

order issued to the captains of the bar tugboats that as soon as they passed a line to any vessel they insist upon the captain or master of that vessel raising its flag and pennant. This, it seems is custom in San Francisco, where the shipping is on a very large scale and every minute counts. Every captain wants quick dispatch, and by complying with the suggestions of Mr. Friedlander he Wre help himself in getting it.

14

Weather Bureau, and discussed the mat-ter quite thoroughly. Mr. Beals expressed himself as ever ready to assist in the matter. From here Mr. Friedlander goes to the Sound to try and improve similar litions there.

Forcaster Beals Doubts Accuracy of

turned vesterday from Salem, where he has been making an examination of the river gauges in that vicinity. Sometime ago a steamer collided with the bridge at salem, tearing off the gauge. A new one was installed at once, as near as possible to the old mark without, making an actial survey. It was supposed to be correct. but Mr. Beals has his doubts as to its ac The difference, however, will not be, in his opinion, more than one-tenth of a foot. A new survey will probably be made, taking as a base the high-water marks in the vicinity. The gauge at Sa lem yesterday registered zero.

HASSALO HAS BAD ACCIDENT

She Blows Out One of Her Cylinder

from Astoria, and just a little above Ralnier, blew out one of her cylinder heads. Captain Conway, of the O. R. & N Co., was not notified until 1:30 o'clock, when he dispatched Chief Engineer Henry Pape with the steamer Elmore to the relief of the Hazsalo, and to tow her up to Portaccurate information could be obtained late last night as to the amo of damage done, although it is not thought that it wfil lay the boat up for any length of time. In the meantime, the Harvest Queen will run in the place of the Has-

Fishing Steamer Is Beached.

VICTORIA, B. C., Aug. 18 .- Word is re rived from Plumper Bay that the Inter national Fisheries Company's steamer Edith, of Tacoma, which stranded in Sey-mour Narrows Wednesday, en route from the hallbut banks to her home port, in iched there for temporary repairs, after which she will tow to Tacoma with the Sea Lion. She struck a known reef while steaming through the Narrows at low tide, part of the stern being torn away and such damage done amidships as to cause too great an intake of water to per mit her reaching the nearest port, even with all pumps going. It is believed the strong tide swung her on to the reef. She will be brought south Saturday.

German Warships Coming.

SALEM, Or., Aug. 18.-Special)-The German warship Falke will visit Portland on September 18, and will probably remain several days. Governor Chamberlain today received from Acting Secretary of State, Alvey A. Adee, a letter conveying State, Arvey A. Aner, a form the control the summer of the second state of the second

Domestic and Foreign Ports.

ASTORIA, Aug. 18-Condition of the bar it 5 P. M., smooth; wind porthwest, weather at 5 P. M. smooth; wind northwest, weather clear. Arrived at 8:45 and left up at 11:30 A. M.-Steamer Newport, from coast porta Arrived down at 12:30 P. M.-Steamer Francis H. Leggett, with log raft. Arrived down at 10 last night and salled at 2 P. M -Sisamer Robert Dollar, for San Prancisco. Arrived at 1:15 P. M.-American ship St. Nicholas, from Alaska, Balled at 5 P. M.-Steamer Francis H. Leggett, with log raft for Ban Francisco. Arrived down at 7 Pp M. and salled at 8:30-Steamer Whittler. San Francisco, Aug. 18 - Arrived last night

at 8 P. M.-Steamer Northland, from Port-land, German bark Henriette was spoken August 16, 32 north 125 wast, with loss of fore and main top masts and mixen top gallant mast. Arrived-Steamer City of Syd-ney, from Aneon, Sailed-Steamer Queen, for Victoria, steamer Meteor, for Seattle, Sailed at 2:40 P. M.-Steamer Bouth Bay, the Doubland for Portland. Monterey, Aug. 17. - Arrived-Schooner

Monterey in tow of tag Dauntless, from -----

this infam

to take further notice of this defamatory statement other than to say that I am so confident it cannot be sustained that a prize is hereby offered of a free admit-tance to the bear-pit at the City Park to the first person discovering a single un-adorned fact in these productions. HARRY MURPHY.

Dr. James Withycombe, instructor in gained was recently applied to practical Dr. James Withycombe, instructor in Oregon's School of Hushandry, has been scattering the seeds of agricultural wis-dom for many years. He is known to every farmer, who has a haid to shake, in this state. No weak encomium of mine, therefore, can add luster to his universal celebrity. I shall content myself with merely sketching roughly the more salient points of his interesting bietory.

points of his interesting history. It is disappointing that England has monopolized the distinction of having been his birthplace. There is some com-fort, however, in reflecting that he came to America early. Settling in Hillsboro, he established lilmself in that classic caliing which the bulging-domed philosophers tell us is the cornter-stone of human progress, and which the inspired sonneteers of ages past have clothed in a robe of imperishable glory. In a word, he be-came a farmer-got back to dear Mother Earth, whence we all sprang, and whith-er we will return unless the brakes can be put on "manifest destiny." The foun-

on for that superstructure of silo and if wisdom which was one day to alfalfa startle the civilized world was laid under milleboro's sunny skies. The knowledge of vegetable life here,

years, and was not aware of the injurious effects of the habit till I became a practical invalid, suffering from heart trouble, indigestion and nerrousness to an extent that made me wretchediy miserable myself and a nuisance to those who witnessed my sufferings. "I continued to drink coffee, however,

not suspecting that it was the cause of my ill-health, till, on applying for life posterity, I would ask the leniency of the reader while I say a few words reinsurance, I was rejected on account of the trouble with my heart. Then I be-came alarmed. I found that leaving off garding a scurrilous accusation which has come to me from some anonymous scrib-bler. I am charged with being an aposcoffee helped me quickly, so I quit it altogether and having been attracted by the advertisements of Postum Food Coftate to the honored craft of blography. Specifically, it is alleged that as many as two facts have appeared in my recent

fee, I began its use. "The change in my condition was re-markable, and it was not long till I was completely cured. All my ailments vanwork. Facts and biography-think of it! Inconceivable! Preposterous! I have no hesitancy in declaring that the author of ished. My digestion was completely re-stored, my nervousness disappeared, and, most important of all, my heart steadied this infamous libel possesses a soul, a thousand of which could abreast march through the eye of a needle. In consider-ation of the dignity of authorship, I scorn to take further notice of this defamatory

down and became normal, and on a sec-ond examination, I was accepted by the life insurance company. Quitting coffee and using Postum worked the cure. Name given by Postum Co., Battle Creek, Mich.

There's a reason, and it is explained in the little book. "The Road to Wellville," in each package.

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905. Stearnship "Oregon" leaves Seattle about August 15, 1905. Apply Frank Weelsey Co., 250 Onk st., Portland. White Star Steamship Company, 607 First

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of Seattle, S. S. Cottage City, August 24, 28. For San Francisco direct, Queen, City of Puebla, Uma-tilla, 9 A. M., Aug. 21, 26, 31 tills, 9 A. M., Aug. 21, 26, 31

Portland Office, 249 Washington st. Main 229. C. D. DUNANN, G. P. A.,