

STEAMBOAT LINE IS CROWDED OFF

O. R. & N. Completes Railroad and Abandons Pioneer Run on Snake River.

SERVICE BEGUN IN SIXTIES

Boats Operated Ever Since, but Now Give Way Before March of Progress—Steamers Retire Tomorrow.

Succeeded by the railroad, another pioneer steamboat line of the Northwest will end its existence tomorrow, when the O. R. & N. boats between Riparia and Lewiston will be taken off the run forever. The fate of this line of river boats is the same as that of dozens of others on the Columbia River and its tributaries. With railroads built into the districts formerly served by the steamboats, the traffic naturally goes to the faster carriers and nothing is left for the steamers.

In the case of the Riparia-Lewiston line, the steamers and the railroad are owned and operated by the same company, the O. R. & N. There is no warfare between the two transportation lines in this instance and the boats will surrender to rail lines because they are no longer needed.

The steamboat line is one of the oldest in the Pacific Northwest. Service was first given on the Snake River between Riparia and Lewiston in the early '60s by the steamer Tenino, Captain E. W. Baughman, which plied from Celilo. The boat was built at Deschutes in 1862. The only remaining relic of that steamer is her pilot wheel, which is still in service on one of the O. R. & N. boats running out of Portland.

Ever since the Tenino started on the run, the O. R. & N. has maintained steamer service on the Snake to Lewiston. The steamers Lewiston and Spokane, which will be taken off the run tomorrow, will be laid up until further notice. It will probably be necessary to run steamers occasionally to take care of freight to and from the south side of the river not reached by the railroad, which runs along the north bank, but there will be no resumption of the former service and the new order of the Harriman officials taking off the two river steamers means the abandonment of the run by this company.

On the south side of the Snake there are numerous tramways that bring grain down to the river and there are many towns that are served from the river. To ferry traffic acrossing the Snake to reach the railroad is inconvenient, and it is thought the taking off of the O. R. & N. boats will mean added business for the steamers of the Open River Transportation Company, which will now have the only regular steamers on the Snake between Riparia and Lewiston. This company is now building two new steamers at Celilo to go on this run.

BACK FROM INSPECTION TOUR

Officials of O. R. & N. Investigate Crop Conditions.

J. P. O'Brien, general manager, and R. B. Miller, general freight agent for the Harriman lines in this territory, returned yesterday from a week's trip of inspection of the O. R. & N. lines. They looked into crop conditions carefully and found that reports of extensive damage to crops were somewhat erroneous, although the season's yield will be short of what it was last year. "We think the earlier reports were somewhat exaggerated as to the damage to the grain," said Mr. Miller. "Conditions generally are not unfavorable. The crop will not be so large as last year's, which was unusually large, but there will be a good average crop and in the territory served by the O. R. & N. as a whole, the farmers should approximate 75 per cent of the crop of 1907-1908. The greatest shortage occurs in the counties bordering the Columbia River."

It is understood that crops in the

Big Bend country and on the line of the Northern Pacific are very poor.

Complain of Jefferson-Street Depot.

Complaints by commuters that the Jefferson-street depot of the Yamhill division of the Southern Pacific is inadequate to accommodate the patrons of the road have been presented to the Railroad Commission, and a hearing on the subject has been ordered. The dissatisfied patrons of the road will appear before the Commission next Friday afternoon at 2 o'clock and present their grievances. It is contended that the waiting-rooms and other conveniences at the depot are too small to accommodate the passengers who travel over the Yamhill division.

Straightening West Side Line.

Contracts have been let to George McCabe, a Portland railroad contractor, for straightening the line between Bertha and Beaverton, on the West Side division of the Southern Pacific, a distance of five miles. There are several bridges to be filled and the road will be practically reconstructed, eliminating a great deal of curvature. Mr. McCabe has moved a steam shovel out on the work and is making rapid progress in filling the trenches. He expects to have the job completed within the next two months.

Nreoth Bank Road Files Tariff.

Local tariffs have been filed by the Spokane, Portland & Seattle Railway with the Interstate Commerce Commission covering rates between Portland

HEADS OREGON RED MEN.



A. E. Buttner, of Portland, Recently Elected Great Sagamore.

At the great council of the Independent Order of Red Men, recently held at Medford, Or., A. E. Buttner, of Portland, was elected great sagamore for the ensuing year. Mr. Buttner is an employee of the Winward Brewing Company and is well known in business circles.

and all points. These rates are both class and commodity. The exact date they will go into effect is not yet known, depending on the completion of the new lines into Portland, but the tariff sheets were filed with the Commission, so that traffic may be handled immediately upon the opening of the road without waiting for the approval of the Commission.

Oregon Impresses Monon President.

William McDoel, president of the Monon Route, left the city last night, after making trips through the Willamette Valley and up the Columbia River. He was enthusiastic in speaking of the country tributary to Portland after making these journeys. He was charmed with the Willamette Valley, and said he knew of no prettier farming country in the whole United States. His trip up the Columbia was equally pleasant, and he was much impressed with the splendid scenery.

Boston Tourists Here Today.

A special train of tourists from Boston will reach Portland this morning, and the members of the party will spend some time in looking about the city. The train is operated by an Eastern tourist agency and has already passed through California. From Portland the travelers will go to Puget Sound.

The Woman's Baptist Home Missionary Society of Rhode Island has undertaken special work in Alaska, particularly the support of an orphanage.

LONG FIGHT AT END

Last Objection to Mount Hood Line Withdrawn.

MAY CROSS BULL RUN

Water Board Decides to Notify Forestry Bureau That City Is Satisfied Its Rights Will Be Well Protected.

All objections to the Mount Hood Railway & Power Company securing a right of way for building railway lines, flumes and ditches across the Bull Run Forest Reserve were withdrawn by the City Water Board yesterday. This action was taken only after the Board was thoroughly satisfied that the rights of the city to the water and the power in the Bull Run River, the source of the city's water supply, were supreme. It marks the end of one of the most bitter fights to protect its rights in which the city ever participated.

About a year ago the members of the Water Board discovered that filings had been made by the Mount Hood Railway & Power Company for all the surplus water in the Bull Run River and in other streams in that district and that surveys and plans had been made to build a railway and flumes through the forest reserve which embraces the watershed of the Bull Run. About the same time the Board received information from Washington, D. C., to the effect that application had been made by the corporation to cross the reserve, but that such application would not be granted unless the City of Portland gave its consent. These things greatly aroused the members of the Water Board and an investigation was started. It was discovered that an attempt was being made to get control of all the water in Bull Run River not now utilized by the city and that the forest reserve might be invaded by the corporation, thus jeopardizing the city's water supply. The city held the key to the situation, however, as the corporation could do nothing with its project without securing certain rights of way for its railway and flumes and ditches across property owned by the city.

When application was made for these rights of way, the city in turn made demands, to the effect that the corporation should give no claim to any of the water in the Bull Run River, and also the power in the stream, at any time the city desired to use it. At first the corporation demurred to this, but the city was firm, and seeing that the scheme to build its railway would be indefinitely blocked, the corporation finally consented to the terms proposed by the city. All the rights for water and power on the Bull Run which were filed on by the corporation have been turned over to the city, and the only claim that the corporation now has on the stream is the right to utilize the surplus water and power below the present headworks, pending such time as the city wishes to divert the water to the city or utilize the power. The city also granted the corporation a right of way for flumes and ditches and railway track across the city's property.

Because of the objections made to the Forestry Bureau by the city against the application of the corporation to cross the reserve, the United States Government would not consent to permit the corporation to proceed with its development plans until the city withdrew its objections. Being satisfied yesterday with the result of their efforts to protect the city, the members of the Water Board voted to withdraw all objections to the railway crossing the reserve.

SHORT LINE TO ST. PAUL

The Canadian Pacific Route via Spokane is the shortest line between Portland and St. Paul. Fastest train service. Electric lighted trains. Library-buffet-compartment-observation cars. For descriptive matter apply at local office, 112 Third street.

CARD OF THANKS.

Captain and Mrs. A. McNeill wish to extend their sincere thanks to their many friends for their help and courtesy shown them during the sickness and death of their son, Vincent.



The Most Important Furniture Sale of the Year Has Arrived—Our Great August Sale High-Grade Furniture

Sharp at 8 o'clock tomorrow morning we open our doors on what promises to be the greatest August Sale of Furniture we have ever organized. All preparations have been completed, and early comers will find the most attractive gathering of furniture this locality has ever seen displayed.

And not the least attractive feature of this sale is the remarkable lowness of the prices we are asking for this out-of-the-ordinary furniture. Bought in large quantities—bought for cash—and secured every discount the manufacturers allow—that's why we are enabled to quote such money-saving prices.

Now, first comers will have the broadest selection—and many of the choicest offerings will be snapped up tomorrow morning. If you want to enjoy every advantage which early buying offers—don't delay—be among the first comers tomorrow morning.

Iron Bed

No. 8244: Iron Bed, full size, in white, green or blue enamel; heavy posts and filling; worth \$9.50; special..... **\$4.95**

No. 0125 1/2: 6-foot Extension Table, 44-inch top, quarter-sawn oak, in golden finish, pedestal base; a \$25.00 value, for this week only..... **\$14.95**

Hall Glasses

No. 1077: Weathered oak Hall Glass, oval French plate mirror; well worth \$6.50; this week..... **\$3.90**
 No. 439: Round Hall Glass, 24x24, golden oak frame; a \$10 value, special..... **\$6.45**
 No. 2162: Golden oak Hall Glass, 30x28 French bevel-plate mirror; at Portland stores \$11. This week only..... **\$7.15**

\$27.75

6-Hole Blue Steel Range, Perfect Construction. A 10-year Guarantee

Carpets and Rugs

\$24.75 8 patterns 9x12 Axminster Rugs, latest designs; regular price \$33.50.
\$22.50 4 patterns 9x12 Wool Velvet Rugs, exclusive styles; regular price \$30.00.
\$18.75 4 patterns, 8 feet 3 inches by 10 feet 6 inches, Wool Velvet Rugs; regular price \$25.00.
\$13.25 7 patterns, 3 feet 3 inches by 10 feet 6 inches, Brussels Rugs, assorted colors; reg. price \$18.00.
\$29.50 3 patterns, 9x12 Smith's Velvet Rugs, reduced from \$42.50.
\$11.65 5 patterns 9x12 Fiber Rugs, the best thing for a bedroom; regular price \$15.00.
\$1.44 per yard, Royal Axminster Carpet; a large assortment to select from; regular price \$1.75.
\$1.22 per yard, Hartford Brussels Carpet; regular price \$1.35 per yard.
\$1.15 per yard, Amber Velvet Carpet in red and green patterns; regular price \$1.35.
80c per yard, Lakeside Brussels Carpet; our line of patterns is complete. Regular price \$1.00.

Princess Dresser

No. 2251: Princess Dresser, two drawers and swell front; golden oak, mahogany or birdseye maple, 18x36-inch bevel plate mirror; a good value at \$35; this week..... **\$18.75**

POWERS

THE STORE THAT SAVES YOU MONEY

DIGNIFIED CREDIT FOR ALL FIRST AND TAYLOR

LE PALAIS ROYAL

375 WASHINGTON STREET

The Big Closing-Out Sale

of entire stock at your mercy for 3 days more. Our merchandise must be sold out regardless of cost or profit; a mighty, clean sweep of all that remains of our superb \$40,000 stock of ladies' cloaks, suits, skirts and furnishings. Lease will be sold; which means everything must be disposed of. Our loss, your gain. Don't Delay, as early buyers get first selections. NOTE EXTRA SPECIAL PRICES FOR THREE DAYS ONLY

<h3>Ladies' Millinery</h3> <p>Notice special prices on Hats in Washington-street Window:</p> <p>\$15 Hats \$6.98 \$6 Hats \$2.98 \$4 Hats \$2.98 \$20 Hats \$7.98 \$25 Hats \$11.98 \$4.50 Hats \$1.98</p> <h3>Ladies' Waists</h3> <p>Ecru Lace Waists, 35 and 46 values \$3.89</p> <h3>Ladies' Skirts</h3> <p>Ladies' Fancy Skirts, all colors included: Coverts at \$3.98 Unfitted \$2.98 Scotch Cheviots \$1.98 Broadcloth \$2.78</p> <h3>Silk Petticoats</h3> <p>Good quality, all oil-boiled taffets, in black and colors, \$7.50 values..... \$3.98</p>	<h3>Children's Bonnets</h3> <p>Fancy Whites—Spring Styles. \$2.50 values \$1.25 \$1.25 values 45c</p> <h3>Flowers</h3> <p>Forget-me-nots, 35c value..... 19c Violets, per bunch..... 3c, 5c, 8c</p> <h3>Assorted Flowers</h3> <p>Excluding Roses. 25c values 12 1/2c 50c values 19c 75c values 24c</p> <h3>Veilings</h3> <p>25c veilings 5c 50c values 19c 75c values 24c</p>	<h3>LADIES' SUITS</h3> <p>Fancy Striped Panama New Fall Model \$9.98 Oil-boiled Taffeta Silk Shirtwaist Suit, \$28.50, now..... \$12.48 Plain Tailored Suit Panama, regular \$25 \$8.98 Fancy Stripes and Checks that sold up to \$35.00; closing-out price, \$12.49, \$14.98 and \$18.89. New Fall Models in Serge, Broadcloth and Worsteds; valued up to \$60.00; closing-out price \$18.98, \$21.50 and \$23.49.</p> <h3>Muslin and Gauze Wear</h3> <p>Drawers, Hemstitched and Tucked. 50c values 18c 50c and 75c values..... 30c Gauze wear at..... 18c, 12 1/2c, 35c, 49c</p> <h3>Corsets</h3> <p>Many styles, up to \$2.50 values, in lots, as follows..... 19c, 29c, 39c, 49c</p> <h3>Thread and Silk Embroidery</h3> <p>Thread and Silk Embroidery..... 2c Buttonhole Twist 1c All Colors.</p> <h3>Yarns</h3> <p>Fleisher's Floss and Zephyrs Saxony, all colors, regular 10c values, now per skein 2 1/2c Fleisher's black German Knitting Worsted, 25c values 16c</p>	<p>WE MUST AND WILL QUIT BUSINESS—NOTICE OUR WINDOWS FOR EACH DAY'S SLAUGHTER ON LADIES' SUITS</p> <h3>Ladies' Jackets</h3> <p>Ladies' Indian Head Jackets, values up to \$4.00, now..... \$1.49 Ladies' Cream Serge Tailor-Made Jackets, black silk velvet collars, semi-fitting, values up to \$9.50; now..... \$4.98 Children's Black Silk Jackets, taffeta silk, values up to \$6.50; now..... \$2.98 Ladies' Covert Jackets, values up to \$15.00 \$7.89 Misses' Scotch Wool Mixed Jackets, value \$19.00; now \$4.98 Ladies' Odd Eton Jackets, a few in snappy Spring styles \$1.49</p> <p>The unmatchably low prices in this advertisement are made for the purpose of reducing stock. Refunds or exchange made on goods bought at special sale prices.</p>
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Wednesday, August 5, marks the close of this gigantic sale. Our merchandise must be sold out by this date, and in order to accomplish this result, we are going to cut everything to rock-bottom prices.