

\$1,000,000 NEEDED TO PAVE HIGHWAY

It for the Muts to distribute with their regular dinner baskets and supplies.

Brookings will have another meeting with the market men today to fix a definite time for this feature of the relief work.

Effort will be made to canvass the suburban and interurban growers who find a market for their produce in Portland, and the Muts will arrange to see that all supplies received are divided in equitable portions to make a well-balanced dinner basket.

One of the Muts committees will make a special effort to secure a supply of foodstuffs for their produce in Portland, and the Muts will arrange to see that all supplies received are divided in equitable portions to make a well-balanced dinner basket.

Members of the committee are reticent in regard to going on record in favor of this improvement until official action shall have been taken, but it is believed that the opinion of the seven members is practically unanimous on the subject.

In view of the Panama-Pacific Exposition which is expected, it is thought extremely desirable to have the Columbia Highway put in the best possible condition for travel.

The report of Roadmaster Yeon is awaited by the budget committee before final action will be taken. Figures giving the probable cost of the improvement will be included in the report.

The estimate of the county road department of the cost of putting a hard-surface pavement on an 18-foot roadway from the city limits to the second street and Sandy road, following the latter thoroughfare to the Columbia Highway and on to the Multnomah County line is approximately \$719,624.

Members of the budget committee who are holding conferences frequently preliminary to making a final report suggesting appropriations to the County Commissioners for the cost of the various county departments during the coming year are, Leo Friede, chairman; J. N. Teal, George Lawrence, Jr., E. B. McNaughton, C. W. Hodson, Frank Kierman, B. H. Strong and Carl S. Kelly, secretary.

Chairman Friede, of the budget committee, declared yesterday it was premature for him to say what action the committee will take. Data as to how the bonds are being prepared for the formation of the bond advisory committee cannot take definite action until these are before them, he said.

The provision of the budget committee is but to suggest expenditures to the Board of County Commissioners. That body may or may not adopt the committee's recommendations. Final action in the matter of recommending the bond issue would be taken by the three Commissioners, and their action will have to be authorized by the electors.

REFUGEE SHIPMENT Carrier for Oregon's Gift to Belgians Hard to Find.

Exporters Estimate That 15,000 Tons Have Been Ordered.

Taking advantage of new restrictions of the Treasury Department, which prevent Custom-House officials from making public manifests of vessels at present, but the total is said to be loading onto vessels for England, in addition to consignments of the fodder known to be moving on the steamers Oristano and Lowther Range.

Exporters admit that they do not know definitely the amount of oats dispatched at present, but the total is estimated at 15,000 tons, with every reason to expect, from the nature of the demand from the other side of the Atlantic that will be increased greatly if orders can be filled.

The American-Hawaiian Steamship Company was negotiating with, but none of its fleet could be spared for the run to Europe and the Dollar Steamship Company had no steamer available, but referred the request to other interests at San Francisco.

The French ship Laennec, at Mefflon, was taken at 32 1/2 for December 1st, and is expected to arrive by M. H. Houser, but since that fixture the market has stiffened.

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FOREIGN HELP NOW ASKED Half Price Will Be Allotted to Puget Sound Cities—Haste Recognized as Necessity.

London and New York committees for the relief of Belgian refugees are working in connection with T. B. Wilcox, of the Portland Flouring Mills Company, of the Oregon committee, to procure a steamer to move foodstuffs to the assembled here.

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DEAD MAY BE OF SHIP ELEVEN BODIES WASHED UP ON LAKE SUPERIOR SHORE.

One of two vessels listed for Portland from Corral to load wheat, the Norwegian ship Cortez, left for the river yesterday after a run of about 31 days, and the second carrier, the Norwegian bark Hafsfjord, was reported sailing from there October 23.

There will be a cleanup of tonnage from the harbor today, as the steamer Lowther Range and St. Hugo are to finish, probably the Royal Mail liner Den of Arlie, and the British bark Kalk. The latter had a run of 10 days from the North Bank dock to work the last of her load.

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Has Fine Action in the Blood Does Real Work in Cleaning Body of Impurities.

It is to the skin that blood impurities are driven by Nature. And it is in the blood that S. S. S., the famous blood purifier, has its most pronounced influence.

Upon entering the blood S. S. S. is carried throughout your body in about three minutes. And in a brief time it has your blood trouble so under control that it no longer can multiply.

The steam schooner Speedwell arrived today from Bandon and is completing her load of lumber at the North Bend mills.

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What is true of steel is true of other commodities, but it is not the war supply trade alone that is turning the tide. We are recovering from the shock of the war, legislation is being passed which will stimulate business and industry is being stimulated. At Bethlehem some time back we were forced partially to suspend operations, but we will now increase our production."

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It is thought they came from the lumber barge Annie M. Peterson, which left Baraga late Wednesday night on the steamer C. P. Curtis, loaded with lumber for Tonawanda, N. Y. The barge is believed to have been wrecked in the gale which swept Lake Superior yesterday and last night.

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