

**All Business Closed Up—Two Days
More of Entertainment for the
Veterans.**

The Afternoon Session.
When the delegates reconvened at 2:30 the report of the committee on resolutions in regard to the various auxiliary organizations was read. The first recommendation of the committee that the Daughters of Veterans, the Woman's Relief Corps and kindred associations be invited to participate in the program met with a unanimous and enthusiastic and mercurious took place. A substitute limiting all auxiliary associations recognized by the G. A. R. to the Women's Alliance was rejected. The committee's report on a resolution was then adopted praising the work and character of Miss Clara Barton and authorizing co-operation with the American Red Cross. The committee also adopted asking Congress to make an appropriation for the purpose of erecting a suitable monument at Washington

Secretary Hay's Condition.
WASHINGTON, Aug. 30.—The alarming reports concerning Secretary of State Hay's condition receive no credence in Washington. Secretary Hay is in almost daily communication with the President and State Department, and the advices received from him indicate that he is mentally unimpaired.

FUSION SLATE NOMIN

"I think it will be a long time before any substantial peace negotiations can be resumed. The lack of cooperation on

supreme control. Major-General MacArthur will be the executive of the islands and the Commission will be coordinate with him, just as the executive and legislative branches in the United States are on the same plane. Civil government will not be established except in those towns where the military authorities are satisfied there is no danger of insurrection. The Commission and the

EES IN WASHINGTON.

At the time it was believed the vessel had been badly damaged, but two hours later she backed out on the rising tide and continued up the river apparently uninjured. The railroad trestle will be repaired by tomorrow morning and ready

ous, and she will probably show up at Queenstown or Falmouth in good order. The Isle of Arran was dispatched by the Portland Grain Company, and carried 112,655 bushels of wheat, valued at \$25,000.

Washtenaw Is Overdue.
TACOMA, Wash., Aug. 31.—The steamer Washtenaw, from San Francisco to Tacoma, is 48 hours overdue, and fears for her safety are entertained. It is not

known whether or not she carries any passengers.

whose good or bad fortune it was to have killed five Northern Indians some years ago while they were trying to take forso-
 give possession of a vessel of which he was master. Gilley was captain of the sailing schooner Edith, which, with P. Scott Morrison and Edward Foragen, as passengers, sailed from Nome August 3 for Siberia on a trading and prospecting expedition. They had enlisted the services of an Indian named Sam to pilot them to Siberian shores, where they arrived, the

Friday following their departure. That afternoon was passed in making ex-



for travel. Today the passengers were transferred around the break. Where the

accident happened the steamships Oregon, Columbia, George W. Elder and others have had trouble during the past few years.

FREIGHTS HIGHER EVERYWHERE.

Steam and Sail Tonnage Advancing in Price Regularly.

On both coasts of the American Continent there is a very strong tonnage situation. San Francisco exporters by strong efforts have been keeping ships below 40 shillings for nearly a month, but they are again on the up grade, and 44 25 is again being paid. The Bulletin says:

"H. Guifman & Co. wanted a ship to

oats, wheat and barley to Great Britain and were obliged to pay 40s. an advance of 1s 3d over the last previous spot charter rate. The rate for the spot charter of wheat was the British ship Ancalos, 171 tons, which has been in port since July 16, no doubt waiting for just such a chance. This is the spot charter at 40s. The engagement of the British ship Blackbraes, 210 tons, on June 17. Three ships chartered prior to arrival at 40s have come to hand this month, and are engaged for the same rate. One vessel rechartered to Eppinger & Co. at 41s 3d to load wheat for Cork. This rate was paid for the City of Benares, flying the Union Jack, from the Red Sea to the British flag. These two engagements have made the owners of the seven free ships in port quite happy, and more independent than of late.

The New York Commercial reports the situation on the Atlantic Coast as follows:

"The steamship chartering market, which has been somewhat depressed since

ing quietly along, yesterday suddenly developed considerable activity, and a sharp rise in rates was recorded. This was doubtless brought about by the great news of the European markets and the prospects of an extensive strike among Welsh coal miners.

"One week ago steamships were chartered to carry coal to Marseilles and the West Coast of Italy at 19s 6d, and since then the market has been gaining 1s 6d each day. Yesterday the steamships were closed for Marseilles or Genoa at 21 shillings, and new steamships was chartered for Colombo, Singapore or Hong Kong, two ports, at 58 shillings.

Lewis, 1300 tons, and the Sir William T. Lewis, 2267 tons. The charter calls for the vessels to load at Philadelphia or Baltimore. The steamship chartered for the grain is the American, 4300 tons gross, and she will load at Newport News.

"This big rise in coal freights has to a great extent demoralized the grain business. Upon the basis of the rates paid for coal carriers grain shipments appear to be out of the question. Although there are a few vessels that will be able to carry grain, little if any tonnage appears to be available at 45 3/4.

The great scarcity of tonnage was also made manifest yesterday by the payment of 1000 dollars for a vessel chartered at Savannah for Liverpool, Havre or Bremen in October. The advances which

were paid yesterday for vessels will unquestionably encourage owners to increase their rates and a further rise in the ocean freight market is looked for."

CARGO FLEET ALL IN PORT.

No Tonnage Due at Present Except in Ballast.

The arrival of the Deccan cleans up the list of cargo ships due at this port for several weeks, no others being listed to arrive before the latter part of October, when the Astracana may be expected from Antwerp, with the Langdale, from Liverpool, and the Lucipara, from Antwerp, not very far behind her. So far

ships, not very far from the fact that the sailing dates have been made public, but two dates are actually due at this port at the present time. There are the British bark *Semantha*, which is out 22 days from Shanghai, and the French bark *Fontaine*, which is about five months out from Santander. There are eight ships in the river, all of which will be almost certain to finish in October, and if the two vessels mentioned, around within the next week or 10 days they will also figure in the October fleet, making a total of 10 ships, which is about the lowest number that is often

cleared dung that month.

In July and August clearings from Portland were much above the average, in spite of the dock strike, which held up business to a certain extent. The new steamer fleet to date includes an even dozen ships, five of which cleared in July, and seven in August. Since the opening of the season, Puget Sound has cleared five grain ships, one of them being a small schooner which came out from Europe with coal for Esquimaux.

NEARLY READY FOR SEA.

Steamship *Argyll* Now Manned by an

The steamship Argyll has her cargo nearly all on board, and will sail for the Orient tomorrow. When she changed flags and became an American ship a few days ago, the English officers and Chinese crew took their departure, the officers for England and the crew for China. Yesterday her new crew of white men, 25 in number, mostly Scandinavians,

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