EXTEND PORTAGE TO THE DALLES

Open River Association Decides to Facilitate Upper River Shipping.

LARGE BUSINESS EXPECTED

Lower River Lines Agree to Handle Wheat Crop at This End, and Building New Section of Road Will Save Time.

At the meeting of the Open River As sociation held in the offices of J. N. Teal yesterday, it was decided to build the portage-road to The Dalles, and the the portage-road to The Dalles, and the undertaking is expected to be accomplished in the near future. The proposal to extend the road three miles came in for considerable discussion on the part of the members of the association, during which it was effectively shown that the road extension would materially assist the shipping industry of the uper river, and was unanimously decided

The portage-road now extends from point three miles above The Dalles to ceille. The bringing of the road three miles farther west will enable the ship-pers to handle the grain this side of Cellio without the necessity of sending the steamboats beyond The Dalles. This will shorten the route, as it will say the time consumed by the lower river

the time consumed by the lower river steamers now taken up in the trip to the present end of the road.

J. T. Peters, of The Dalles, has been appointed to arrange for a survey of the route for the proposed extension, and committees will be selected to arrange for the right-of-way and the provision of funds to rut through the exvision of funds to put through the ex-

Those Who Attended

Those present at the meeting were: Dr. N. G. Blaleck, of Walla Walla; J. T. Peters, of The Dalles; W. J. Mar-rimer, of Blaleck; F. A. Seufert, of The Dalles; Henry Hahn, A. H. Devers, F. J. Smith and J. N. Teal, of Portland. The Open River Transportation Com-

pany, backed by the association, is striving to make the upper river coun-try the liveliest section of the Northwest in the next few months, for they west in the next few months, for they expect to handle a large portion of the season's grain crop by the water route. In order to do this they have built several new steamers and made arrange-fents with the local transportation companies to have the crop handled at this end of the line, and have secured the guarantee of one firm that its vessels arantee of one firm that its vessels I be available for the traffic expected

Captain Frank J. Smith, superintendcaptain Frank J. Smith, superintend-ent of transportation of the Open River Company, will leave for the upper river tomorrow evening to look after some details preliminary to the opening of the grain-shipping season, and will also prohably attend the launching of the new steamer Relief, which is building at Blalock, and is to be launched shortly

after the first of the month. Captain Thomas Shepherd, formerly of the O. R. & N river steamers, leaves tonight to assume the duties of first officer on the new craft, and he will be accompanied by Thomas Copp, who is to have the berth of watchman on the Re-

WILL REPAIR TRAMP STEAMER

Norman Isles at Martin's Dock Will Have Plates Straightened.

The Norwegian tramp steamship Norman Isles, which arrived in the local harbor late Wednesday evening, was erthed at Martin's dock yesterday mornng, and while at this dock will underthe big vessel received during her voy-age around the Horn. She had several ates sprung on the trip and other deof the ship's carpenter. This work will be completed as soon as possible, for although the steamer has 15 lay days in this port, it is the desire of Captain C. H. Sanne to commence loading within

The Norman Isles is a familiar sight in local harbor, for she has taken sev-l cargoes of lumber from here pre-us to her present visit. She is a large carrier and will take more than 3,500,000 feet of lumber on this trip. It is being sent to Northern China by the Pacific Export Lumber Company, and will be loaded at the Inman, Poulson

a few days.

AZTEC ON THE WAY HERE

New San Francisco Liner Starts for Portland on First Trip.

The steamship Aztec, the new vessel added to the liners of the San Francisco & Fortland Steamship Company, left the Bay City for Portland yesterday, and should reach the local harbor tomorpow evening or Sunday. The steamer is bringing considerable freight from the Southern port, and on her return voyage will take one of the largest cargoes ever shipped from here to a coastwise port. She will take about 5000 tons of

She will take about 5000 tons of

general freight, consisting of almost ev-ery line of goods in demand in the Bay City. She is scheduled to sall on her first trip out of here on September 8. The vessel was here once before, when she took a cargo of grain and flour to The steamer Costa Rica will commence loading for the return trip today and will have a full cargo of 1200 tons of general merchandise.

TWO VESSELS DEPART.

F. A. Kliburn and Roanoke Off for . . Coastwise Ports.

Laden to the hatches with all the freight they could handle, the steamers Roanoke and F. A. Kilburn left on their regular voyages last evening. Both ves-sels had their cabin accommodations filled, the former taking about 189 and the latter 84 passengers for the coast-

wise ports.

When the Kilburn reaches San Francisco she will be placed on the drydosk for the purpose of having her hull scraped and painted, and on this account may be one day late on her next voyage up the coast. Captain Merriam expects to make the delay up during the time the vessel is en route, but this depends on the state of the weather and the tides encountered at Coos Bay.

THYRA COMPLETES HER CARGO

Norwegian Steamship Will Leave Today With Lumber Shipment.

The Norwegian steamship Thyra, which has been loading at the Portland Mills during the past few weeks, completed her cargo yesterday and will leave the harbor today. She is taking a cargo open a new road. He left a widow.

of 3,000,000 feet of lumber for China and Vladivostok. Part of this cargo was loaded at Vancouver, Wash, and she was the first large tramp steamship that ever visited the city across the Columbia River. Her visit there was made possible by the enterprise of the citizens of that city, who secured a deep channel from the mouth of the Willamette through their own efforts and private subscriptions.

The departure of the Thyra leaves only two large lumber carriers in the harbor, the British steamship Vermont, loading at the Eastern & Western Mili, and the Norwegian steamship Norman Isles, at present at Martin's dock undergoing re-

pairs.

The large British tramp steamship Knight of St. George is loading wheat for Kerr, Gifford & Co., and is as large a vessel as either of the lumber steam-

Masters Up for Investigation.

SEATTLE, Wash., Aug. 20 .- (Special.) -Two masters of American vessels have failed to pay off their crews before Unit-ed States Shipping Commissioner Knox, and both are under investigation by the District Atiorney. The men on the schooner Alice McDonald were paid off at Ballard by Captain Joseph Bender and Captain Peter Nelson, of the cod-fishing schooner Harold Blekum, paid of his crew here without notifying the Com-

Crusader Coming for Lumber.

Another large lumber carrier has been added to the list of tramp steamships which will come to this port in the next few months. The new addition is the British steamship Crusader, which was last reported at Sourabaya, Java, and which is expected to arrive here to load lumber for the Pacific Export Lumber Company in December. She is a large vessel and will take about 3,500,000 feet on the outward voyage.

Marine Notes.

The British ship Broderick Castle is en oute from Newcastle with a cargo of coal onsigned to the Pacific Coast Company. She is a vessel of 1770 tons, and will probthe outward voyage.

Inspector Fuller and Assistant Inspector Welden visited the drydock yesterday and inspected portions of the steamship Geo. W. Elder, which was done at the request of the owners, as they desire to get the craft off the dock next week.

Considerable difficulty is being experienced by the operators of river steamers in getting crews for their vessels, for most of the old hands are deserting to go to the hopfields for the season. The men the hopfields for the season. The men claim they can make more in the harvest-field than as deckhands.

Arrivals and Departures.

ASTORIA, Aug. 30.—Condition of the bar t 5 P. M., smooth; wind, southeast 18 miles; loudy. Arrived down last night—Italian bark trasmo. Arrived down at 2:40 P. M.— Steamer Barracouta.

Aug. 30.—Salled-Steam San Francisco, Aug. 30.—Salied Steamer Aziec, for Fortland Arrived Steamer En-terprise (Younger), from Hilo; steamer Char-ina, from Coos Bay. Salied—City of Puebls. Victoria: steamer Santa Barbara, Gray's Harbor; barkentine Planter, for Port

FRITZ REPORTS ROBBERY AND THEN DENIES IT.

According to Original Account, Charming Young Woman Relieved Him of \$9400.

Anton Fritz, brother of Fred Fritz, proprietor of a Burnside-street concert-hall, has given out a statement that he was not robbed of \$9400 in currency Tuesday night by a young woman. But the fact remains that Fritz reported the alleged theft to the police yesterday morning and that the detectives have been searching the city for the woman who is said to have made the their

Fritz communicated with the police yesterday and told them a rambling tale of how he had either been robbed or had lost \$3400 in currency. He stated that the rob-bery had evidently been committed Tues-day night. The robbery, if there be any, is fraught with mystery, and Fritz is only able to tell a much-broken story of how his wealth took wings. "I deny the whole story. I was not

robbed of any money."
This was the statement Fritz made last night. He had little to say except that he wanted the story that he had been

robbed of \$9400 denied.

According to the first story of Fritz, he was robbed Tuesday night, near Twelfth and Morrison streets, under very peculiar circumstances. He met a young woman who appeared to be in trouble and offered to aid her. She explained that she was in need of financial assistance. He gave her several dollars, and she was so pro-fuse in her thanks that she threw her arms about him and wept her gratitude. But Fritz said she evidently needed more than a few dollars, and afterwards when he missed his roll he was not surprised

that she had wept from joy.

The money consisted of nine \$1000 bills and smaller currency to the amount of \$400 pinned in his inside coat pocket. Detective Hellyer was assigned on the case, but he has been unable to accomplish results. The police are inclined to doubt the story. Frits, who is a butcher by occupation, came to Portland recently from the East.

Shipping Captain Fined in Court.

SEATTLE, Wash., Aug. 30.-(Special.)
-Captain E. E. Caine, the steamship Captain E. E. Caine, the steamship man who ran down Adolph Hammer in his automobile late Saturday night, was today fined \$50 in the Police Court, for disorderly conduct. He offered no defense, but gave notice of appeal. There are two other cases, one of them a civil action for damages, pending against the subpoling man. shipping man.

James O'Shea May Recover.

The condition of James B. O'Shea, Jr., the young man who was injured in the automobile accident of Wednesday, is automobile accident of wednesday, is practically unchanged. He has a good chance of recovery unless complications develop. There is a fracture at the base of his skull, but there is no pressure upon

School Children for Hoppickers, EUGENE, Or., Aug. 30.—(Special.)—At the regular meeting of the Merchants' Protective Association last night a committee was appointed to ask the School Board to postpone the opening of the public schools from September 17 to the 24. This is on account of the scarcity of pickers to hardle a big grown

Life Sentence of Stackpole.

of pickers to handle a big crop.

LOS ANGELES, Aug. 30.—Ernest G. Stackpole, convicted of the murder of Joel Scheck, in this city, on the night of June 14 last, was sentenced by Judge James to life imprisonment, in accordance with the recommendation of the jury. A motion for a new trial was overruled.

Killed by Falling Tree.

EUGENE, Or., Aug. 30.—(Special.)— James Bricker, 65 years old, whose home is on Shotgun Creek, near Marcola, was crushed to death by a failing tree, near Mable about 10 o'clock yesterday morning. Bricker was helping the road supervisor

Parker Holds Legislatures Produce Too Many.

SHOULD ENFORCE OLD ONES

Ex-Candidate Complains of Overproduction of Inferior Article at Law Factories and Gives

Roosevelt a Dig.

ST. PAUL, Aug. 30 .- The feature of to sl. PAUL, Aug. 30.—The feature of to-day's session of the American Bar Asso-ciation was the annual address of Judge Alton B. Parker on "The Congestion of Law." He contended that there was a vast amount of over-legislation; much of it dealt with subjects adequately cov-ered by existing law. Congress and the Legislatures annually turn out an aver-Legislatures annually turn out an average of 15,000 laws. The adoption of new codes of law in each new state resulted in a great mass of crude legislation. New legislation especially restricted the right of contract, treating increasing numbers as weaklings. Special legislation was caused by agitation which grew into hysterics. Neglect to enforce ex-letting law produced a demand for further legislation. He continued:

legislation. He continued:

This has been demonstrated within the past year, when, in the midst of the most hysterical demands for new laws aiming at certain offenses, successful resort has been had on a large scale to existing laws. The continuance of such efforts will demonstrate the adequacy of the laws when rigidly enforced, to put an end to the practices which they were intended to prevent, and at the same time demonstrate snew the wisdom of enacting only such laws as can be enforced, and then to secure their enforcement.

Abuses in Legislation.

There were unnecessary laws instigated by an executive with the elements in him of the agitator, and often of the demagogue. His efforts to enforce law demagogue. His efforts to enforce law failing, he procures a new harvest of laws. There was legislation also for the benefit of a party in many ways, which he enumerated. The causes which pro-

moted such laws gave Speakers arbitrary power, made committees into tyrants and produced bosses, log-rolling, etc., and sectional conflicts.

These abuses added to the work of the judiciary, throwing upon it the work of deciding on the constitutionality of new laws. In 20 years the constitutionality of over 500 statutes had been challenged in contests. The continued resort to contests. The continued resort to be laws illustrated the perils of iner laws.

Executive officers invaded the functions of legislative bodies. On this point Judge Parker said, evidently alluding to the President and Congress: Aggression of Executives.

Aggression of Executives.

An executive officer may not only recommend, but is expected to urge, and, if necessary, in order to carry his point, to use the great power of his office to compel, the enactment of laws. He may cail in the presiding officer and leading members of the legislative department of the government of which he is the executive, and demand of them such legislations as he deems wise, and will be considered justified if he distributes or withholds his paironage for the avowed purpose of inducing or forcing legislation, if at the time there is a public sentiment in favor of such legislation.

When we shall learn that legislative bodies must be made up of medicerities so long as quantity and not quality of laws is regarded as the essential requisite; when some of the temptation to legislate shall be removed by less frequent meetings of such bodies; when trained efficial draftamen shall be employed to give the mecensary laws legal and literary form; when executives are forbidden, rather than encouraged, by public sentiment to interfere with the orderly course of law-making—when these simple steps are taken it will be permissible to look forward with hope to the times when hysteria, blackmait, partisanship, personal ambitions and selfish interests will not add ten new laws to the statute books when only one is needed.

He proposed the adoption of the British system of employing a salaried

He proposed the adoption of the Brit-ish system of employing a salaried draftsman, a lawyer of high repute, wellpaid, to study the phraseology of pro-posed laws and make a thorough exam-ination of existing legislation. The ini-tiative should come from the lawyers and the Bar Association should take up

Reports of Committees.

The rest of the session was devoted to hearing committee reports. In the after-noon the delegates were entertained at luncheon by the Town and Country Club, In the report of the committee on jurisprudence and law reform, the question, "Shall this association recommend to Congress that a law be passed making an indictment conclusive evidence of the facts therein alleged?" was adversely passed upon. The report of the commitpassed upon. The report of the committee was adopted.

The committee on legal education re

ommended many changes in the method of granting degrees at school, both in America and Europe. The committee also recommended the creation of stats boards of law examiners in ever state The report of the committee on com-mercial law, which was approved, recom-mends that the committee for next year

mends that the committee for next year be instructed to oppose any effort to repeal the present bunkruptcy law.

The report of the committee on international law recommended that the United States Government instruct its delegates to The Hague Conference to urge the adoption of recommendations of the Inter-Parliamentary Union.

General George B. Davis, Judge Advocate-General of the United States Army, had prepared a paper on "Some Recent

had prepared a paper on "Some Recent Progress in International Law," which, in the absence of General Davis, was read by the chairman of the committee on international law.

Parker for President. Sentiment tonight points to the election of Judge Alton B. Parker as president of the American Bar Association. The election will take place tomorrow.

MAY ENLARGE THE LOCKS Stevens Now Figuring on Cement

Supply for Canal.

WASHINGTON, Aug. 30.—Locks for the Panama Canal probably will be built according to the dimensions recommended by the majority of the consulting board of engineers, which favored the sportsmen will take part. board of engineers, which favored the construction of a sea-level waterway inconstruction of a sea-level waterway instead of the smaller type planned by
the minority of the board. Under this
change of programme, the locks would
be 100 feet wide. The plans adopted by
Congress provide for locks 35 feet wide,
with usuable lengths of 500 feet.
With this exception it is said the
minority plans will be followed. If
a change is made in the size of the
locks the Isthmian Canal Commission
takes the position that it will be acting
within the discretion authorized by Conwithin the discretion authorized by Congress. As ships are now being built which would test the capacity of the 200-toot locks, Chief Engineer Second

four months, and the problem of ship-ping is of no little concern to the com-mission. As the facilities for shipping from England to the Isthmus are bet-ter than from the United States and as the foreign price frequently has been found to be below the domestic price, it is not unlikely that the greater part of the contract will be given to foreign dealers.

It will be about two years before the work of constructing the locks will be begun. The Association of Manufactur-ers of cement in the United States has shown considerable activity in getting better shipping facilities, and may there-fore be prepared to compete with foreign cement.

FUNERAL OF ROY DURHAM

Will Take Place Today at the Family Residence at Riverdale.

The funeral over the remains of Roy G. Durham, who died Wednesday night will be conducted at the family home. Riverdale, at 2:30 o'clock this afternoon



is to take place at Riverview Cemetery.
A special train will leave the Jeffersonstreet depot of the Yambili division at 2
o'clock for the accommodation of the
family and friends of the deceased. The
return trip from Riverdale will be made
at 3 o'clock. at 3 o'clock.

BOASTING LEADS TO CRIME

Longshoreman and Fireman Stabbed by Friend as They Leave Room.

SAN FRANCISCO, Aug. 30 .- During n altercation over a trivial matter at the home of A. Lombard, 15 Silver street tonight, Joe Gomez stabbed Luigi Uturre to death and seriously wounded Andrew Rocco. Gomez and Rocco are marine firemen and roomed in Lombard's house. Uturre, a long shoreman and friend of the two fire men, called at their room tonight. According to Rocco they began to dispute as to which of the trio was receiving he most wages and became so noisy in their argument that Lombard ordered

them out of the house.
Uturre, it is said, walked out first, and as he did so, was stabbed and instantly killed by Gomez, who then turned and plunged his knife into Rocco, his roommate, and made his escape. Rocco will recover.

SHOT BY A BOOTBLACK

Stockton Woman Falls at Police Station, Whither She Had Fled,

Crocks was anot twice this afternoon by Cruze Miranda, a Mexican boot-black, after he had followed her sev-eral hours. She will probably die, The Mexican shot her in the back as she was trying to reach the police ofshe was trying to reach the police of-fice to complain to the officers that he had threatened to do her harm and she fell after the second shot, almost in the doorway of the police headquarters. Then Miranda turned his pistol toward himself, but was caught by the Chief of Police and disarmed. The boot-black had been annoying the woman for several months.

PERSONAL MENTION.

Dr. H. E. Beers, of Wasco, is registered at the Imperial Hotel. L. N. Roney, a contractor of Eugene, is a guest at the Perkins Hotel.

Alfred S. Bennett, an attorney at The Dalles, is a guest at the Perkins Hotel. H. T. McClallen, of Roseburg, Sheriff of glas County, is registered at the Per-Rev. George E. McDonald, paster of the United Brethren Church, of Eugene City, and family are the guests of Rev. H. C.

Shaffer, on the East Side. James H. Boyd, a capitalist, of San Bernardino, Cal., accompanied by his wife and daughter, is a guest at the Hotel Oregon. They will remain here

several days. Rev. H. C. Shaffer, pastor of the First United Brethren Church, East Morrison, and family returned yesterday from Shellburn, near Long Beach, where they

spent several weeks. M. U. Gortner, one of the best-known mining men in the Northwest, is a guest at the Perkins Hotel. He has several schemes in hand in which Portland capitalists are interested.

C. W. Moore, president of the First Na-tional Bank at Boise, Idaho, who has been a guest at the Portland several days, left last night for his home. He was accompanied by Mrs. Moore. Mrs. W. E. Borah, of Boise, Idaho, wife of the Republican nominee for United States Senator from Idaho, is a patient at the Good Samaritan Hospital, where she recently underwent an operation. Mr. Borah is now in the city.

Dr. N. G. Blalock, of Walla Walla, was

N. Whealdon, of The Dalles, candidate for President of the State Senate, while in Portland yesterday said that there was 'nothing doing' so far as he was con-cerned, but that when the weather should cool off he expected to see politics warm

Stephen A. Chadwick, judge of the Su-

preme Court at Colfax, Wash, is registered at the Imperial Hotel accompanied by his family. He is a son of the late

Portland-G. I. Brown and wife, Wood-

Seattle-Mrs. F. E. Weltz, Hotel Astor. Tacoma-N. H. Chance, Marie Antol-

Spokane-F. J. Cox, Empire. CHICAGO, Aug. 30.—(Special.)—Gregonians registered today as follows:
Morrison—William G. Hale, Portland;
Mrs. C. A. Leager, Oregon.
Briggs—A. E. Ream, Portland.

COUNCIL REMOVES MAYOR

Something Wrong With New Sewer System of New Albany,

NEW ALBANY, Ind., Aug. 30 .- William Grosse, Mayor of this city, was impeached and removed from office by the City Council this afternoon. John Tegart and Charles W. Poutch, members of the Board of Public Works, were also de-

The removals resulted from an ivestigation conducted today by a council committee into the acceptance of a new sewage system just completed at a cost of \$23,000.

Minister Does Not Know English.

LONDON, Aug. 30 .- With reference to the announcement made by the Shanghai correspondent of the Morn-ing Post today that the Chinese Minister here had asked to be recalled, it was explained at the Chinese Legation that in view of the great importance of the relations between China and Great Britain, the Minister suggested that the interests of China could be better safeguarded by a representative thoroughly conversant with the English language, which is not the case with Wang Ta Slah.

AT THE HOTELS.

The Portland—L. A. Lefevre, San Francisco; S. Rosenthal, R. Hosenthal, C. E. Thomas and wife, New York; H. R. Ross, Chicago; C. C. Goodale and wife, Lamar, Colo.; H. Robb and wife, Nampa; G. E. Tucker, Concord, N. H.; H. Crawford and wife, New York; H. B. Morris and wife, San Francisco; Mrs. R. F. Kerr and children, Toledo, O.; H. Adams, Clarkston, Neb.; S. Y. Hyde, Jr., Cascade Locks; A. H. Winn, San Francisco; T. Van Culen, New York; Miss A. M. Tsylor, B. V. Marsh, Burlington; J. Klein and wife, Helens, Mont; W. B. McGaffey, S. J. Labb, Albuquerque, N. M.; C. P. Day, New York; F. E. Wright, W. B. McGaffey, S. J. Labb, Albuquerque, N. M.; C. P. Day, New York; F. E. Wright, W. S. G. S., Mrs. L. C. Hershberger, Pittsburg; J. Hellman, Seattle; E. J. Bricknell and wife, St. Louis; A. E. Rice, Chicago; J. Kochorak and wife, New York; C. M. Dimmick, Chicago; C. Pligrim, New York; J. F. Wing, St. Paul; L. Moffett, A. Morton and wife, Seattle; V. L. Cain, Haymond, Ia.; Mrs. E. E. Barber, Miss Steele, Lincoln, Neb., J. D. Maitland, London; G. W. Adams, San Francisco; M. E. White, Philadelphis; W. M. Gardner, San Francisco; F. A. Daley, Ottawa, Can.; S. Mendelssehm, San Francisco; C. M. Levey, Tagoma, G. Mehoney and wife, Chicago; S. M. Smith and wife, Seattle; V. H. May, Miwaukee; E. B. Weinig, Butter, C. M. Buck, L. M. Ringwalt, San Francisco; C. M. Levey, Tagoma, G. Mehoney and wife, Chicago; S. M. Smith and wife, J. D. Mulverhill, Spokane; W. E. Borah, Bolse, Idaho; F. A. Moore, Walla Walla; C. W. Thompson and wife, Cascade Locks; A. Moore, Ogden, Utan; C. R. Davis, San Francisco; W. H. Mackie, Chicago; F. B. Baibet and wife, Cascade Locks; A. Moore, Ogden, Change, N. J.; J. M. Croft, Mrs. J. H. Bottomiey, G. F. Bottomiey, H. W. Bottomiey, Camden, N. J.; J. M. Croft, Mrs. J. H. Bottomiey, G. F. Bottomiey, H. W. Bottomiey, Camden, N. J.; J. M. Croft, Mrs. J. H. Bottomiey, G. F. Bottomiey, H. W. Bottomiey, F. J. Dunham, Seattle; L. B. Turney, St. Paul; F. B. Chapman, San Francisco; J. Kaiser, Houston, Tex.

The Oregon

STOCKTON, Cal., Aug. 39.—Mrs. Bell Crooks was shot twice this afternoon by Cruze Miranda, a Mexican boutblack, after he had followed her several hours. She will probably die, The Mexican shot her in the buck as she was trying to reach the police office to compiain to the officers that he had threatened to do her harm and she feil after the second shot, almost in the doorway of the police headquarters. Then Miranda turned his pistol toward himself, but was caught by the Chief of Police and disarmed. The boot-black had been annoying the woman The Perkins—C. F. Waldo, Miss A. E. H. Inguana, Longelee, B. N. Cultas and wife, Falimount, Minn; J. C. O'Neil, Los Angelees, R. E. Graham, Charter Oak; Mrs. C. A. Harp, Rocktn; C. C. Healeye, Miss M. Marion, St. Paul; P. M. Pieck and wife, Vancouver.

The Perkins—C. F. Waldo, Miss A. E. Shaw, Hood River; Miss Isabelle Biggert, New York; Mrs. R. L. Edwarda, Marsinteld, Or.; T. H. Gilham, La Grande, C. R. Porgo and wife, St. Paul; W. Baird and son, Carton Place, Ont.; T. J. Dixon and wife, Taccoma; Cyde Hauser, Kelso, Wash.; Mrs. L. Mitchell, San Francisco; M. F. Davis, A. M. Connor, Union, Or.; W. P. Myers, J. W. Degbaugh, Paul Greer, Laidlow, Or.; Frank D. Hobbs, Sait Lake; A. P. Lyman and family, La Grande; Nathan Hose, Medford, Thomas Robinson, Robert Robinson, Minden, Neb.; N. P. Moran, Cambridge, Idaho; Mrs. E. L. Chaier and family, La Grande; Ells Brewer, Hessie Brewer, Chemawa, Or.; L. N. Rooney, Eugene; George Bowers, Seattle; Mrs. W. A. Hunt, Mrs. R. Murphy, Z. K. Straight, Walis Walls, D. B. Bryan, St. Paul; A. Pearson and wife, Seattle; H. J. King and family, Jessey, La; C. J. Cardwell, Little Falls, Wash.; James Murray, Duluta; R. M. Larkins, Walla Walla; Alfred S. Bennett and wife, Cape Horn; Bertha Stackton, Helk, Or.; John J. Peebler, Athena, Or.; Oits Grinde, Maygera, Or., G. H. Crandall and family, Union, Or.; Fred Crandall, Stella, Wash.; Mrs. O. Styordson, Miss Styordson, Eugane; H. Jaker, Missengolie; Pred E. Berge, Centralia, Wash.; A. C. Hopp, Seattle; N. G. Halock, Walla Walla; Alfred S. Bennett and wife, Cape Horn; Bertha Stackton, Helk, Or.; John J. Peebler, Mrs. W. J. Baker, Miss Gooper, Hood River, Athena, Or.; Oits Grinde, Maygera, Or., G. H. Crandall, Stella, Wash.; Mrs. O. Styordson, Miss Styordson, Eugene, Change, Cha

in takes the position that it will be acting within the discretion authorized by Congress. As ships are now being built built built be seen and purchased for the opinion that it would be wise to increase the dimensions.

Chief Engineer Stevens is computing the additional amount of cement which will have to be purchased for the changed plans. He said that to assemble the amount of cement needed would require 125 carloads a day for two years, or 31,250 carloads. The climate of Panama is such that cement cannot be kept in good condition for more than three or

PAINS

AMERICAN WOMEN FIND RELIEF

The Case of Miss Irens Crosby Is One of Thousands of Cures made by Lydia E. Pinkham's Vegetable Compound.

How many women realize that



Thousands of American women, how ever, have found relief from all monthly suffering by taking Lydia E. Pinkham's Vegetable Compound, as it is the most thorough female regulator known to medical science. It cures the condition which causes so much discomfort and robs these periods of their terrors Miss Irene Crosby, of 313 Charlton

Street, East Savannah, Ga., writes: "Lydia E. Pinkham's Vegetable Compound is a true friend to woman. It has been of great benefit to me, curing me of irregular and painful periods when everything else had falled, and I giadly recommend it to other

suffering women." Women who are troubled with pain ful or irregular periods, backache, bloating (or flatulence), displacement of organs, inflammation or ulceration, bearing-down" feeling, dizziness, faintness, indigestion, nervous prostration or the blues, should take mmediate action to ward off the seriperfect health and strength by taking Lydia E. Pinkham's Vegetable Compound, and then write to Mrs. Pink-ham, Lynn, Mass., for further free ad-vice. She is daughter-in-law of Lydia E. Pinkham and for twenty-five years has been advising women free of charge. Thousands have been cured to doing.

Christiansen, Toledo; J. Dashney, The balles; A. B. Crosno, Toledo; G. W. Mansey, trooks; T. B. Barclay, E. Springeart, N. C. Hickman, Ostrander; P. H. Millinger, Asoris; A. Miscovich and wife; B. F. Medler, Nasco; T. M. York and wife; Carlton; B. F. Walkina, Heppner; O. Short and wife, Carltonia, H. C. Mebrindie; M. A. Brown, Sheridan; H. C. Mebrindie; M. A. Brown, Sheridan; H. C. Mozani; A. Raymond and wife, Scattle; C. B. Mozan, Ployence; E. Posilo, La Fayelte; G. Sarn; A. R. Schuner, Grass Valley; B. Hurint, The Palles; E. S. Hatch and wife, olty; usan Giazler, Caecade Locks; E. P. Hoffsmith, recenwood; W. Beck and wife, Keise; C. Dickon and wife, Latourell; L. B. Rice and child; firs. Lillie Culver and family; A. Charliton, R. E. McCown, Los Angeles; F. Harrie; Mrs. Belt, Winlock; J. B. Hutchins, J. C. Hutchins, G. Cit. ine, city.

ERAVELERS' GUIDE,

Leaves. | UNION DEPOT. OVERLAND EX-PRESS TRAINS for Salem, Hose-burg, Ashland, Sacramento, Og-den, Ban Fran-cisco, Stocktos, Los Angelos, EZ-Paso, New Or-leans and the East. 97:25 A. M. *8:45 P. M. Morning train
eon neets at
Woodburn daily
except Sunday
with trains for
Mt Angel Silverton, Brownsvilla,
Springfeld Wendling and Natron *8:00 A. M. 97:15 P. M. *4:15 P. M. Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.

7:00 A. M. Corvallis passenger. *10:33 A. M. 5:50 P. M. *4.50 P. M. Sheridan passen- *8:25 A. M. ger. \$8:00 P. M. Forest Grove pas- \$2:50 P. M. \$11:00 A. M. senger. \$10:20 A. M.

*Daily. [Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street, Leave Portland daily for Oswego at 7:40 A. M.; 12:80, 2:06, 5:20, 6:20, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:40, 19:25 A. M. Sunday only, S. A. M. Beturning from Oswego, arrive Portland daily, 8:35 A. M.; 1:25, 3:05, 6:15, 7:35, 8:55, 31:10 P. M.; 12:25 A. M. Daily exceptionally first from same depot for Dailas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland 19:15 A. M. and 4:25 P. M. M. The Independence-Monmouth Motor Line crates daily to Monmouth and Airlie, concting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and Ear Francisco, \$20; borth, \$5. Becond-class fare, \$15; second-class borth, \$2.50. Tickets to Eastern points and Europe; also Japan, China. Honolulu and Australia.
CITY TICKET OFFICE. Corner Third and Washington, Sta. Phone Main 715.
C. W. STINGER, WM. M'MURRAY, City Ticket Agent. Gen. Fass. Agt.

PORTLAND - ASTORIA Fast Str. TELEGRAPH

Makes round trip daily (except Sunday). Leaves Alder-street dock 7 A. M.; returning leaves Astoria 2:30 P. M., arriving Portland 9 P. M. Telephone Main 565.

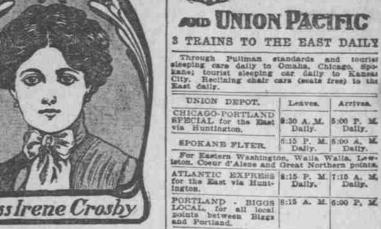
San Francisco & Portland Steamship Co.

Leave PORTLAND. "AZTEC," September 1.
"AZTEC," September 1.
"BARBACOUTA," September 12.
Leave SAN FRANCISCO.
"BARBACOUTA," September 12. "BARRACOUTA." September 3.
"COSTA BICA." September 7.
Subject to change without notice.
Freight received daily at Almworth Dool
Phone Main 268. J. H. Dewson, Agent.

WILLAMETTE RIVER ROUT

Steamers Pemena and Oregona for Sale and way landings from Taylor-street doc daily (except Sunday) at 6:45 A. M. OREGON CITY TRANSPORTATION CO. Office and Dock, foot Taylor St.

it is not the plan of nature that women should suffer so severely.



RIVER SCHEDULE.

TRAVELERS GUIDE

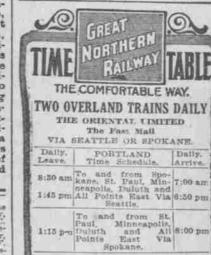
OREGON

SHORT LINE

Leaves. Acrives.

FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, connecting with steamer for Ilwa- co and North Beach steamer Hassalo, Ash- Saturday. Saturday. St. dock. FOR DATION, Oregon City and Yamhili gon City and Yamhili River points, Ash-st. Except except Gock (water per.) Sunday. Sunday. For Lewiston, Idaho, and way points from Riparia, Wash, Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Eaturday, Arrive Riparia 4 P. M. daily except Friday.

Ticket Office, Third and Washington, Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.



Great Northern Steamship Co. Sailing from Seattle for Japan Sailing from Seattle for Japa nd China ports and Manila, car ying passengers and freight. S. S. Dakota, September 2. NIPPON YUSEN KAISHA. (Japan Mail Steamship Co.)
S. S. AKI MARU will sait from
Seattle about September 4 for Japan and China ports, carrying pasengers and freight.
For tickets, rates, berth reservations etc. call of address H. DICKSON, C. P. & T. A. 122 Third St., Portland, Or, Phone Main 680,

TIME CARD OF TRAINS

PORTLAND DAILT. Tellowstons Park-Kansas
City-St. Louis Special
for Cheballs. Centralia.
Olympia. Gray's Harbor.
South Bend. Tacoma.
Seattle. Spokane. Lewiston. Butte. Billings.
Denver, Omsha. Kansas
City. St. Louis and
Southwest

2:00 pm 7:00 am Puget Sound Limited for Clarement, Cheballs, Centralia, Tacoma and Seattle only 4:30 pm 10:55 pm

5:30 am 4:30 pm

35 354 AM

Astoria and Columbia River Railroad Co.

Leaves UNION DEPOT. Arrives. Daily.

For Maygers, Rainter,
Clatakania, Westport,
Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens,
Gearhart Park, Seaside, Astoria and Seasider, Astoria and Seashore.

T:00 P. M. Express, Daily,
Astoria Express,
Daily, "Portland-Senside Figer"—Saturday only.
Isave Portland 8:10 P. M.
C. A. STEWART.
Comm'l. Agt. 248 Aider et.
Phone Main 906.

Columbia River Scenery

Regulator Line Steamers THE EXCURSION STEAMER "BAILET GATKERT" makes round trips to CASCADE LOCKS every Sunday, leaving FORTLAND at 8 A. M., returning arrives 6 P. M. Daily service between Portland and The Dailes except Sunday, leaving Portland at T A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock. Dock foct of Aider street, Portland; foot of Court street, The Dailes. Phone Main 914, Portland.



SOUTHEASTERN ALASKA
ROUTE.

From Seattle at 9 P. M.
for Retchikan, Juneau,
Skagway, White Horse,
Dawson and Fairbanks.
S. S. City of Seattle, August 100.
S. S. Humbaldt, September 3.
FOR NOME, Senator, September 10.
FOR SAN FRANCISCO DIRECT.

FOR SAN FRANCISCO DIRECT. From Seattle at 9 A. M.—Umatilia, Sep-ember 2; City of Puebla, September 7; Queen, lentember 12 Portland Office, 249 Washington St.

Main 229.

G. M. Lee, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A., San Francisco.

Steamer Chas. R. Spencer

Up the beautiful Columbia, the most enjoys able of river trips. Leaves foot Cak at. for The Dallee and way points daily at 7 A. M. except Friday and Sunday; returning at 10 F. M. Sunday excursions for Cascade Locky leave at 9 A. M.; return 6 P. M. Pause Main 2000.