the vacancy is filled Senator Frye as the next ranking member, is the acting chairman of the committee. Of course if Mr. Frye should waive his rights, Senator Cullom would, by reason of seniority, have an opportunity to become chairman. While he and Senator Lodge went on the committee at the same time, his longer term of service in the Senate gave him the higher place on the committee, and this longer service would under the usual practice give to him the chairmanship. It is very doubtful, however, if Senator Cullom would be willing to give up the chairmanship of the Interstate Commerce Committee, a committee which he had a great deal to do in creating, and which has taken all the railroad legislation of the country and practically wiped out the old committee on railroads, which was a power in its day. Besides, there is a general consensus of opinion that Lodge is the man for the place.

Session Notes.

The oleomargarine people seem to have attacked Senators this session with a great deal of determination. They have been overwhelmed with petitions asking for the passage of the Grout bill, but representatives have not altogether escaped. Senator Turner seems to think that the minority Senators were spotted, for he himself has received many hundreds of these petitions, getting something like 150 in one day.

Senator McBride has again taken his old rooms on B street, just opposite the Capitol Building, and expects to remain there throughout the session. Representative Tongue has been on a still hunt for several days, endeavoring to find suitable quarters. He this session has his son, Thomas H. Tongue, Jr., and two daughters with him. Representative Moody is temporarily located at the Shoreham, where he remained throughout last session.

Senator Simon's committee-room is as yet unoccupied. His secretary, Mr. Tazwell, is on his way here, but has stopped off to make a visit in Chicago. It is not known where the Senator will locate for the session, but it is not likely he will again register at the Normandie.

ARTHUR W. DUNN.

HISTORY REPEATS ITSELF

THEREFORE THE HISTORICAL SUBJECT PREPARES TO CRIPPLE SENATOR CHANDLER'S GREAT TOE.
—St. Paul Pioneer Press.

Ballade of the Football Man.

Clinton Scollard in The Smart Set.

Many there be that golfing go
Upon the links to have their swing,
Yclad in garments gay that glow
As doth the sun when westering;
Still some there be to baseball cling,
And tennis claims its little clan;
But if you want to see "the thing,"
Behold the lusty football man!

Forsooth, he lets his hair to grow
As doth the festive sprout in Spring;
And should both eyes be black as woe,
'Tis pride he feels therein—no sting!
His followers make the welkin ring
From far Beersheba unto Dan;
And if you'd gaze upon a King,
Behold the lusty football man!

In midnight dreams he "tackles low";
"A touchdown!" you will hear him sing;
Although there ne'er was such a "show,"
He's every girl "upon the string."
When he goes forth his foes to fling,
The head-guard, nose-guard, shin-guard plan
Makes him a sight for marveling—
Behold the lusty football man!

ENVOY.

Prince, all the other games are slow,
And fall beneath the public ban;
There's only one game now—and so
Behold the lusty football man!

Cambridge With the Guns.

Not less than the Prince of Wales, is his cousin, the Duke of Cambridge, devoted to game shooting. Although more than 80 years old, the latter is still as vigorous as ever, and can hold his own with the gun with many a younger man. In four days recently, he and eight other "guns" bagged 212 brace of partridges, as well as more than 100 hares.

The Duke never looks to better advantage than when in shooting costume.

Sunday woman vbg

Glass, china and reputation are easily cracked and never well mended.—Benjamin Franklin.

TO IMPROVE SNAKE RIVER

EXPENDITURE OF $23,000 FAVORED BY CHIEF OF ENGINEERS.

Will Be Used on Channel Between Riparia and Lewiston, and Minor Work at Mouth of Stream.

WASHINGTON, Dec. 10.—If the recommendation of the Chief of Engineers is carried out an appropriation will this year be made for improving the Snake River between Riparia and Lewiston, including a few minor improvements from Riparia to the mouth of the Snake. In all a total appropriation of $23,000 is recommended for this river, but it is thought inexpedient to make a larger appropriation until the obstacles in the Columbia between The Dalles and Celilo has been overcome, except for a biennial appropriation of $5000 for maintaining the improvements now recommended.

In 1897 a survey was made of the Snake River from its mouth to Riparia, but further examination was deemed necessary of that portion of the river from Riparia to the head of navigation at Lewiston, and a recommendation to that effect was made by Captain W. W. Harts during the past Summer, and approved by the Chief of Engineers. In his recommendation for a survey, Captain Harts stated that he considered that part of the river worthy of limited improvement by the general Government at this time, and as a result of that survey, now presents a project for dredging and rock removal at the shoal places, to secure a channel five feet deep at low water, and averaging 60 feet in width. Colonel Mansfield, the local engineer, concurs in these views.

Under existing conditions at favorable stages of the river, flat-bottomed boats can navigate the river as far as Wild Goose Rapids near the mouth of the Grand Ronde River, about 30 miles, but the commerce is incensiderable, and the trips uncertain and irregular.

There are about 20 rapids in Snake River between Lewiston and Riparia. Several of these have only about two feet of water on them at low water, which causes a temporary suspension of navigation at such times. Congress has from time to time made appropriations for the improvement of the stream, and in late years these appropriations have been expended in scraping some of the more troublesome bars and in constructing rubblestone deflecting dikes at the worst rapids between Lewiston and Riparia. This work has been carried on in a somewhat desultory way due to the fact that definite data as to the exact condition of the whole river between Lewiston and Riparia was not at hand, and continuous surveys between these points having never been made.

The survey made during the past Summer shows the average width of the river to be approximately 750 feet, the discharge 22,000 feet per second, the total fall in the 73 miles between the two towns 196 feet, and the slope an average of 2.67 feet per mile. The low-water depth varies from 2½ to 25 feet, with an average channel depth of about 8 feet, the velocity varying from 1.3 to 8.8 miles per hour. The banks are about 1500 feet high, and slope to the water's edge. In a few places, however, are found narrow and fertile bottoms limited in area, usually lying at the mouths of small creeks. These bottoms are the only cultivated lands immediately adjacent to the river, but when irrigated are very fertile, and yield luxuriant and a fine quality of fruit, berries, etc. The river banks slope back to a height of many hundred feet, and the bunchgrass found offers a sparse but fairly good grazing for sheep and cattle. On the high plateau back from the river are the richly productive wheat fields of Eastern Oregon and Washington. Much of the wheat, now amounting to many millions of bushels, annually raised in the Camas and Clearwater basins, Palouse and Big Bend countries, and the Walla Walla and Wallowa regions, now passes down the Snake and Columbia River Valleys by rail.

The vessels now plying this section of the river are all about 160 feet in length, and draw, when loaded, from two to four feet. The difficulties encountered arise in all cases from insufficient depths, occasional obstructing boulders and strong currents. At some stages the steamers find it necessary to lay out ropes fastened to trees or post conveniently placed, and haul themselves with steam windlasses over hard places and through rapids too strong to be navigated otherwise. The boats, being all flat bottomed, and the bars in this part of the river being of sand and gravel, this can be done without damage until the depth of water becomes insufficient, when navigation ceases.

The comparatively large cross section of the river, the large discharge and the relatively high average slope render the effect of the proposed dredged channels unimportant in changing the area of cross-section so as injuriously to alter the currents, especially as the depth at low water is not over three feet at the worst places. The dikes proposed do not increase the current above what can be easily ascended by the present boats. The river bars can for the most part be removed without difficulty by dredging and dikes.

The depth of five feet at low water has been selected in the project for the improvement of the river below Riparia, and any extensive improvement above Riparia to be effective should provide no less depth than this over all the shoals. The thorough improvement of this section would therefore probably require a deepening of the channel through all these shallow places, the construction of a number of deflecting dikes to secure and maintain the depths, and the removal of all boulders and rocky points likely to interfere with vessels at low water. The bottom of the river changes somewhat during each year; the large boulders occasionally brought down by ice and high water will require work from day to day in the future to keep the improved channels clear. For these reasons, a small amount should be available every two years for maintenance.

If this improvement should be adopted, it would mean work on the shoals of the river that the present necessities of navigation urgently require improved. If the obstructions in the Columbia between The Dalles and Celilo should some day be removed, and the large vessels used in the Lower Columbia are permitted to reach Snake River, and if for any other reason navigation should increase in volume and the length of the river now used could be extended, further and more extensive work may be needed in the Snake River, both above and below Riparia. Both the Northern Pacific and the Oregon Railroad & Navigation Company have railway service between Lewiston and Riparia, connecting with other existing lines, and it is believed a few years will see at least one railroad completed along this portion of the country. In this case the Snake River, unless the Columbia is opened to navigation, will likely lose much, if not all, of its importance as a means of communication and transportation.

For the above reasons it is thought that no more extensive improvement than above estimated for should be undertaken at the present time, but should be delayed until such time as the need for further work is evident, and the only work should be done below Riparia until there is a sufficient necessity for the use of this part of the river to justify the expenditure.

Captain Harts concludes by saying that the Snake River is unworthy of improvement at the present time beyond the work outlined above. The portion between Riparia and Lewiston is, in his opinion, worthy of limited improvement by the United States at this time, but only so far as he describes.

DICKENS' OLD HOME.

Demolition of Tavistock House, Where He Lived Nine Years.

London News.

An interesting memorial of Charles Dickens is now in course of destruction by the housebreaker. Tavistock House, Tavistock Square, to which he removed on leaving Devonshire Terrace in 1851, is being pulled down by the ground landlord, the Duke of Bedford. The dismantling began a few days since. The windows are out and the roof is being removed. Up to the present week the house, which was a handsome, substantial and well-kept building, remained externally just as Dickens left it in 1860, and as it stands in the engraving in Forster's "Life of Dickens." It has undergone some vicissitudes since Dicken's days. He sold it to Mr. Davis, a Jewish gentleman, of whom he said in a letter to Mr. Willis: "I must say that in all things the purchaser has behaved thoroughly well, and that I cannot call to mind any occasion when I have had money dealings with a Christian that have been so satisfactory, considerate and trusting." Mr. Davis was succeeded by Mr. and Mrs. Weldon, with whom Gounod lived for some time, holding singing classes in the large drawing-room. Of late years the house has been a Jews' college, and latterly has, for some months, been empty. It stands behind the northeast corner of Tavistock Square, and, like its neighbor, Bedford House, which is also being dismantled, is too large for the neighborhood.

Dickens occupied the house for nine years. He bought it of his friend, Frank Stone, who had lived there several years. Dickens' house in Devonshire Terrace had become too small for him, and his lease was falling in. Stone was also preparing a new house for himself, and moved his furniture into the Devonshire Terrace house that Dickens might carry out some changes in Tavistock house, which were planned by his brother-in-law, Henry Austin. Dickens and his family went to Broadstairs while these works were being carried out, and removed into Tavistock house in November. Mr. Forster tells us that "Bleak House" was begun in his new abode of Tavistock house at the end of November, 1851. On the first 12th-night in then ew home the children's theatricals were begun, and were renewed until the chief actors were children no longer.

"The best of these performances," says Mr. Forster, "were 'Tom Thumb' and 'Fortunio,' in 1854 and 1855, Dickens now joining first in the revel, and Mr. Mark Lemon bringing into it his own clever children and a very mountain of childpleasing fun in himself." At a later period the schoolroom was turned into a theater, Clarkson Stanfield providing the scenery, and Cook of Astley's planning the seats. "You will be surprised at the look of the place," wrote Dickens. "It is no more like the schoolroom than it is like the sign of the Salutation Inn at Ambleside, in Westmoreland." Dickens was overwhelmed with requests from friends to see the play. "My audience is now 93," he wrote in despair, "and at least 10 will neither hear nor see." So the play was continued for several nights. After he acquired Gadshill place, and made it a temporary Summer residence, he still regarded Tavistock house not only as his London residence, but as his home. It continued to be his permanent family abode till 1860, when he sold it and finally removed to Gadshill. His nine years' occupancy of it had made it an object of much interest, and American admirers especially have constantly sought it out. It has been easily recognized by readers of Forster's memoir

Bacterial Commerce.

Contemporary Review.

I may observe the pursuit of bacterial antidotes seems to be stimulated by a circumstance which has had rather an unfortunate influence upon the dignity and fair fame of medical science. I mean the fact that when successful they possess a high commercial value, which redounds to the advantage of those who discover and prepare them. Every important bacteriological institute has become not merely a temple of knowledge, but a manufactory of drugs for sale, and under the cover of an honorable rivalry, in the advancement of science an unedifying scramble for possession of the market is going on. Let me give an illustration: When plague made its appearance in Oporto last Autumn, bacterologists hastened to the spot from various Continental laboratories, no doubt to study the disease at first hand, but also for something else. They came from France, Germany, Italy, Spain, Russia, and Norway. I was there myself and witnessed the game in the character of an amused spectator. Most of them had some serum or other in their portmanteaus or up their sleeves. They were, in fact, commercial travelers thinly disguised, and naturally the most pushing agent did most business. This gentlemen, who represented a very famous institution, did his errand in a masterly stlye and displayed a command of all the resources of modern advertisement that defied competition. It rained paragraphs and interviews in the local press; ladies' sympathetic visits to the hospital; presents of money to the sick; complimentary dinners; public ceremonies; free inoculation, etc.—all revolving round the person of the distinguished savant and trumpeting the fame of his infallible cure.

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WILLAMETTE RIVER DIVISION.
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Steamer Ruth, for Salem, Independence and way points, leaves from Ash-street Dock at 6 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 5 A. M., and Salem at 6 A. M., on Tuesdays, Thursdays and Saturdays.
CORVALLIS AND ALBANY.
Steamer Modoc leaves Portland at 6 A. M. on Tuesdays, Thursdays and Saturdays. Returning, leaves Corvallis at 6 A. M. on Mondays, Wednesdays and Fridays.

YAMHILL RIVER ROUTE.
PORTLAND AND DAYTON, OR.
Steamer Elmore, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland, Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesday and Fridays at 6 A. M.

SNAKE RIVER ROUTE.
RIPARIA, WASH., AND LEWISTON, IDAHO
Steamer Spokane or steamer Lewiston leaves Riparia daily at 3:40 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:30 A. M., arriving at Riparia same evening.

W. H. HURLBURT,
General Passenger Agent.
V. A. SCHILLING, City Ticket Agent.
Telephone Main 712. 80 Third st., cor. Oak.

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EAST VIA SOUTH
SOUTHERN PACIFIC COMPANY
SUNSET, OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.		*6:30 P. M.
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.	
*4:00 P. M.	Albany passenger	*10:10 A. M
‖7:30 A. M	Corvallis passenger	‖5:50 P. M.
‖4:50 P. M.	Sheridan pass'gr ..	‖8:25 A. M

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

YAMHILL DIVISION.
Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:20, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *8:55, 8:30, *10:50 A. M.; 1:25, 3:10, 4:35, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:50 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

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Daily (ex. Sunday) for Independence, Salem and all way landings. Leave Portland 6:45 A. M.; leave Salem 7 A. M.; Independence, 8 A. M. Office and dock, foot Taylor st.