CITY NOTICES.

PROPOSED ASSESSMENT FOR IMPROVEMENT OF EAST NINETEENTH STREET.

Notice is hereby given that the Council of the City of Portland proposes to assess the following described property and owner or owners as being specially and peculiarly benefited in the amounts set opposite the names and descriptions thereof for the improvement of East Nineteenth street from 12 feet north of the south line of Tillamook street to 12 feet south of the north line of Weidler street, as provided by ordinance No. 13,569.

Any objections to the apportionment of cost for said improvement must be made in writing to the Council and filed with the Auditor within 15 days from the date of the first publication of this notice, and said objections will be heard and determined by the Council before the passage of the ordinance assessing the cost of said improvement.

JOHN IRVING'S FIRST ADDITION to East Portland—Block 5, lot 1, Michael Smyth, $235.18; lot 2, Michael Smyth, $33.42; lot 18, F. O. Downing, $29.45; lot 16, F. O. Downing, $228.42. Block 12, lot 1, Edward E. Martin, $248.59; lot 2, Edward E. Martin, $26.99; lot 15, Ella Habersham, $22.38; lot 16, Ella Habersham, $247.04. Block 13, lot 1, Amanda W. Reed, $250.23; lot 2, Amanda W. Reed, $20.89; lot 15, Harlan H. Royal, $40.16; lot 16, Harlan H. Royal, $270.79. Block 20, south 2-3 lot 1, S. M. K. and William F. Woodward, $187.66; south 2-3 lot 2, Sue K. and William F. Woodward, $21.57; north 1-3 lot 1, Sue K. Woodward, $55.94; north 1-3 lot 2, Sue K. Woodward, $0.46; lot 15, Hamilton C. Linden, $18.81; lot 16, Hamilton C. Linden, $194.63. Block 6, lot 8, Dennis Harrington, $273.01; lot 7, Dennis Harrington, $35.54; lot 10, Louise E. Hughes, $32.1[illegible]; lot 9, Louise E. Hughes, $228.00. Block 11, lot 8, Charles H. Prescott, trustee, $252.81; lot 7, Charles H. Prescott, trustee, $29.81; lot 10, Charles H. Prescott, trustee, $39.61; lot 9, William T. Gardner, $266.79. Block 14, lot 8, Charles Prescott, trustee, $280.21; lot 7, Charles Prescott, trustee, $49.54; lot 10, Jennie L. Albee, $26.69; lot 9, Jennie L. Albee, $134.91. Block 19, lot 8, Caroline Fischer, $193.59; lot 7, Caroline Fischer, $22.09; lot 10, Albert L. Maxwell, $18.81; lot 9, Albert L. Maxwell, $194.63. Total, $4,145.49.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 20, 1904.

PROPOSED IMPROVEMENT OF EAST THIRTY-FOURTH STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 15th day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve East Thirty-fourth street from the south line of the Base Line road to the north line of Hawthorne avenue in the following manner, to-wit:

First. By grading the street full width with full intersections to the sub-grade as given by the City Engineer.

Second. By bringing the surface of the street full width with full intersections to grade with macadam.

Third. By constructing crosswalks.

Fourth. By constructing stone gutters.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 15th day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of East Thirty-fourth street from the south line of the Base Line road to the north line of Hawthorne avenue, and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby, and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet east of and parallel with the east line of East Thirty-fourth street and a line 100 feet west of and parallel with the west line of East Thirty-fourth street, and between the south line of the Base Line road and the north line of Hawthorne avenue.

The Engineer's estimate of the probable total cost for the improvement of said East Thirty-fourth street is $7,077.00.

The above improvement is to be classed as a macadam improvement and shall be maintained by the city for a period of five years; provided, that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said East Thirty-fourth street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the City Charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 18, 1904.

PROPOSED IMPROVEMENT OF YAMHILL STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 15th day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve Yamhill street from the west line of Fourth street to the east line of Sixteenth street in the following manner, to-wit:

First. By grading the street full width with full intersections, except the right of way of the Portland Railway Company at Fifth street and at Thirteenth street, and the right of way of the City & Suburban Railway Company at Eleventh street, and the intersection of Seventh street, to the proper sub-grade as given by the City Engineer.

Second. By bringing the surface of the street full width with full intersections except at the intersection of Seventh street and the right of way of the Portland Railway Company at Fifth street and at Thirteenth street, and the right of way of the City & Suburban Railway Company at Eleventh street, with bitulithic pavement.

Third. By constructing artificial stone curbs.

Fourth. All portions of said street at the intersection of Fifth street and Thirteenth street used by the Portland Railway Company as a right of way and the intersection of Eleventh street used by the City & Suburban Railway Company as a right of way, to be improved as follows:

(a) By grading the space occupied by the right of way to the grade as given by the City Engineer.

(b) By replacing the rails now in use with rails not less than seven inches in depth.

(c) By paving the space between the rails and for one foot outside of said rails with stone blocks set on not less than six inches of concrete.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 15th day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Yamhill street from the west line of Fourth street to the east line of Sixteenth street, and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby, and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet north of and parallel with the north line of Yamhill street and a line 100 feet south of and parallel with the south line of Yamhill street, and between the west line of Fourth street and the east line of Sixteenth street.

The Engineer's estimate of the probable total cost for the improvement of said Yamhill street is $27,692.00.

The above improvement is to be classed as a bitulithic pavement, except the intersection of Seventh street and the right of way of the Portland Railway Company at Fifth street and at Thirteenth street and the right of way of the City & Suburban Railway Company at Eleventh street, and shall be maintained by the city for a period of eight years; provided, that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Yamhill street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 18, 1904.

PROPOSED IMPROVEMENT OF GRAND AVENUE.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 15th day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve Grand avenue from the north line of East Everett street to a point 400 feet north of the north line of East Everett street by constructing a steel bridge with approaches.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 15th day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Grand avenue from the north line of East Everett street to 400 feet north of the north line of East Everett street and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially and peculiarly benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying within the district bounded and described as follows:

Beginning at the intersection of the center line of East Ankeny street with the center line of East Third street; thence east along the center line of East Ankeny street to its intersection with the center line of East Seventh street; thence north along the center line of East Seventh street to its intersection with the center line of East Irving street; thence east along the center line of East Irving street to its intersection with the center line of East Ninth street; thence north along the center line of East Ninth street to its intersection with the center line of Oregon street; thence east along the center line of Oregon street to its intersection with the center line of East Tenth street; thence north along the center line of East Tenth street to its intersection with the center line of Pacific street; thence east along the center line of Pacific street to its intersection with the center line of East Twelfth street; thence north along the center line of East Twelfth street to its intersection with the center line of Holladay avenue; thence east along the center line of Holladay avenue to its intersection with the center line of East Fifteenth street; thence north along the center line of East Fifteenth street to its intersection with the center line of Hassalo street; thence east along the center line of Hassalo street to its intersection with the center line of East Seventeenth street; thence north along the center line of East Seventeenth street and its extension northerly in its present course to the north line of A. Allard donation land claim; thence west along the north line of A. Allard donation land claim to its intersection with the west line of Pat Holland donation land claim; thence north along the west line of Pat Holland donation land claim to its intersection with the north line of section 23, township 1 north, range 1 east, Willamette meridian; thence west along the north line of section 23, township 1 north, range 1 east, Willamette meridian, to its intersection with the center line of East Ninth street; thence north along the center line of East Ninth street and its extension northerly in its present course to its intersection with an easterly extension of the south line of the Lewis Love donation land claim; thence west along the aforesaid extension of the south line of the Lewis Love donation land claim and the south line of the Lewis Love donation land claim to its intersection with the center line of Williams avenue; thence southerly along the center line of Williams avenue to its intersection with the center line of East First street; thence south along the center line of East First street and its extension southerly in its present course to its intersection with the center line of East Glisan street; thence east along the center line of East Glisan street to its intersection with the center line of East Third street; thence south along the center line of East Third street to its intersection with the center line of East Ankeny street, the place of beginning.

The Engineer's estimate of the probable total cost for the improvement of said Grand avenue is $45,000.00.

The above improvement is to be classed as a steel bridge improvement and shall be maintained by the city for a period of 50 years; provided, that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Grand avenue are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said avenue as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 18, 1904.

PROPOSED IMPROVEMENT OF EAST TWENTY-SECOND STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve East Twenty-second street from the north line of Dunn's Addition to the north line of East Burnside street in the following manner, to-wit:

First—By grading the street full width with full intersections to the subgrade as given by the City Engineer.

Second—By bringing the street full width with full intersections to the proper grade with gravel.

Third—By constructing wooden sidewalks.

Fourth—By constructing wooden crosswalks.

Fifth—By constructing box and stone gutters.

Said improvement to be made in accordance with the Charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer filed in the office of the Auditor of the City of Portland on the 26th day of May, 1904, indorsed: "City Engineer's plans and specifications for the improvement of East Twenty-second street from the north line of Dunn's Addition to the north line of East Burnside street and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the City Charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet east of and parallel with the east line of East Twenty-second street and a line 100 feet west of and parallel with the west line of East Twenty-second street and between the north line of Dunn's Addition to East Portland and the north line of East Burnside street.

The Engineer's estimate of the probable total cost for the improvement of said East Twenty-second street is $2,489.00.

The above improvement is to be classed as a gravel improvement and shall be maintained by the city for a period of five years; provided, that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the City Charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED IMPROVEMENT OF WOODS STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve Woods street from the west line of Front street to the east line of Fourth street in the following manner, to-wit:

First. By grading the street full width with full intersections in accordance with the stakes as set by the City Engineer.

Second. By bringing the street full width with full intersections to grade with macadam.

Third. By constructing artificial stone sidewalks.

Fourth. By constructing crosswalks.

Fifth. By constructing stone gutters.

Sixth. By constructing wooden sidewalks as shown by the plans of the City Engineer.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 1st day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Woods street from the west line of Front street to the east line of Fourth street and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet south of and parallel with the south line of Woods street and a line 100 feet north of and parallel with the north line of Woods street and between the west line of Front street and the east line of Fourth street.

The Engineer's estimate of the probable total cost for the improvement of said Woods street is $3,701.00.

The above improvement is to be classed as a macadam improvement and shall be maintained by the city for a period of five years, provided that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Woods street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED IMPROVEMENT OF LOWNSDALE STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve Lownsdale street from the south line of Washington street to the south line of Alder street in the following manner, to-wit:

First—By grading the street full width with full intersections to the subgrade as given by the City Engineer.

Second—By bringing the surface of the street full width with full intersections to the established grade with macadam.

Third—By constructing wooden sidewalks.

Fourth—By constructing crosswalks.

Fifth—By laying stone gutters.

Said improvement to be made in accordance with the Charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer filed in the office of the Auditor of the City of Portland on the 1st day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Lownsdale street from the south line of Washington street to the south line of Alder street and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the City Charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet east of and parallel with the east line of Lownsdale street and a line 100 feet west of and parallel with the west line of Lownsdale street and between the south line of Washington street and a line 100 feet south of and parallel with the south line of Alder street.

The Engineer's estimate of the probable total cost for the improvement of said Lownsdale street is $1,385.00.

The above improvement to be classed as a macadam improvement and shall be maintained by the city for a period of five years; provided, that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Lownsdale street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the City Charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED REPAIRS TO TANNER CREEK SEWER.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, that the City of Portland deems that the public health, interest and convenience requires, and the Council hereby orders to be constructed, laid and repaired the Tanner creek sewer from a point in Lownsdale street at Washington street to a point in Taylor street, if extended westerly in its present course. Said sewer to be constructed with all necessary manholes, lampholes, catchbasins and branches, as follows:

First. One thousand one hundred and fifty lineal feet of three-ring brick and stone sewer in accordance with plan "A" of the City Engineer's plans, specifications and estimates, from a connection with the brick and stone sewer in Lownsdale street to a point 50 feet west of the west line of Nineteenth street.

Second. By repairing 650 lineal feet of two-ring brick and stone sewer according to plan "B" of the City Engineers' plans, specifications and estimates, from 50 feet west of the west line of Nineteenth street to a point in Taylor street if extended westerly in its present course.

Said sewer to be constructed and repaired in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 18th day of May, 1904, indorsed: "City Engineer's plans and specifications for a sewer in Tanner creek from a point in Lownsdale street at Washington street to a point in the westerly extension of Taylor street and the estimates of the work to be done and the probable total cost thereof."

The cost of constructing and repairing said sewer to be assessed as provided by the city charter upon the property specially and peculiarly benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying within the district bounded and described as follows:

Beginning at a point 100 feet east of the east line of Twenty-first street and 100 feet north of the north line of Pettygrove street; thence east on a line 100 feet north of and parallel with the north line of Pettygrove street to a point 100 feet east of the east line of Tenth street; thence northeast on a line rectangular to the center line of Front street to the low water line of the Willamette river; thence southeast 850 feet along the low water line of the Willamette river to a point; thence southwest rectangular to the center line of Front street to a point 100 feet east of the east line of Ninth street; thence south on a line 100 feet east of and parallel with the east line of Ninth street to a point 100 feet north of the north line of Hoyt street; thence east on a line 100 feet north of the north line of Hoyt street to a point 100 feet east of the east line of Eighth street; thence south on a line 100 feet east of and parallel with the east line of Eighth street to a point 100 feet south of the south line of Hoyt street; thence west on a line 100 feet south of and parallel with the south line of Hoyt street to a point in the west line of Eleventh street; thence south on the west line of Eleventh street to a point 100 feet north of the north line of Everett street; thence west on a line 100 feet north of and parallel with the north line of Everett street to the east line of Twelfth street; thence south on the east line of Twelfth street to a point 100 feet north of the north line of Davis street; thence west on a line 100 feet north of and parallel with the north line of Davis street to a point 100 feet west of the west line of Twelfth street; thence south on a line 100 feet west of the west line of Twelfth street to a point 100 feet north of the north line of Morrison street; thence west on a line 100 feet north of and parallel with the north line of Morrison street to a point 100 feet west of the west line of Lownsdale street; thence south on a line 100 feet west of and parallel with the west line of Lownsdale street to a point 100 feet north of the north line of Yamhill street; thence west on a line 100 feet north of and parallel with the north line of Yamhill street to a point 100 feet west of the west line of Sixteenth street; thence south on a line 100 feet west of and parallel with the west line of Sixteenth street to a point 100 feet south of the south line of Taylor street; thence east on a line 100 feet south of and parallel with the south line of Taylor street to a point 100 feet east of the east line of Sixteenth street; thence south on a line 100 feet east of and parallel with the east line of Sixteenth street to a point 100 feet north of the north line of Main street if extended westerly; thence southeasterly to a point 100 feet north of the north line of Jefferson street and 100 feet west of the west line of Fourteenth street; thence south on a line 100 feet west of and parallel with the west line of Fourteenth street to a point 100 feet north of the north line of Montgomery street; thence east on a line 100 feet north of and parallel with the north line of Montgomery street to a point 100 feet east of the east line of Fourteenth street; thence south on a line 100 feet east of and parallel with the east line of Fourteenth street to a point 100 feet south of the south line of Spring street if extended easterly; thence west on a line 100 feet south of and parallel with the south line of Spring street to a point 100 feet east of Sixteenth street; thence south on a line 100 feet east of and parallel with the east line of Sixteenth street to the south line of block G, Skyland; thence westerly along the south line of block G, Skyland, and the center line of Hawthorne Terrace to a point 50 feet east of the east line of Twentieth street if extended southerly; thence northwesterly to a point 100 feet west of Twenty-first street if extended southerly and 100 feet south of Spring street; thence northerly on a line 100 feet west of and parallel with the west line of Twenty-first street to the dividing line between lots 1 and 2, block 65, Carter's Addition; thence northerly to a point of intersection of lot lines of lots 1, 2 and 5, block 60, Carter's Addition; thence to a point 50 feet north of Market Street Drive on the dividing line of lots 25 and 26 in block 56, Carter's Addition; thence west on a line 50 feet north of and parallel with the north line of Market Street Drive to a point on the east line of lot 16, block 56, Carter's Addition; thence north on the east line of lot 16, to a point 100 feet south of the south line of Jefferson street; thence west on a straight line 100 feet south of the south line of Jefferson street and its extension westerly to a point 200 feet west of the east line of the City Park; thence north on a line 200 feet west of and parallel with the east line of the City Park to a point 100 feet north of the north line of Park avenue extended westerly; thence east on a line 100 feet north of and parallel with the north line of Park avenue to a point 100 feet east of the east line of Ford street; thence north on a line 100 feet east of and parallel with the east line of Ford street to a point 50 feet north of the north line of Washington street; thence east on a line 50 feet north of and parallel with the north line of Washington street to a point 100 feet east of the east line of Twenty-first street; thence north on a line 100 feet east of the east line of Twenty-first street to 1,000 feet north of the north line of Pettygrove street, the point of beginning, containing 610 acres more or less.

The Engineer's estimate of the probable total cost for the construction and repair of said sewer is $25,000.00.

The plans, specification and estimates of the City Engineer for the construction and repair of said sewer are hereby adopted.

Resolved, that the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed construction of said sewer as provided by the city charter.

Remonstrances against the above sewer may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 11, 1904.

EXTENSION OF EAST NINETEENTH STREET.

Whereas, The Council of the City of Portland, deeming it expedient to open, lay out and establish an extension of East Nineteenth street, in the City of Portland, from the south line of Powell street to the south line of Edgar street, if extended easterly, said opening to be 60 feet in width and an extension in its present course and width of East Nineteenth street as laid out in Tibbetts' Addition, did on the 6th day of April, 1904, direct the City Engineer to survey the same and to mark the boundaries thereof, and to make a plat of such survey, and a written report containing a full and perfect description of such proposed street and boundaries thereof, and of the portion of each lot, tract or part of either to be appropriated for such street, and the City Engineer having made such survey, plat and report, and filed such plat and report in the office of the Auditor of the City of Portland on the 21st day of April, 1904, and said report having been adopted by ordinance No. 13,999, entitled: "An ordinance adopting the report of the City Engineer in the matter of the proposed opening, laying out and establishing of East Nineteenth street, in the City of Portland, from the south line of Powell street to the south line of Edgar street if extended easterly, said opening to be 60 feet in width and an extension in its present course and width of East Nineteenth street as laid out in Tibbetts' Addition."

Now, therefore, all persons interested are hereby notified that the Council of the City of Portland has appointed H. J. Morrison, J. Kelly and E. Gunderson viewers to view said proposed extension of said street and make an estimate of the benefits and damages occasioned by the opening, laying out and establishing of the same, in accordance with section 349 of the charter of the City of Portland, and said viewers to meet at the office of the Auditor of the City of Portland on Thursday, the 23d day of June, 1904, at the hour of 10 o'clock in the forenoon of said day.

The proposed opening, laying out and establishing of East Nineteenth street is 60 feet in width, and is more particularly bounded and described as follows:

Beginning at a point in the south line of Powell street where the same would be intersected by the west line of East Nineteenth street as laid out in Tibbetts' Addition, if extended southerly; running thence southerly on an extension to the west line of East Nineteenth street 202.3 feet to the north line of Edgar street; thence easterly along the south line of block 2, Smith's Addition, 30 feet; thence southerly at right angles to the last mentioned line, 40 feet; thence easterly on an extension of the south line of Edgar street, 30 feet; thence northerly on the east line of East Nineteenth street as laid out in Tibbetts' Addition if extended southerly, 226.6 feet to the south line of Powell street; thence northwesterly along the south line of Powell street to the place of beginning.

The proposed opening, laying out and establishing of East Nineteenth street will include and necessitate the appropriation to public use the following described parcels or tracts of land:

All that part of lot 1, block 2, Smith's Addition, lying easterly of the proposed west line of East Nineteenth street, containing 2,967 square feet.

All that part of lot 18, block 2, Smith's Addition, lying easterly of the west line of the proposed East Nineteenth street, containing 2,985 square feet.

All that part of block 3, Smith's Addition, lying westerly of the east line of the proposed East Nineteenth street, containing 7,019 square feet.

All persons claiming damage by reason of the appropriation of the property above described, or any part thereof, in the proposed opening, laying out and establishing of said street are hereby specially notified to file their claims for such damages with the Auditor of the City of Portland before the 23d day of June, 1904, the time appointed for the meeting of the viewers therein.

By order of the Council.

THOS. C. DEVLIN,
(97) Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED IMPROVEMENT OF MAIN STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve Main street from the west line of Front street to the west line of Fourteenth street, except at the intersections of First street, Second street, Fourth street and Fifth street, in the following manner, to-wit:

First—By removing all loose earth, mud and debris of every kind from the surface of the street full width with full intersections.

Second—By bringing the surface of the street full width with full intersections to proper grade with macadam.

Third—By constructing artificial stone sidewalks.

Fourth—By constructing artificial stone curbs.

Fifth—By laying crosswalks.

Said improvement to be made in accordance with the Charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer filed in the office of the Auditor of the City of Portland on the 1st day of June, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Main street from the west line of Front street to the west line of Fourteenth street and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the City Charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet north of and parallel with the north line of Main street and a line 100 feet south of and parallel with the south line of Main street, and between the west line of Front street and a line 100 feet west of and parallel with the west line of Fourteenth street.

The Engineer's estimate of the probable total cost for the improvement of said Main street is $6,474.00.

The above improvement is to be classed as a macadam repair improvement and shall be maintained by the city for a period of four years, provided that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Main street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the City Charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED IMPROVEMENT OF BENTON STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon deems it expedient and proposes to improve Benton street from the south line of Clackamas street to the north line of Broadway, in the following manner, to-wit:

First. By grading the street full width with full intersections to the proper subgrade as given by the City Engineer.

Second. By bringing the street full width with full intersections to proper grade with gravel.

Third. By constructing artificial stone sidewalks.

Fourth. By constructing wooden crosswalks.

Fifth. By constructing stone gutters.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 27th day of May, 1904, indorsed: "City Engineer's plans and specifications for the improvement of Benton street from the south line of Clackamas street to the north line of Broadway, and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby, and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet westerly from and parallel with the westerly line of Benton street and a line 100 feet easterly from and parallel with the easterly line of Benton street and between the southerly line of Clackamas street and a line 100 feet northerly from and parallel with the northerly line of Broadway.

The Engineer's estimate of the probable total cost for the improvement of said Benton street is $4,354.00.

The above improvement is to be classed as a gravel improvement and shall be maintained by the city for a period of five years, provided that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Benton street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

ARE YOU GOING TO ST. LOUIS?

Rock Island System

If so, call for your tickets via the

ROCK ISLAND-'FRISCO SYSTEMS

The line having terminal at entrance to Fair Grounds. Round trip rate **$67.50**, good for ninety days from date of sale. Choice of routes going and returning via St. Paul, Denver, Colorado Springs, Pueblo or El Paso. Stopover permitted in both directions.

DATES OF SALE

June 7, 16, 17, 18; July 1, 2, 3; August 8, 9, 10; September 5, 6, 7; October 3, 4, 5.

On above dates rate of **$72.50** will be made to Chicago and return.

For further information and sleeping car reservations, call upon or address,

A. H. M'DONALD,
General Agent,
140 3d St., Portland, Oregon.

Rock Island System

CITY NOTICES.

PROPOSED IMPROVEMENT OF EAST TAYLOR STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve East Taylor street from the east curb line of Union avenue to the west curb line of East Eighth street, by constructing artificial stone sidewalks and grading for the same in accordance with the City Engineer's plans, specifications and estimates.

Said improvement to made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 26th day of May, 1904, indorsed: "City Engineer's plans and specifications for the improvement of East Taylor street from the east curb line of Union avenue to the west curb line of East Eighth street, and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby, and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet north of and parallel with the north line of East Taylor street and a line 100 feet south of and parallel with the south line of East Taylor street and between the east line of Union avenue and the west line of East Eighth street.

The Engineer's estimate of the probable total cost for the improvement of said East Taylor street is $1,486.00.

The plans, specifications and estimates of the City Engineer for the improvement of said East Taylor street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSED IRVINGTON DISTRICT SEWER.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to construct a sewer to be known as the Irvington District sewer with all necessary catchbasins, manholes, lampholes and branches, in East Twenty-first street, Brazee street, East Seventeenth street, Thompson street, East Seventh street, San Rafael street, Williams avenue and Hancock street; thence south 56 degrees, 30 minutes west from the west end of Hancock street to low water mark in the Willamette river. Said sewer to be of the following dimensions: 2,168 lineal feet of two-ring brick and stone sewer of 5 feet 6 inches clear inside diameter as follows: Commencing at the intersection of the south line of Stanton street with the center line of East Twenty-first street; thence south in East Twenty-first street to Brazee street, and thence westerly in Brazee street to East Seventeenth street; 1,337 lineal feet of two-ring brick and stone sewer of 6 feet clear inside diameter commencing at the intersection of East Seventeenth street with Brazee street; thence southerly in East Seventeenth street to Thompson street; thence westerly in Thompson street to a point in Thompson street at East Eleventh street; 4,040 lineal feet of two-ring brick and stone sewer in 6 feet 6 inches clear inside diameter as follows: Commencing at the intersection of East Eleventh street with Thompson street; thence westerly in Thompson street to East Seventh street; thence southerly in East Seventh street to San Rafael street; thence westerly in San Rafael street to Williams avenue; 873 lineal feet of two-ring brick and stone sewer of 4 feet 6 inches clear inside diameter as follows: Commencing at the intersection of Williams avenue with San Rafael street; thence southerly in Williams avenue to Hancock street; thence westerly in Hancock street to a point in said Hancock street 150 feet west of the west line of Flint street; 132 lineal feet of two-ring brick and stone sewer 2 feet 8 inches clear inside diameter as follows: Commencing at a point in Hancock street 150 feet west of the west line of Flint street; thence west in said Hancock street to a point 238 feet west of the west line of Flint street; 1,260 lineal feet of two-ring brick and stone sewer of 5 feet clear inside diameter as follows: Commencing at a point in Hancock street 282 feet west of the west line of Flint street; thence westerly in Hancock street to a point; 70 feet of three-ring brick and stone sewer of 4 feet 6 inches clear inside diameter from a point in Hancock street 1,542 feet west of the west line of Flint street; thence west in said Hancock street 70 feet; 230 lineal feet more or less, of two-ring brick and stone sewer of 4 feet 6 inches clear inside diameter from a point in Hancock street 1,612 feet west of the west line of Flint street south 56 degrees, 30 minutes west to low water mark in the Willamette river.

Said sewer to be constructed in accordance with the Charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer filed in the office of the Auditor of the City of Portland on the 31st day of May, 1904, indorsed: "City Engineer's plans and specifications for the sewer to be known as the Irvington District sewer, and the estimates of the work to be done and the probable total cost thereof."

Said sewer to be a district sewer and to drain and sewer all the lots, parts of lots and parcels of land lying within the district bounded and described as follows:

Beginning at the intersection of the center lines of River street and Albina avenue; thence southerly along the center line of River street to the east line of the Oregon Railroad & Navigation Company's right of way; thence southerly along the east line of the Oregon Railroad & Navigation Company's right of way to a point 150 feet south of the south line of Dixon street if extended westerly; thence easterly along a line 150 feet south of and parallel with the south line of Dixon street to the west line of Elizabeth Irving's Second Addition; thence north along the west line of Elizabeth Irving's Second Addition to a point 100 feet north of the north line of Hancock street; thence east on a line 100 feet north of and parallel with the north line of Hancock street to a point 100 feet east of the east line of East Ninth street; thence north on a line 100 feet east of and parallel with the east line of East Ninth street to a point 100 feet south of the south line of Tillamook street; thence east on a line 100 feet south of and parallel with the south line of Tillamook street to a point 100 feet east of the east line of East Sixteenth street; thence north on a line 100 feet east of and parallel with the east line of East Sixteenth street to the center line of Tillamook street; thence east along the center line of Tillamook street to a point 100 feet east of the east line of East Seventeenth street; thence north on a line 100 feet east of and parallel with the east line of East Seventeenth street to the center line of Thompson street; thence east along the center line of Thompson street to a point 100 feet east of the east line of East Twenty-fourth street; thence north on a line 100 feet east of and parallel with the east line of East Twenty-fourth street to a point 100 feet north of the north line of Going street; thence west on a line 100 feet north of and parallel with the north line of Going street to a point 100 feet east of the east line of East Tenth street; thence south on a line 100 feet east of and parallel with the east line of East Tenth street to a point 100 feet south of the south line of Prescott street; thence west on a line 100 feet south of and parallel with the south line of Prescott street to a point 100 feet east of the east line of Union avenue; thence south on a line 100 feet east of and parallel with the east line of Union avenue to the center line of Morris street; thence west on the center line of Morris street to the center line of Union avenue; thence south on the center line of Union avenue to the center line of Sacramento street (west); thence west on the center line of Sacramento street to the center line of Williams avenue; thence south on the center line of Williams avenue; to the center line of Page street; thence west on the center line of Page street to the center line of Albina avenue; thence south on the center line of Albina avenue to the center line of River street, the point of beginning, containing 928.5 acres, more or less.

The cost of said sewer to be assessed as provided by the City Charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying within the district hereinbefore bounded and described.

The Engineer's estimate of the probable total cost for the construction of said sewer is $125,000.00.

The plans, specifications and estimates of the City Engineer for the construction of said sewer are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed construction of said sewer as provided by the City Charter.

Remonstrances against the above sewer may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

PROPOSALS FOR STREET WORK.

Sealed proposals will be received at the office of the Auditor of the City of Portland, until Friday, June 24, 1904, at 3 o'clock p. m., for the construction of a steel bridge on Front street from 100 feet south of the south line of Caruthers street to the north line of Arthur street, in the manner provided by ordinance No. 13,936, subject to the provisions of the charter and ordinances of the City of Portland and the estimate of the City Engineer, on file.

Bids must be strictly in accordance with printed blanks, which will be furnished on application at the office of the Auditor of the City of Portland. And said improvement must be completed on or before 180 days from the date of the signing of the contract by the parties thereto.

No proposals or bids will be considered unless accompanied by a certified check payable to the order of the Mayor of the City of Portland certified by a responsible bank for an amount equal to 10 per cent of the aggregate proposal.

The right to reject any and all bids is hereby reserved.

By order of the Executive Board.

THOS. C. DEVLIN,
Auditor of the City of Portland.
May 14, 1904.

PROPOSED IMPROVEMENT OF EAST YAMHILL STREET.

Notice is hereby given that at the meeting of the Council of the City of Portland, Oregon, held on the 1st day of June, 1904, the following resolution was adopted:

Resolved, That the Council of the City of Portland, Oregon, deems it expedient and proposes to improve East Yamhill street from the east curb line of Union avenue to the west curb line of East Eighth street, by constructing artificial stone sidewalks and grading street for same in accordance with the City Engineer's plans, specifications and estimates.

Said improvement to be made in accordance with the charter and ordinances of the City of Portland and the plans, specifications and estimates of the City Engineer, filed in the office of the Auditor of the City of Portland on the 26th day of May, 1904, indorsed: "City Engineer's plans and specifications for the improvement of East Yamhill street from the east curb line of Union avenue to the west curb line of East Eighth street, and the estimates of the work to be done and the probable total cost thereof."

The cost of said improvement to be assessed as provided by the city charter upon the property specially benefited thereby and which is hereby declared to be all the lots, parts of lots and parcels of land lying between a line 100 feet north of and parallel with the north line of East Yamhill street and a line 100 feet south of and parallel with the south line of East Yamhill street and between the east line of Union avenue and the west line of East Eighth street.

The Engineer's estimate of the probable total cost for the improvement of said East Yamhill street is $1,124.00.

The plans, specifications and estimates of the City Engineer for the improvement of said East Yamhill street are hereby adopted.

Resolved, That the Auditor of the City of Portland be and he is hereby directed to give notice of the proposed improvement of said street as provided by the city charter.

Remonstrances against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.
Portland, Oregon, June 10, 1904.

RAILROAD TIMETABLES.

THE GREAT NORTHERN

Ticket Office 122 Third Street Phone 680

2 Transcontinental Trains Daily 2

FAST TIME

TO SPOKANE, ST. PAUL, DULUTH, MINNEAPOLIS, CHICAGO AND ALL POINTS EAST.

Daylight trip through the Cascade and Rocky mountains. For full particulars, rates, folders, etc., call on or address

H. DICKSON, City Ticket Agt.
122 Third Street, Portland.

Astoria & Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
8:00 a. m. Daily.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore. Express daily.	Daily. 11:10 a. m.
7:00 p. m. Daily.	Astoria Express. Daily.	9:40 p. m.

J. C. MAYO,
G. F. and P. A., Astoria, Or.
C. A. STEWART, Commercial Agent, 248 Alder st. Phone Main 906.

RAILROAD TIMETABLES.

EAST via SOUTH

SOUTHERN PACIFIC COMPANY

Leaves.	UNION DEPOT.	Arrives.
*8:30 p. m.	OVERLAND EXPRESS trains, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Stockton, Los Angeles, El Paso, New Orleans and the East.	*7:25 a. m.
*8:30 a. m.	At Woodburn daily (except Sunday), morning train for Mt. Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*7:10 p. m.
*4:00 p. m.	Albany passenger, connects at Woodburn with Mt. Angel and Silverton local.	*10:10 a. m.
*7:30 a. m.	Corvallis passenger.....	‖5:50 p. m.
‖4:50 p. m.	Sheridan passenger.....	*8:25 a. m.

*Daily. ‖Daily, except Sunday.

Portland-Oswego Suburban Service and Yamhill Division.

Depot Foot of Jefferson Street.

Leave Portland daily for Oswego 7:30 a. m.; 12:50, 2:05, 3:25, 5:20, 6:25, 8:30, 10:10 p. m. Daily (except Sunday), 5:30, 6:30, 6:35, 10:25 a. m.; 4:00, 11:30 p. m. Sunday only, 9:00 a. m.

Returning from Oswego, arrive Portland daily 8:30 a. m.; 1:55, 3:05, 4:35, 6:15, 7:35, 9:55, 11:10 p. m. Daily (except Sunday) 6:25, 7:25, 9:30, 10:20, 11:45 a. m. Except Monday, 12:25 p. m. Sunday only, 10:00 a. m.

Leaves from same depot for Dallas and intermediate points daily (except Sunday) 4:00 p. m. Arrive Portland 10:20 p. m.

The Independence-Monmouth Motor line operates daily to Monmouth and Airlie, connecting with Southern Pacific company's trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco $20, berth $5; second-class fare $15, second-class berth $2.50.

Tickets to Eastern points and Europe, also Japan, China, Honolulu and Australia.

City Ticket Office corner Third and Washington streets. Phone, Main 712.

C. W. STINGER, City Ticket Agent. W. E. COMAN, Gen. Pass. Agent.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE AND UNION PACIFIC

3 TRAINS to the EAST DAILY

Through Pullman standard and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago. Reclining chair cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:15 a. m. Daily.	5:25 p. m. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.	6:15 p. m. Daily.	8:00 a. m. Daily.
ATLANTIC EXPRESS. For the East via Huntington.	8:15 p. m. Daily.	7:15 a. m. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO: S. S. Geo. W. Elder—June 5, 15, 25. S. S. Columbia—June 10, 20, 30.	From Ainsworth Dock, 8:00 p. m.	5:00 p. m.

Columbia River Division.

FOR ASTORIA and way points, connecting with stmr. for Ilwaco and North beach, str. Hassalo, Ash-st. dock.	8 p. m. Daily, ex. Sunday Saturday 10:00 p. m.	About 5:00 p. m. ex. Sunday.

Yamhill River Route.

FOR DAYTON, Oregon City and Yamhill River points, strs. Ruth and Modoc, Ash-st. dock. (Water permitting.)	7:00 a. m. Daily, except Sunday.	5:30 p. m. Daily, except Sunday.

Snake River Route.

FOR LEWISTON, Ida., and way points from Riparia, Wash., steamers Spokane and Lewiston.	5:40 a. m. Daily, ex. Sat.	About 5:00 p. m. Daily, ex. Friday.

TICKET OFFICE, Third and Washington. Telephone Main 712.

PORTLAND & ASIATIC STEAMSHIP COMPANY

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostok.

For rates and full information call on or address officials or agents of the O. R. & N. Co.

NORTHERN PACIFIC

TIME CARD OF TRAINS PORTLAND:

UNION DEPOT.	Departs—	Arrives—
Puget Sound Limited, for Tacoma, Seattle, Olympia, South Bend and Gray's Harbor points.	8:30 a. m.	5:30 p. m.
North Coast Limited, for Tacoma, Seattle, Butte, St. Paul, Minneapolis, Chicago, New York, Boston and points East and Southeast.	3:00 p. m.	7:00 a. m.
Twin-City Express, for Tacoma, Seattle, Spokane, Helena, St. Paul, Minneapolis, Chicago, New York, Boston and all points East and Southeast.	11:45 p. m.	7:00 p. m.
Puget Sound - Kansas City-St. Louis Special, for Tacoma, Seattle, Spokane, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and all points East and Southeast.	8:30 a. m.	7:00 a. m.

All trains daily except on South Bend branch.

A. D. CHARLTON,
Assistant General Passenger Agent.
255 Morrison st., cor. Third, Portland, Or.