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PORTLAND, OREGON

WORK TOGETHER
FOR BIG MEET

COMMITTEES OF NATIONAL STOCK-
MAN'S CONVENTION REPORT
PROGRESS MADE AND TAKE
SEVERAL IMPORTANT STEPS FOR
SUCCESS OF THE GATHERING.

The program for the entertainment of the members of the National Live Stock convention, which will meet in Portland in January, was considered at a meeting of the local executive committee at the Commercial club late yesterday afternoon. Chairman Banuick stated that the Marquam Grand had been selected as the meeting place of the convention, and that partial arrangements had been made for the use of this building. Through the entertainment committee, consisting of A. L. Craig, A. H. Devers, H. W. Goode, C. F. Martin, George Taylor and C. H. McInnis, had not completed its arrangements, or tentatively decided on a complete program. A plan was outlined by secretary C. J. Mills, which included a press club smoker, a general reception, a river excursion, a ball and a ladies' reception. An order was placed with the White-Hedge company for 2,500 delegates' badges. The badge will be a medallion, showing in bas-relief the symbols of the city and state and the convention. The committee on funds reported the following amounts secured:

Table with 2 columns: Item, Amount. Includes Jobsbers (to date), Agricultural implements, Printers, books, stationery, etc., Meat Packers, butchers, etc., Real estate, Jewellers (to date), Hides, wool, etc., Transfer, express, drayage, etc., Druggists, Wood, ice, fruitpackers, etc., Total.

Secretary C. F. Martin of the national association spoke briefly of the necessity for immediate action on the part of local committees, since the convention was so near at hand. Mr. Martin stated that more than 500 delegates had already responded to the call and signified their intention of attending. He estimated that the stockmen would have a thousand delegates and visitors in attendance, and that the wool growers would have probably 500 members here. Mr. Martin added that besides calls issued to every governor, commercial body and county board, there had been sent out 12,000 calls to stockmen and 5,000 to wool growers. The committee decided to issue a souvenir of the convention and instructed the press committee to begin work on this at once. It was also decided to open a booth where all delegates could secure badges and a book entitling them to the courtesies extended by the city, thus preventing those not entitled to these benefits abusing them. The committee will meet Saturday afternoon at 2 o'clock to transact other important business.

SURE CURE FOR PILES.

Itching piles produce moisture and cause itching, this form, as well as Blind, Bleeding or Protruding Piles are cured by Dr. Bosanko's Pile Remedy. Stops itching and bleeding. Absorbs tumors. 50c a jar. At druggists, or sent by mail. Treatise free. Write me about your case. Dr. Bosanko, Phil'a, Pa.

CHARTER RATES
ARE IMPROVING

OWNERS OF BRITISH SHIP EAST
AFRICAN DECLINE REGULAR
RATE TO CARRY GRAIN FROM
PORTLAND TO THE UNITED
KINGDOM.

Charter rates are steadily increasing, and before the season is ended the indications are that they will be back to a pretty respectable figure. Yesterday the British bark East African turned down an offer of 20s 6d to carry a grain cargo to the United Kingdom. The day before the owners of the Glenesslin refused an offer of 20s for the same kind of business. Good offers are being declined almost every day, and it is believed that all the spot ships will be engaged before many days elapse. The only vessels in the river not chartered are the Glenesslin, East African and Red Hook. Those engaged at the Christel, preparing to load, and the Europe, which will complete her grain cargo this week. From the appearance of things Portland will soon be short of available tonnage. Two more vessels are about due here, however, from San Francisco. They are the British ships Andorinha and the Ancaolis. One reason for the improvement of the rates is believed to be partly attributable to the fact that many of the big windjammers are leaving San Francisco

in ballast. The owners were dissatisfied with the freight situation and sent them to other quarters of the globe in search of better business inducements. A letter received by a local shipper last evening from Captain Jones of the British ship Eldston Hill, now at the Bay City, stated that the vessels are thinning out of there very rapidly. "None of them are going to lay up much longer," he said. "They are going away every day in ballast." The Eldston Hill is under charter to load lumber on Puget sound, and will sail north in a few days.

PLANT TO REFINE
COCONUT OIL

When the steamship Indravelli reached this port about the first of this month she brought from Singapore a coconut oil refinery plant, which is probably the only one in the United States. Mr. Yeres of the Oriental-American company said: "We shall probably begin to build the plant the latter part of this month. All we are waiting for is an expert to arrive from Europe, who is now on the way. The plant will occupy a three-story building about 100 feet square. The refined oil is used in place of butter and lard in cooking, and is extensively used in the manufacture of confectionery and biscuits. Eastern and California races by direct wires. We accept commissions by "phone" on above races from responsible parties. We also receive commissions for all leading sporting events in any part of the world, at Portland Club, 124 Fifth street.

SAN FRANCISCO'S
HIGH RENT RAGE

PROBLEM NOT SOLVED BY PEOPLE
OF THE BAY CITY WHO ARE
CALLED UPON TO PAY EXORBITANT
PRICES FOR PLACES IN
WHICH TO LIVE.

(Special News Service.) San Francisco, Dec. 17.—The high rents problem has not been solved as the wage-earning classes of this city had hoped that it would be. The impression had prevailed among business men that the large number of apartment houses and flats recently constructed, and in course of construction, would cause a slump in the house-to-rent market and bring landlords to a realization that the city is being overbuilt. The extraordinary building boom frightened the timid property holders. The big banking concerns, however, and large investors in real estate kept steadily on the purchase and building permits were issued by scores. Sure enough, the immense number of new houses placed on sale and for rent did shake the prices a deal. Old premises were deserted for new and owners found that they could renovate old buildings, put in modern plumbing and rearrange rooms and get a fair rent—considerably lower than that charged for up-to-date structures. The expensive houses were placarded with

"to let" signs and the man of small income says that he was in a fair way to secure a home at a reasonable figure. But he is doomed to disappointment. Building Will Be Cut. The building of new flats and apartment houses will be cut down the coming spring and already there has been a noticeable falling off of construction of dwellings. The office building seems to interest speculators the most now. The result has been that gradually the dwelling houses have filled up and there is a small margin of unrented premises on hand. Up went the rents and they have come to a standstill, refusing to fall in spite of the wise ones of the exchanges. It is safe to say that before another year is passed the builder of small homes must again go into the market and provide for the rapidly swelling western population. The truth in the matter is that the days of low rents in San Francisco have passed, as they have in all of our great, healthy west, and the Eastern plan of providing cheap, respectable and comfortable quarters for the struggling middle-classes must be solved here as well as it has been in the big cities of the Atlantic coast. Idle Tonnage in Port. British and American ships are having a hard time securing freights for foreign shipments. There is much idle tonnage here and at other coast ports and one reason that is assigned for the big fleet is that France is rapidly becoming a factor in the world of commerce. French ships and steamers are more and more prominent as bidders for cargoes each year. The French ship subsidy law permits them to take cargoes at rates that would be ruinous to American or British vessels. English ships in particular suffer, as American vessels are nearly all engaged in domestic

carrying. English shipowners have of late years learned to be content with two per cent per annum, but recently even this slight margin of profit has been wiped out.

PLANS FOR NEW
HOME FOR ELKS

Plans for the proposed new Elk building, to be erected probably at Seventh and Stark streets, were submitted to Secretary J. B. Coffey of the local lodge last night and will in turn be submitted by him this evening at a meeting of Portland lodge No. 142, B. P. O. E. Several plans have been drawn up for a four-story building at the location named, where the order has owned a plot of ground for three years. Whether to build one or two stories of stone and the remaining stories of brick and whether to have the second and third floors offices, or offices on the second floor only, with lodge and club rooms occupying the two upper floors, are the points to be considered and discussed. The first floor will be a store room. It is estimated that the building, fitted out complete, will cost about \$75,000. Inspectors Edwards and Fuller were at Glen's Ferry, Wash., yesterday inspecting the steamer Helen.

Tobacco Heart

May be cured. Don't neglect your symptoms. Dr. Miles' Heart Cure is a great heart and blood tonic about which you will learn a great deal about heart trouble by sending postal for free book on diseases of the heart and nerves. DR. MILES MEDICAL CO., Elkhart, Ind.