



SPECIAL EXCURSION TICKETS

WILL BE PLACED ON SALE TOMORROW

BY THE

Northern Pacific

AND WILL CONTINUE ON SALE MONDAY, TUESDAY AND WEDNESDAY, SEPT. 5, 6 and 7, AND THEN AGAIN ON OCT. 3, 4 and 5.

TICKETS WILL BE SOLD TO THE WORLD'S FAIR AT ST. LOUIS AND TO OTHER EASTERN POINTS AND RETURN

Tickets will be Good for Ninety Days From Date of Sale and Good for Stop-over in Both Directions



All Tickets will be Good on North Coast Limited as well as on Either of Their Other Through Trains to the East

Pullman Standard as Well as Pullman Tourist Sleepers Will Be Operated Through to St. Louis

Remember you can travel on the "North Coast Limited" train just as well as on any other train, and the Traveler will tell you it is the Crack train of the Northwest, and the only electric-lighted observation train operated from Portland to the East.



THE TICKET OFFICE

At 225 Morrison Street, PORTLAND, OREGON

A. D. CHARLTON,

Assistant General Passenger Agent, PORTLAND, OREGON



HOLDS MORE PLACES THAN OLD POO BAN

F. A. DALY TELLS OF QUERER CHARGE AFTER UP AT NUSAGAK—WENT DOWN FROM SIBERIA TO SEE HOW FAR "ROADS" IN THE JAIL.

Up in Nusagak, Alaska, there is a man who is filling more positions, it is believed, than any individual in United States territory. He is probate judge, United States commissioner, recorder, jailer and cook, each of which callings he is following at the same time.

F. A. Daly, who represented the interests of the Alaska Packers' association at the salmon fishing grounds near the Bering sea this year, has returned home, coming down on the steamer North King. Yesterday he gave an interesting account of life in the north-land and how the natives spent the time during the fishing season. He also told about the man with the numerous jobs.

"I have forgotten his name," began Mr. Daly, "but he is a well-known official on the barren shores of far-away Alaska. His main occupation is that of jailer, for which he receives \$4 a day. He has to board the prisoners and he does his own cooking, getting an additional salary for this work. He is also probate judge, recorder and commissioner, and gets a good salary for filling each of these offices. When court is in session he often terminates the proceedings with the remark: 'I see by my watch that it is time to adjourn if the prisoners get anything to eat today. Therefore court stands adjourned. It is time for me to begin preparing the meals for my boarders.'"

"With this simple announcement he steps down from the bench and hurries into an adjoining room of the building, rolls up his sleeves and begins cooking. "Taking into consideration the big and motley aggregation that gathers there annually, Nusagak is not so bad so far as law-breaking is concerned. Only one murder was committed there this summer. A number of Japanese got into a fight over a gambling game and one of them was fatally stabbed with a knife. The murderer was caught and is now spending a term in jail. A few days later a Chinaman struck a Japanese over the head with a hatchet and the judge of whom I spoke taxed him \$1 and costs for the offense. Aside from these two instances there were no acts of violence in the town this summer."

"The population is composed of many Indians, who are employed in the several canneries. Unlike the Japanese, Chinamen and whites, they absolutely refused to work on Sundays. They went to church instead, and the following day they were always too drunk to work. The Indians are all members of a Russian Greek church, which was founded there many years ago, and they attend services regularly. On Monday they proceed to celebrate in hilarious style."

Mr. Daly reports that the ship Harry Adams has not arrived at the mouth of the river, as was stated a few days ago. The only two vessels to put in an appearance so far are the steamer North King and the ship Berlin.

TIME JOKES OF ONE RETIRED RAILROADER

Harry Vermillion, well known to the railroad men of the coast, was in Portland last week, returning home to California after a sojourn at Lake Okechobee. Years ago, Mr. Vermillion was general agent for the Missouri Pacific at Los Angeles. By shrewd management and good luck, unassisted by these elements, he got rich and retired from active work. He spent the day Wednesday visiting on Railroad Row, and there are three of the comedians he propounded, each one of which was a knockout.

"Away back in the middle ages, when Richard the Lion Hearted went into a certain battle he was engaged in a hand-to-hand combat with a short-legged man who struck him in the pit of the stomach. What time was it?"

"A young woman named Little fell in love with a young man at Los Angeles and eloped with him. The fugitives were hotly pursued by the girl's father. What time was it?"

"I was walking down Third street here in Portland today and a tramp struck me for a dime. I gave it to him. In the next block another man hit me for the same amount, and I yielded. A block further on I was accosted again. 'See here,' I said, 'this is too many. Beer will suffice for you,' and I gave him a nickel. What time was it?"

"A quarter to three."

"With some men, when you touch their pocketbooks, you touch their hearts. They holler."—Epigram by H. K. Brown, sheriff of Baker City.

WONDERING WHAT WILL BE N. P. MOVE

The building of a line by the Northern Pacific from Pasco along the north side of the Columbia to Vancouver, the bridging of the river there, and the bringing of southern Washington trade into Portland, the building of Northern Pacific docks on the Waller tract and the putting in of a line of steamships from Portland to Hongkong and Yokohama, is an enterprise of vast importance to Portland. It has been suggested that the Northern Pacific's expenditure of a quarter of a million of dollars in the purchase of frontage on the Willamette river means that such a proposition is to be undertaken or has already been entered upon by the Northern Pacific.

The subject is the talk of railroad row. There are old and experienced railroad men who say this is the only logical sequence of the latest move made by the company in Portland. Others discredit the theory, but discussion of its possibilities goes on. The opinion is unanimous, however, that the fulfillment of such a prophecy would be of immense benefit to Portland.

The best posted railroad men regard the Columbia river extension and the building of a bridge at Vancouver by the Northern Pacific as inevitable should the Northern Securities decision, in the court of last resort, be in favor of the Hill interests, and many insist, that the extension will come purely as a rail-roading move, even should the Harriman side win the decision and come into possession of the Northern Pacific. It is shown by a glance at the map that there is a vast scope of rich country in southern Washington, lying between Pasco and Vancouver, that is without railway facilities, and that, most certainly will, in due time, become so rich a prize for transportation companies, that not only one road, but others will compete for possession of it.

The Northern Pacific being already in that field, it is but natural that all look for this road to make the first move. This move has been expected for several years, and the rapid growth of population and development in Oregon and Washington, particularly in the country tributary to Portland, is forcing the railroad, at last, to sit up and take notice. It is known that the Northern Pacific was virtually forced to purchase the Waller tract at this time, although it was not quite ready to make the move, owing to the Northern Securities complication. But, there were other bidding for the tract, and the railroad company had to take it now or lose it for all time.

The Northern Pacific's intentions regarding Portland are largely conjecture here, even on the part of its representatives. Judge Carey, its legal counsel at this end of the line, denies any positive knowledge of the company's plans. "But as a Portlander," he says, "I hope to see the company purchase the dockage facilities to the use of our new steamship line to China. It seems to me that would be the natural thing, following an extension of the road along the north bank of the Columbia, and the building of a bridge across the river at Vancouver, and everything that can be done to encourage that kind of a move should be done by the people of Portland."

Many eastern capitalists are turning their attention to this city. This is attested to by the fact that every mail brings letters to Mayor Williams from prominent easterners who are looking for business locations in Portland. These people make inquiries concerning the climatic conditions, and the resources of the country surrounding Portland, and also of the resources of the whole state, of the population and general character of the people, of the inducements offered capital to locate here, and every other detail bearing on the suitability of this city for a business location. In nearly every one of these letters the writer states that he is looking toward Portland as his future place of business, and many of them state that they have large amounts of capital to invest.

Some of these inquiries are from the heads of large, influential eastern firms who desire to locate mills and factories or to invest in mercantile business.

STRONG DRINK WAS HIS BANE

FRANK NIAS, WHO RECENTLY FEEL AND SUFFERED THE PAIN, WAS ONCE RAILROAD MANAGER OF HIGH STANDING—IN FOOT PLACES, WIFE AND MONEY FOR DRINK.

It was an insatiable desire for strong drink which brought about the untimely death of Frank Nias, who broke his neck by falling down the stairs in a lodging house at 295 1/2 Washington street, August 29. At one time one of the most prominent railroad men in the city of Chicago, and capable of filling the most trustworthy position, he fell gradually from his prestige until today his body may fill a pauper's grave.

His body now lies in the morgue with no one to give it proper burial. His aged mother in Chicago writes to Mayor Williams stating that she is unable to pay funeral expenses and asks him to see that her son, from whom she had not heard for years, might be given a decent burial. His wife, who left him several years ago, is now residing in Lincoln, Neb., and she has manifested no interest in the matter.

What is to be done with the body, Coroner Finley is at a loss to know. He has embalmed the body and prepared it for shipment to Chicago, where his mother resides, but her letter discourages any such plans. Mr. Finley stated yesterday that unless some one takes charge of the body shortly it will have to be sent to the potter's field for burial.

SAYS BAKER CITY IS CLOSED FOR KEEPS

SHERIFF SHOWS WHO HAS STOPPED GAMBLING AND SUNDAY LIQUOR SELLING TOWN FULL OF CAMPERS AND SAYS TOWN WILL BE GOOD.

"With some men, when you touch their pocketbooks, you touch their hearts. They holler."—Epigram by H. K. Brown, sheriff of Baker City.

The official who has revolutionized things in Baker City dropped in yesterday morning for a brief visit and put up at the Imperial. He hadn't much to say regarding the position he has taken to uphold the laws in his community, but what he said was to the point. "We have stopped gambling and the saloons are no longer open on Sunday," said Sheriff Brown. "Two saloonkeepers were arrested on the double charge of keeping open on Sunday and retailing liquor on the Sabbath day. They promised to plead guilty to one charge and be good in the future. I recommended a nominal fine in each case. They paid it. And now they are good. The gambling houses are closed."

"Why did I do it? Because a large majority of the people wanted it done. Only a few deplored it. Because it was beneficial to those who opposed it. The closing may affect their purses for awhile, but in the end it will help them immeasurably. Now, this temporary embarrassment makes them fairly sore, for with some men, when you touch their pocketbooks, you touch their hearts. They holler."

"I am at least sure that the people of Baker City, or the major portion of them, uphold me in what I have done. And the thing is not temporary. There will be no more gambling houses in Baker. If I can help it and there will be no more liquor sold on the Sabbath."

Card of Thanks. We desire to offer our sincere and heartfelt thanks to the many friends for their kind expressions of sympathy extended to us in our great and sudden loss of our darling son, Albert, in all days before he came to this city and went upon the debauch which ended in his death.

CONSERVATIVE LIFE

"The Most Successful"

The new COMBINATION, LIFE, ACCIDENT AND HEALTH Policy ORIGINATED by the CONSERVATIVE LIFE INSURANCE COMPANY is the most practical and popular insurance sold. It protects BEFORE as well as AFTER death.

Conservative Combination

Indemnity paid for SICKNESS, ACCIDENT, OLD AGE AND DEATH—One Policy—ONE premium—TRIPLE benefits. \$10,000 COMBINATION LIFE, 30-YEAR DISTRIBUTION POLICY. Weekly income (\$6 weeks) for Sickness \$50.00; ACCIDENT \$50.00—DEATH \$10,000. Annual premium per \$1,000, \$27.00, age 30. Usual Cash, Loan, Paid-up and Extended Insurance values. LIBERAL settlements 30th year.

Protected Protection

Life insurance is for the PROTECTION of the FAMILY. It is often forfeited by nonpayment of premium, caused by crippled earning power, through insured's PHYSICAL disability. ACCIDENT and HEALTH insurance provide for such emergencies and protect the family by PROTECTING THE LIFE INSURANCE and at the same time indemnifying the INSURED when it is MOST NEEDED. PROTECT YOURSELF THAT YOU MAY PROTECT YOUR LOVED ONES.

Government Guaranty

Just as the holder of a National Banknote is protected so are the policy-holders of the CONSERVATIVE LIFE protected; the entire reserve for each policy is annually deposited with the State Treasurer of California to the individual credit of the INSURED, without recall. Under this system the policy-holder has ABSOLUTE GOVERNMENT GUARANTY.

Successful Success

"Nothing succeeds like SUCCESS." THE CONSERVATIVE LIFE since organization has met with unprecedented continuous success, so much so, that it is now generally known as

"THE MOST SUCCESSFUL"

Coast Company

The CONSERVATIVE LIFE is a Pacific Coast Legal Reserve Company with headquarters in Los Angeles, where it owns a \$350,000 home office building, and maintains four separate additional branch offices. The Company is a strong factor in the development of the GREAT WEST. About \$12,000,000.00 are sent East annually for life and accident premiums. Why patronize Eastern companies when this amount may be kept and invested on the PACIFIC COAST by insuring with the CONSERVATIVE LIFE?

Rich Results

In paying dividends, the CONSERVATIVE LIFE is a LEADER. The large dividends paid to policy holders this year (over 20 per cent) in connection with its rapidly increasing Surplus is evidence of the Company's ECONOMICAL and TRUSTWORTHY management.

Registered Right

CONSERVATIVE LIFE policies are registered with the California State Insurance Department and endorsed by the Insurance Commissioner, as prescribed by statute. The full legal reserve is thus GUARANTEED by the STATE.

Definite Deposit

The CONSERVATIVE LIFE recently VOLUNTARILY deposited an ADDITIONAL protection to policy-holders ONE HUNDRED THOUSAND DOLLARS, in approved securities, with the California State Treasurer.

World's Wonder

THE CONSERVATIVE LIFE IS FOUR YEARS OLD; ITS ASSETS ARE \$1,500,000. SURPLUS \$320,000—ANNUAL PREMIUM RECEIPTS ABOUT \$1,000,000—INSURANCE IN FORCE \$26,000,000—NOW WRITING IN CALIFORNIA, ITS HOME STATE, OVER \$1,000,000 PER MONTH, LEADING EVERY OTHER COMPANY.

NO OTHER COMPANY AT THE SAME AGE EVER SHOWED SUCH A FLATTERING RECORD

Portland Progress

Branch offices were opened in Portland April 1, 1904. The new business written in Oregon and reported to the Home Office is as follows: April, \$3,000.00; May, \$28,500.00; June, \$37,500.00; July, \$64,500.00; August, \$119,000.00. Total, \$257,500.00. Annual Premium, \$10,648.15.

Removal for More Room

On account of increasing business, six rooms on the second floor of the new FENTON BUILDING, 84 SIXTH STREET, have been leased and will be occupied as soon as completed, about October 15th.

Workers Wanted

COMPETENT REPRESENTATIVES Wanted. Liberal contracts direct with home office, providing LIFE INCOME. For particulars, rates and sample Policy, call or address the Company, GOODNOUGH BUILDING, PORTLAND, OREGON.



IN OUR LADIES' SUIT SALON

We are showing the new fall styles in Ladies' Walking Suits. One of the most favorite styles to be worn this fall and winter is the Japanese Military Box Coat, with Coat de Rouge Vest, in brown, blue and black.

In separate skirts we have an exceptionally fine line in English Twines and Volles—both lengths for evening or street wear. The new Tourist Coat, in Cover-Cloth have arrived. They are going to be a very popular garment with the smartly dressed.

FALL MILLINERY

This department, being a new one with us, gives you the advantage of knowing that we are showing nothing but new goods of the latest styles. The Velvet Turban is to be the popular "ready-to-wear" Hat this fall. Wings and braids are the principal trimmings used. Hosiery of lace, velvet or wide soft ribbons are to be seen on many of the Fall Dress Hats.

FURS AT SUMMER PRICES

You should take advantage of this liberal offer. It means that you can come here and be fitted with your choice of a large assortment of furs, at a saving over the price you would be charged elsewhere for the ready-to-wear.

Remodeling and repairing done by skilled workmen. Prices moderate. WANTED—EXPERIENCED SALESMEN IN ALL DEPARTMENTS.

SEEKING KNOWLEDGE ABOUT NORTHWEST

Many eastern capitalists are turning their attention to this city. This is attested to by the fact that every mail brings letters to Mayor Williams from prominent easterners who are looking for business locations in Portland. These people make inquiries concerning the climatic conditions, and the resources of the country surrounding Portland, and also of the resources of the whole state, of the population and general character of the people, of the inducements offered capital to locate here, and every other detail bearing on the suitability of this city for a business location. In nearly every one of these letters the writer states that he is looking toward Portland as his future place of business, and many of them state that they have large amounts of capital to invest. Some of these inquiries are from the heads of large, influential eastern firms who desire to locate mills and factories or to invest in mercantile business.

For the Hop Fields. The steamers Elmore and Ruth, of the Oregon Railroad & Navigation company, take you direct to the hop fields of Oregon. Boats leave daily at 1:00 a. m. from Ash street dock.