

REV. F. H. MIXELL IS BEFORE SYNOD

OSGON CITY MEMBERS EXPLAIN NEW POSITION IN PRESBYTERIAN CHURCH

The 14th annual convention of the Presbyterian synod of Oregon was adjourned at noon today to meet next year at La Grande. Interest at the meeting this morning centered about the complaint of F. H. Mixell of Oregon City against the Portland presbytery, which was laid on the table last Saturday. Mr. Mixell filed a complaint against the presbytery for severing his relations with the First Presbyterian church of Oregon City. The matter was referred to a committee of representative men outside the Portland presbytery for thorough investigation. They reported this morning recommending that the complaint be withdrawn, because the action seemed necessary for amicable relations between pastor and church and no reflections were cast on the character of the minister. A heated discussion preceded the adoption of the report, some of the ministers wishing to investigate the case so as to vote on its merits, and others wishing to place confidence in the committee's investigation and so to keep the details from public view as far as possible. The report was adopted, the complaint dismissed and prayer offered to restore peaceful relations. Rev. Mr. Mixell was allowed a few moments to speak showing the present state of affairs, nothing to do with the disagreement in the church. The remainder of the time was devoted to final reports. President Lee of Albany college expressed his wish that the individual churches of the synod would consider means of raising \$2,000 toward the college debt. Rev. John Branch of the Willamette presbytery and Rev. Dr. Gore of Astoria, both 60 years old, were invited to address the assembly. They and others expressed their satisfaction in the spirit of evangelism that had prevailed throughout the sessions and spoke of this as the best of all the conventions to date. The evangelistic committee met after the adjournment, to make final disposition of the time of the visiting evangelists in the spring. Impressive services were held in Calvary Presbyterian church yesterday afternoon at which the congregation and members of the Portland presbytery renewed their vows and promised to make a greater effort during the coming year than ever to save souls. With clasped hands, making a great circle, they sang "Blest Be the Tie That Binds" with much fervor. Dr. Edgar P. Hill presided at the meeting. He preached an earnest sermon. Professor Landon, formerly pastor of Calvary church, filled the pulpit in the morning, his subject being "The Power of a Holy Life." A labor union address was made in the First Presbyterian church last night by Rev. Dr. John Dixon of New York, representing the board of home missions. Rev. J. E. Snyder, moderator of the synod, preached in the morning at the Third Presbyterian church.

BARBERS TO PROTEST PORTLAND HOTEL SHOP

Action will be taken tonight by the local barbers' union against the proprietors of the shop at the Portland hotel for ignoring the rules of the union in making it an open shop and employing non-union barbers. The local union will meet tonight for that purpose. Officials of the union declare that no definite plans have yet been formed to force the "open-shop" into submission to the union. They assert, however, that the matter will be fully discussed at tonight's meeting when plans will be decided upon and committees will be appointed to carry out the necessary steps. It's a mistake to imagine that itching piles can't be longer than you can help. Doan's Ointment brings instant relief and permanent cure. At any drug store, 25 cents.

WHAT DID THE WOGGLE-BUG SAY? IT'S WORTH \$50 TO KNOW

The Woggle Bug, wise man of the party from Oz, whose adventures are recounted in the color supplement of the Sunday Journal, answers one question every week. The reader is left to discover his own mistake and descriptive prizes are given to the solution of the problem. The question admits of but one correct answer. For the largest number of correct or nearly correct answers The Woggle Bug will be distributed as follows: For the greatest number of correct answers, \$10.00. For the next largest number of correct answers, \$5.00. For the third largest number of correct answers, \$2.00. For the fourth largest number of correct answers, \$1.00. For the ten next largest numbers of correct answers, \$1.00 each. For the ten next largest numbers of correct answers, \$1.00 each. For the eleven next largest numbers of correct answers, 50c each. \$50.00

Oct. 17. Use this Coupon Only. No. 17. To the WOGGLEBUG EDITOR: THE SUNDAY JOURNAL, PORTLAND, OREGON. The answer to the question asked of the Wogglebug in the Magazine Section of the paper of SUNDAY, OCTOBER 16, is—

RULES OF THE CONTEST Fill out the above coupon, also the coupon to be found daily in the Journal until Saturday, October 22. This gives you seven chances to answer the question which appears in the Magazine Section of the Journal. The answer to the question is printed on each of the six week days following. Each month begins a new contest. SAVE THE COUPONS and on the last day of each month send them to THE WOGGLEBUG EDITOR, The Journal, Portland, Or. Only coupons in the OFFICE OF THE JOURNAL BY 10 A. M. OF THE THIRD DAY OF NOVEMBER will be counted in making the weekly prizes. If two or more persons send the highest number of correct answers the first prize will be divided among them. In similar cases the other prizes will be similarly divided. The coupons for October are consecutively numbered, and must be placed in one envelope, in numerical order. NO TWO COUPONS IN AN ENVELOPE MUST BEAR THE SAME NUMBER. If you are slipping coupons daily from more than one copy of the Journal you must enclose each set for the month in a separate envelope. Contestants need not write the same answer on each coupon. You may write a different answer for every day, but REMEMBER THE LARGEST NUMBER OF CORRECT ANSWERS WIN. No employe of the Journal, or member of an employe's family is allowed to send in coupons.

CANNOT TALK BUT SELLS NEWSPAPERS

It is probably the first time in Portland's history that the city ever had a newsboy that didn't make noise, but the novelty was introduced yesterday when Walter B. Evans, a mute, sold papers on the streets. Evans has connected himself with the "newsies," who sell Journals. He was so successful yesterday that he may make this city his permanent home.

COUNTY GRANGERS WILL HAVE FAIR

THE EXHIBITION WILL LAST THREE DAYS IN HALL NEAR MOUNT TABOR RESERVOIR—EVENING STAR GRANGERS WILL HAVE CHARGE OF IT.

The grangers of Multnomah county have united in a county fair to be given next Thursday, Friday and Saturday, under the auspices of Evening Star Grange, No. 37, Patrons of Husbandry, in the hall on the Section Line road, three-quarters of a mile east of the lower Mount Tabor reservoir. The display will be of agriculture, stock, merchandises, art, education and amusements. Premiums and special mention will be awarded each article placed on exhibition. Blue ribbons for merit will be given where premiums have not been provided. Articles will be received Tuesday and Wednesday, and will take their places by Mrs. M. E. Shafford, and all articles must be placed on exhibition by Thursday at 10 a. m. On Friday the special stock show will take place, and the work of premiums and also in the agricultural and ladies' department. On Saturday will be the school exhibit and baby show. Friday and Saturday evening entertainments will be given in the hall, and will consist of vocal and instrumental solos, quartets and comic readings, recitations and songs. Saturday evening the drama "Hickory Farm" will be rendered. The committees have completed their work, and arranged to award premiums for all articles of merit. The school exhibit is expected to be excellent, and will be given in the hall. Mrs. N. W. Bowland of Montavilla school. The stock is in charge of C. H. Welch of Mount Tabor. The ladies' department is presided over by Mrs. C. Milton of Lewis. Mrs. N. W. Bowland of Montavilla is chairman of the entertainment committee. The refreshments are superintended by Mrs. H. L. Vall of Lewis. The exhibits are in charge of Mrs. M. E. Shafford of Portland, while E. N. Emery of Montavilla has charge of the amusements. J. J. Johnson is chairman of all the committees.

PACKERS FAIL TO CORNER EGG MARKET

Chicago, Oct. 17.—Eggs are likely to be cheaper this winter than for some years. Since Armour's, Swift's and other western packing-houses have been storing eggs during the summer for winter sale, egg dealers have had to go to them for eggs. The packers have been shipping eggs as meat, getting a lower freight rate by half, and the railroads have been winking at the discrimination. The independent egg dealers, however, laid a complaint before the interstate commerce commission and the railroads have since refused to carry eggs out of their class. Every attempt of the packing-houses to corner the egg market and raise the price above a certain point has proved a failure. This has caused the packers to decide to quit the egg business and slump in price this winter is expected.

His Wife Dead in France. Captain Roullier, master of the French liner Crillon, received a cablegram Saturday night from France announcing the sad intelligence of the death of his wife, which occurred a few days previously.

RUMORED STRIKE OF JAP SOLDIERS

TROOPS BEFORE PORT ARTHUR SAID TO BE DISMORALIZED WHILE PEOPLE OF YOKOHAMA ARE ENGAGING DISMORALIZED OVER PROGRESS OF THE WAR.

Evans is a large, husky youth, and was born in Wilkesbarre, Pa. In 1854 he came here from Seattle and reached that place from New York. He has sold papers in nearly every large city in America. Yesterday he sold 34 papers. He expected to go to San Francisco, but his success in this city has almost induced him to remain here. He declares that he will make a tour of Europe before he quits selling papers. "Just before we left Yokohama," said First Officer Karberg of the steamship Aragonia, which arrived in the harbor at 3:20 o'clock last evening, "the rumor was being freely circulated that the Japanese soldiers stationed outside of Port Arthur had gone on a strike. The gist of the rumor was that they daily refused to obey the orders of the commanding officers to renew the assault on the city, holding that such an attempt would be foolhardy and mean certain death, if not the annihilation of the entire Japanese force. "As near as I could judge the Japanese populace at Yokohama is becoming very much disheartened. Recently they hauled down all the flags which were waving from the public buildings, and they are engaged in no more public demonstrations. They appear to realize that the fortunes of war have at last turned against them. "When informed that the latest press dispatches indicated that the little brown men were defeating their opponents in the engagements, the German officer of the Aragonia, who is in command, declared that it would only be a matter of a short time until the Russians will win. "While in the Orient this trip the officer of the liner saw no vessel or any other evidence that a great conflict is on. The steamer sailed from the Japanese port on the morning of September 23, and arrived at the mouth of the Columbia river early Saturday afternoon. Waiting for a pilot to come aboard a strong southeaster came sweeping up the coast, and downed any likelihood of getting in the breakers the vessel put out to sea. The storm continued all night and it was not until the following morning that the steamer again put back toward the bar. At 9 o'clock Pilot Matthews went aboard and brought her into Astoria. It was 10:30 when she left the city by the sea and nine hours later she was lying alongside the Alaska dock. "On coming across the Pacific ocean the Aragonia encountered two storms of more than unusual severity. She ran into the first immediately after she left Yokohama. It is described as being a northeast gale which continued without cessation for more than two days. But the vessel held on a light cargo and stood high up out of the water and sustained no damage from the storm. "On October 7 a hurricane was experienced, and it lasted four days. Heavy breakers swept the decks the full length of the ship, and those on board did not dare venture out on the deck. When the storm finally died out no other bad weather was encountered until the Columbia river was sighted. Had the vessel been heavily laden it would be very probable that considerable damage would have been done. "The cargo brought by the steamer measures 7,500 tons, but by weight it does not amount to much more than half of that amount. It is made up of the following products: 313,000 rolls of matting, 600 bags of coffee, 3,315 packages of merchandise, 3,440 sacks of sugar, 184 packages of rice, 100 cases of rice, 1,988 boxes of lily bulbs, 145 cases of cassia, 1,398 cases of tapioca, 178,092 boxes of tea, 400 bales of gunnies, 102 tubes of soy, 153 slabs of tin, 667 tubes of camphor. There were no passengers or stowaways.

MARKS NOTE

Astoria, Oct. 17.—Arrived at 7:50 a. m., steamer Whittier from Puget sound. Outside at 7 a. m., two four-masted schooners. St. Helens, Oct. 17.—Passed at 10:05 a. m., British ship Glauco and schooner Irene. Astoria, Oct. 16.—Arrived at 5:30 and left at 9 a. m., steamer Columbia from San Francisco. Sailed at 7:15 a. m., steamer Aurelia for San Francisco. Arrived at 6:15 and left up at 11 a. m.

VISITS MANY DOCKS

Schooner Crescent Collects Her Cargo at Several Points. During the past six weeks that she has been in port the American schooner Crescent has the distinction of shifting around to more docks than any other vessel that has been here for many months past. Shortly after her arrival she moved to the Bunfield dock to discharge ballast. When this work was completed she was taken on the dry-dock to have her leak patched up in the bottom of her hull. From there she went to the North Pacific mill to receive a lumber cargo for San Francisco. After 100,000 feet of Oregon fir had been put aboard she moved down to St. Johns to take on a consignment of railroad ties. Not being enough of ties at that point to fill the order she shifted down to Linton to get an additional shipment, and this morning she again moved over to St. Johns, where it is said that her cargo will be completed. The Crescent arrived on August 27 from Manila, and ever since the date she has been kept on the move. She is a big carrier, and if fitted out with a straight lumber cargo it is claimed that the vessel would easily accommodate 1,500,000 feet. Her voyage to Manila was the first she ever made. If all goes well it is believed that the schooner will be ready to sail by the middle of this week.

DOES NOT LOSE MUCH

Steam Schooner Redondo Weathers a Fierce Hurricane Without Damage. A letter received this morning by Taylor, Young & Co., from Captain Krog, master of the steam schooner Redondo, states that the vessel was not damaged in the least by the hurricane in which she was caught last week north of San Francisco. The declaration was also made that she only lost two pieces of lumber. At the time of the storm the report came from the Bay City that more than half of the vessel's cargo was washed overboard by the hurricane, which was described as being one of the heaviest blows experienced off the coast this year. The Redondo has discharged her cargo and is now en route up the coast for Portland. She will put into Eureka to take on a small shipment, and she is expected to reach here not later than Wednesday. On the return trip the steamer will take out a cargo of wheat and lumber.

CONVERTING A VESSEL

Steamer Nome City Will Be Largest Steam Schooner on Coast When Refitted. William Baker, assistant agent at the Couch street dock, returned yesterday from a trip to Seattle. While there he went over to Bellingham Bay, where the steamer Nome City is being converted into a steam schooner. He reports that the work is progressing rapidly, and when completed the vessel will be the largest steam schooner on the coast. It is said that she will easily carry 1,250,000 feet of lumber. The floor between decks is being removed and other changes made which will give the steamer the appearance of being an entirely new vessel. She belongs to the California & Oregon Steamship company, and when the work now under way is completed it is the intention to place the vessel in the lumber carrying trade. Arrangements are being made to have her carry a number of cargoes to Panama from the Pacific coast ports. On account of the new railroad to be built there it is believed that Panama will afford an extensive market for lumber from the ports of the Pacific northwest.

FALL CLOTHING FOR BOYS

Hundreds of critical mothers are eloquent in their praises of Steinbach's Clothes. Every suit or coat is perfectly adapted to the purpose for which designed—a model of good taste, unequalled in fit and tailoring and satisfactory in service.

Norfolk and Two-Piece Double-Breasted Suits

Made of neat mixtures, plain serges and unfinished worsteds, in patterns that are exclusively ours. Ages 8 to 16 years.

- Price \$5, \$6, \$6.50, \$7.50 to \$12.50
Buster Browns Suits.....\$5 to \$10
Buster Brown Dresses for Girls.....\$10 to \$14
Buster Brown Sweaters for Boys.....\$1.00
Buster Brown Hats and Tams.....75¢ to \$4.50

Basement Salesroom

Think of getting all wool Suits, extra well made, in all the newest fall styles, for boys of 8 to 16 years, at

\$2.15, \$2.85 and \$3.35

Youths' Suits

\$4.35, \$5.35, \$6.35 and \$7.50

LABORER CLOTHES IN THE NORTHWEST. Northwest Cor. Fourth and Morrison.



German steamer Aragonia from Hongkong and way ports. Arrived down at 9 a. m., British ship Bekasani. Left up at 11 a. m., British ship Glauco and schooner Irene. Arrived down at 5:30 p. m., barkentine Fullerton. Astoria, Oct. 15.—Sailed at 3:30 p. m., schooners Virginia and Joseph Russ for San Francisco. San Francisco, Oct. 15.—Arrived at 2 p. m., steamer George W. Elder from Portland. Astoria, Oct. 17.—Condition of the bar at 9 a. m., rough; wind southeast; weather cloudy. San Francisco, Oct. 17.—Arrived at 12:30 p. m., steamer Aberdeen from Portland.

ALONG THE WATERFRONT. With a full cargo of general merchandise the steamer Columbia arrived in port last night from San Francisco. Early this afternoon the British ship Glauco reached port from Hamburg with a general cargo consigned to W. P. Fuller & Co. The vessel will dock at the foot of Pine street. After a fair passage up the coast from San Francisco the schooner Irene reached the harbor this afternoon. She will receive a cargo of lumber at the Innan-Poulsen mill for the return trip. Bound for the United Kingdom with a flour and wheat cargo the British ship Hartfield left down the river yesterday morning.

REGULATOR AT DRYDOCK. Following the lead set by others, the owners of the river steamer Regulator had the craft placed on the drydock yesterday morning for a general overhauling. There have been several river vessels taken on the dock for treatment, a number of the owners claiming that it is more economical than having them hauled out on the ways. Aside from cleaning and painting her hull there is very little work to be done on the Regulator. HERRING'S HOME DESTROYED. (Special Dispatch to The Journal.) Escuseater, Ind., Oct. 17.—Dynamite last night destroyed the home of Thomas J. McCoy, president of the McCoy bank, which failed last April. No one was injured, as McCoy and his family are in Chicago, but the house was totally destroyed. A grand jury investigated the failure of McCoy's bank and returned 22 indictments charging embezzlement and fraud. Hundreds of people lost their whole savings by the failure and the feeling against McCoy is very intense. Preferred Stock Granted Goods. Allen and Lewis' Best Brand.

PRESIDENT'S ORDER IN SLOCUM CASE

(Special Dispatch to The Journal.) Washington, Oct. 17.—Robert S. Rodia, supervising inspector of the second district and James A. Dumont and Thomas H. Barrett, inspector of New York have been discharged from the service by order of President Roosevelt. Their discharge is on the recommendation of the United States commission appointed to investigate the cause of the disaster attending the destruction of the steamboat General Slocum. Henry Lundberg and John W. Fleming, assistants, who actually inspected the Slocum, are under indictment and after their trial both may be discharged. The president in his order directing the discharge, mentions also the indictment of the manager and three employes of the Nonpareil cork works at Camden, N. J., for putting on the market life belts in the cork of which bars of iron were inserted to make them weigh heavier.

Our Clothing Department. Will prove itself this week of unusual interest to the legions of our patrons. The extensive lines of Men's and Youths' Clothing shown here are the best, newest and smartest, priced moderately and credited on easy weekly or monthly payments. MEN'S FINE SUITS \$18.00. In various materials and colors, strictly tailor-made, well trimmed and finished; a model of style, fit and attractiveness. MEN'S FINE OVERCOATS \$20.00. In the newest mixtures, full lengths and belted backs, single or double breasted, exceptionally well tailored, best of trimmings, warranted to give entire satisfaction. YOUNG MEN'S SUITS \$10.00. From 15 to 20 years, in the latest nut brown materials, cut in single and double breasted sacks, well made and substantially trimmed. YOUNG MEN'S OVERCOATS \$15.00. In the new popular mixtures, stripes and checks, correctly cut and carefully tailored, full length belted back; a nobby garment. OUR TERMS: WEEKLY OR MONTHLY PAYMENTS. In Our Cloak and Suit Department. We show the latest arrivals in clever Tailor-Made Suits, Coats and Cravenettes. CASH PRICES. EASY TERMS. Our Millinery Section is gaining popularity among the smart dressers for the many new creations in headgear exhibited there. LATE STYLES—LOW PRICES—EASY TERMS. Walking Skirts, Waists, Corsets, Underwear. Immense varieties, standard qualities, correct styles, low prices. Small Weekly or Monthly Payments. EASTERN OUTFITTING CO. THE STORE WHERE YOUR CREDIT IS GOOD.