Men to New Town of Roosevelt.

Leaving Oak-street dock yesterday

men will find the first passenger train on the new road awaiting them and they will proceed to Kennewick on a tour of inspection of the line.

Whang-Ho to Leave.

Some iron rods are being put

through the damaged parts to enable he to start on her cruise to Puget Sound.

Seattle Shipping Notes.

SEATTLE, Wash., July 19.-Travel to

formation before the United States Mar-

Marine Notes.

Having barge 91 (oil) in tow, the steamer Atlas salled from San Fran-

shal at Valdez.

# CENTRAL OREGON

Harriman Lieutenant Heads Party Inspecting Routes for New Lines.

#### HIGH OFFICIALS IN FIELD

Spurred Into Action by Threatened Invasion of Southern Pacific Territory by Hill and Chicago & Northwestern.

The threatentd invasion of Central Oregon by the Chicago & Northwestern and the Hill system has aroused the Harriman interests to immediate action. Leaving Portland Thursday, ostensibly to inspect the lines of the Oregon Railroad & Navigation Company, Julius Kruttschnitt, director of maintenance and operation and one of Harriman's foremost lieutenants in the West, accompanied by a number of local officials of that system, proceeded directly to Shaniko to inspect the different routes that have been suggested for reaching the interior of the state. It is the intention of the party to consider the different surveys and definitely decide on a route for Harri-man's projected line into that section of the state, which has been too long

of the state, which has been too long denied recognition.

The personnel of the party, furthermore, is such as to give the errand especial significance, and the judgment that is reached may be accepted as final with respect to the future policy of Mr. Harriman in dealing with the transportation question in Contral Oregon. Accompanying Mr. Kruttschnitt from this city were J. P. O'Brien, general manager of the Harriman lines in the Northwest: of the Harriman lines in the Northwest; W. W. Cotton, attorney for the Harri-man lines in the Northwest; George W. Boschke, chief engineer for the Oregon

Boschke, chief engineer for the Oregon Railroad and Navigation Company, and Fred S. Stanley, of the Deschutes Irri-gation & Power Company. That this trip is no idle pleasure jaunt is further evidenced from the fact that simultaneous with the departure of Mr. Ventrechultt and party from this city. Kruttschnitt and party from this city General Superintendent Nevins and John Stevens, superintendent of bridges for the Carvallis & Eastern, accompanied by a party of engineers, left Detroit, the present terminus of the Corvallis & East-ern, for Prineville, where it is said a meeting will be effected with the Krutt-

as the final locations are established the necessary maps are being filed in the United States Land Office. The Natron-Vale route is not the only

fesible entrapce to the central part of the state, and it is not the only route that will be investigated by Mr. Kruttschnitt and party. Another survey that will be inspected extends from Idanha, the present terminus of the Corvallis & Eastern, to Ontario. Still another means of reaching this neglected section of the state and provide it with rail transpor-portation would be an extension of the Columbia Southern southerly to Prine-ville from its present terminus, Shaniko. This also will be investigated.

his also will be investigated.
All three of these routes will be examthe party on its return is expected to be Eastern from Idanha to Prineville, a dis-tance of about 100 miles, is generally considered the most feasible that has been suggested. Such a road could be onstructed over the Cascades on an easy grade and would penetrate a section that has for some time been demanding a

Mr. Kruttschnitt and party are ex-pected to return to Portland early next

#### Out of Receiver's Hands.

The suits of the Farmers Loan & Trust Company and J. D. Spreckels & Brothers against the Coos Bay, Roseburg & Eastern Railroad & Navigation Company were dismissed by Judge Wolverton in the United States Circuit Court yesterday and the receivership under which that system was being conducted dissolved. In January, 1300, that railroad property was placed in the hands of a receivership. Yesterday's action in the Federal Court is believed to be confirmatory of the re-port that the property of the Coos Bay, Roseburg & Eastern has been acquired by the Southern Pacific, which may ex-tend the line for the further develop-ment of the mining district which it

#### Charles L. Stone Promoted.

By the consolidation of the Missouri Pacific and the Iron Mountain & Southern, two of the Gould systems, a new office, that of passenger traffic manager, has been created, to which Charles L. Stone, the present general passenger agent of the Louisville & Nashville Railroad has been appointed. In his new position, Mr. Stone will be stationed at Louisville. The appointee, Mr. Stone, is well-known to the railroad men of this state. It is expected that the Denver & Rio Grande system will eventually be added to the new

One officer and 75 men, constituting the Twenty-sixth Battery, United States Artillery, reached Portland last night over the Southern Pacific en route from San Francisco to Vancouver Barracks. The battery reached San Francisco a few age on the transport Logan from

#### Railroad Personals.

The annual interdenominational campmeeting at Tremont station on the Mount Scott Railway, opened yesterday morn-ing at 19:30 o'clock under the charge of

number of ministers from Portland were present at the opening services. The grounds are only a few steps from the

#### DAILY CITY STATISTICS

HICKS-At 255 Fourteenth street north. 8, to the wife of Newton Hicks, a daughter.

SPAUR-At Montavilla, July 9, to the wife of T. J. Spaur, a son.

SHAFFER-At 184 West avenue, July 19, Harold F. Shaffer, an infant. Building Permits,

Deaths.

ON LEE-Repair brick store, Second and Oak streets; \$25. C. J. BRADLEY-One-story frame dwelling, Pelaware street, between Milton and Port-and boulevard; \$50. SCHOOL, DISTRICT — Two-story framg chool, Macadam road, between Flower and Dakota; \$15,100. SCHOOL DISTRICT—Two-story frame sch East Twenty-fourth street, between Going and Wygant; \$26,150. C. H. MINOR-One-story frame dwelling. East Sixteenth street, between Wygant and

Springfield; \$1600. WHITE One and one-half story rame dwelling, East Englith street, between fason and Skidmore; \$1500. C. M. MARTIN-One-story frame barn, dover street, between Thurman and Vaughn;

CORNELIUS BURKHART-Wreck three story brick, between Aider and Morrison MAX ASNUS-Two-story frame dwelling antenbein and Skidmore streets; \$2200. ED HOLMAN—Four-story frame apartments Third and Montgomery streets; \$18,000. Articles of Incorporation.

HAVANA CIGAR COMPANY—incorporators C. A. Dunn, C. C. Albright, R. B. Fisher applialization \$5000. GRAND-AVENUE BANK - Incorporators Jesse Stearns, E. W. Bartiett, A. Agler, capitalization \$50,000.

OREGON WAREHOUSE COMPANY—Incorporators, R. J. Glim, W. H. Moore and H. E. Judge; capitalization \$5000.

Marriage Licenses. LINDE-HOLM-Francis W. Linde, 35, city; fulds M. Heim, 24, city, Real Estate Transfers.

Mary A. White to Eugene O. Hayward, lot 1, block 3, Avalon tract. Oleff Ageyson and Tamson M. Akeyson to H. F. Tussing, lot 7, block 64, Sellwood. Sellwood Lot W. and Anna E. Rust to Barnum and E. O. McCoy, lots 26, 27, 28 and 29, block 122, University Park. Harry Briant to E. B. White, lots 9, 10, 11, 12 and 13, block 39, Tre-mont 1,000 10. 11, 12 and 18, block 39, Tremont

E. S. Ward to T. J. Newbill, lot 20, block 5, original townsite of Albina Cak Park Land Co. to F. I. and A. J. Weber, lots 10 and 11, block 12, Oak Park Addition No. 2 to St. Johns.

Peter and Carrie Swomson to F. S. Hallock, 5 arrea beginning at a point in the south boundary line 10 chains east of the nouthwest corner of the Elliott D. L. C.

R. L. Stevens 10 W. H. Smith, land beginning at point on the north line of Glisan street in city, 110 feet east of the point of intersection of the east lihe of Twenty-second street North Eliza Case to J. N. Monteith, lots 22, 23, 24, 25 and 26, block 8, Oakdale Add.

T. S. MeDaniel to Robert J. Upton, and the street of the control of the case to J. N. Monteith, lots 22, 23, 25 and 26, block 8, Oakdale Add.

1,000

622

17,500

Add.

T. S. McDaniel to Robert J. Upton, all of the S. E. % of the S. W. % of Soc. 9, in T. 1 S., R. 2 E., containing 20 acres, more or less.

Bether M. and Jas. P. Cooke to Louis M. and Everett G. Starr, tot S. block 96, Couch's Add.

Louis and Susie Hohnstein to William J. Womeladerf, lot 4, block 32, M. Patton's Second Add.

Charles Earl Jacobs to Ella P. Jacobs, lot 7, block 15, Mt. Tabor Villa Annex. schnitt party.

The primary purpose of the trip is said by Harriman's representatives in this city to be to superintend a resurvey of Annex James W. Beakey to Mary Beakey, lots Eastern from Natron to Vale. This line was surveyed about eight months ago, but changes in the route that were caused by right-of-way entanglements have necessitated a resurvey. However, the task of completing the final survey for land described in a deed from Jas. Terwilliger and wife to T. C. Malone.

A. E. Manley and Heien D. Manley to Leota King, lot 1. block 50, Sunnyside
Richard J. Tunk to Ella Tunk, lots 1, 2 and 3, block 2, Haveleck Add... Richard J. Tunk to Ella Tunk, lots 1 and 2, block 142, Caruthers Add to Caruthers' Add.
Overlook Land Co. to Erik H. Johnson, lot 11, block 10, Overlook.
Wm. Stevenson and Lillie M. Stevenson to E. E. Sharon, east 124, feet of lots 3 and 4 and the west 25 feet of lots 5 and 6, block 2, Dolan's Add. to East Portland; west 25 feet of lot 5 and east 124, feet of lot 5 and east 124, feet of lot 5 and east 124, feet of lot 8. Baron, east 124, feet of lot 8. Baron, east 124, feet of lot 8. Sand 6. block 2, Dolan's Add. to East Portland
Harry O, and Olive V. Henderson to Samuel A. Siewert, lot 5, block 2, Evergreen Park
O. W. and Neille Taylor to Edward E. Smith, lots 25 and 38, block 13, Hawthorne Avenue Add.
Ann Manning and Henry Mauning to George W. Holtomb, lots 2 and 3, block 12, Couch's Add.
William Sciover to Harriet C. Sciover, undivided 4 Interest in land in Linnion Oregon Real Estate Co. to Maria E. Metschan, east 4, of lots 5 and 6, block 171, Holladay's Add.
Cregon Real Estate Co. to Sarah Meredith McClelland, west 1, of lots 5 and 6, block 171, Holladay's Add.
W. H. Maxon et al. to Mrs. Winfred Bardwell and Charles C. Bardwell, lots 1, 2, 8 and 4, block 29, Point View
James G. and Josephine E. Walker to J. G. Walker Co. 1-8 interest in portion of block "A" Carter's Add.

lots 1, 2, 8 and 4, block 20, Fourt View
James G. and Josephine E. Walker to
J. G. Walker Co. 1-3 interest in portion of block "A." Carter's Add.
E. H. Averill et al. to Wm. M. Denney, south 35 of lots 15 and 16,
Averill Add.
Arleta Land Co. to Mary E. McAllister, lot 5, block 4, Ina Park.
Mary E and H. C. McAllister to John
B. Matthewa, lot 9, block 4, Ina
Park

Mary E. and H. C. McAllister to John B. Matthews, lot 9, block 4. Ina Fark
Central Trust & investment Co. to Claude N. Oglivie, lot 4, block S. Colonial Heights
Joseph M. Henly and Walter J. Burns, trustee, to Michael Bauman and Mary Edizabeth Bauman, lot 12, block 44 Waverleigh Heights Add.
Joseph B. Fietcher to Nannie J. Fietcher, lot 22 and 5 feet of the front of lot 21, block 14, Point View Mary P. and Gilbert N. McArthur to John Samms, north ½ of lot 7, block 4, Laurelwood No. 2.

Alvira Smitht et al. to Jno. Samms, north ½ of lots 5 and 6, block 4, Town of Laurelwood
Multnomah Real Estate Association to W. B. and Martha Rust, lot 1, block 17, Willamette Townsite and Add. to Albina

Artillerymen From Orient.

L. V. Druce, of Seattle, commercial agent for the Grand Trunk Railway system, was in Portland yesterday.

A. C. Martin, chief clerk in the Portland general passenger office of the Har-riman lines, will return today from Den-ver, where he went a week ago on but-

#### Campmeeting Is Opened.

Multnomah Reel Estate Association to W. B. and Martha Rust, lot I. block 17. Wilamette Townsile and Add. to Albina
Rertha L. and F. S. Hallock to G. L. Webb, lot 34, block 6. Manafield...
G. Howard Thompson to Frank Lucas, lot 1. block 17. Almsworth tract, in Woodlawa
Merchants Savings & Trust Co. to J. D. Young, lots 1 and 2. block 7. Seventh street Terraces
Josephine and Chas. B. Oliver to Elizabeth G. Zigler, west 16. of lots 2 and 4 block 1, Murray Hill Add. to East Portland
Josephine F. Gannon to Geo. D. Reed. lots 16 and 17. block 1, Miller's Add. to Sellwood
R. L. Stevens (Sheriff) to Lotus L. Langley, block 3, west of east line of Macadam road, Fulton
W. H. Monastes and Funnia A. Monastes to C. Hansen, lot 4, block 2. Mayor Cutes' Add. to East Portland Herman Mettger, trustee, et al. to A. W. Anundson, lots 5 and 6, block 6. Reservoir Park
S. J. Barber and Ellen G. Barber to J. W. Bankey, west 46 of tract of land beginning at the N. E. corner of N. W. 3, of N. E. 4, of Sec. 25. T. 1 N. R. 1 E. being 6-10 acre. Mrs. Jennic Clark to Annas N. Sampon, lots 29 and 30, block 14, Arieta Park No. 2.

George and Mary E. Shiel to W. D. and Viola Filden, lot 11 block 4, Myrtle
A. W. Smith and Hattie C. Smith to Bert E. Marlon, lot 16, block 12, Scuthern Portland
B. L. and Della Ione Hagemann to F. L. Blanchard, lot 1, block 69, University Park Total ..... \$ 84,311 Rev. Charles T. Weigele, of Indiana, and Rev. Aura Smith, a National evangelist. Abstract & Trust Co., 7 Chamber of Commerce. Rev. Aura Smith, a National evangelist.

It is under the auspices of the Oregon
Hollness Association. On the grounds
are many tents. The main auditorium
will accommodate 1500 persons. Camp
chairs are used in the pavilion tent. A

Mostract & Frust Co., I Chamber of Committee of

## NAMES RIVER RATES

Contracts Made by Open River Transportation Company.

#### UPPER POINTS HELD BACK

Same Rate as Last Season Named for Towns Below Alderdale and Arlington With 50,000 Sacks Accepted.

Some 50,000 sacks of wheat have so far been contracted for hauling by the Open River Transportation Company from points no farther east than Alderdale. The rates for hauling from Arlington and Alderdale and points between those landings and Portland remain the same as last season, namely, II cents a hun-dred weight from Arlington and 13 cents

from Alderdale.
Under present equipment the traffic manager says there is a possibility of slightly raising the rate beyond those points. This, however, depends entirely upon the action of Eastern Oregon graingrowing sections. With only one small

	Due to Arriv	0,-
Henrik Ibse Johan Poul Breakwate Geo. W. Eld Alliance Columbia Redondo. Nome City. Nicomedia. Costa Rica Rosnoke. Numantia.	From Hongkong II. San France San France Hongkong Hongkong Hongkong Hongkong	cisco In port cisco July — In port o July 22 July 22 cisco July 23 cisco July 23 cisco July 25 cisco July 28 es. July 29 cisco July 28 es. July 29 cisco July 20 cisco Jul

Name. Por Date.
Johan Poulsen San Francisco July
Breakwater. Coos Bay. July
Geo. W. Elder. San Pedro. July
Alliance. Coos Bay. July
Columbia. San Francisco. July
Redondo. Seattle. July
Nome City. San Pedro. July
Alesta. Hongkong. July
Costa Bica. San Francisco. July
Roanoke. Los Angeles. Aug.
Nicomedia. Hongkong. Aug.
Nicomedia. Hongkong. Aug.
Numantia. Hongkong. Aug.

.Hongkong... Aug. 6 Hongkong... Aug. 18 Hongkong... Sept. 25 Cleared Friday. cisco; Johan Poulsen, for San Fran-

umantis.

boat plying the upper river from the portage to Alderdale the amount offered is sufficient in that stretch to tax the capacity of the little steamer Relief. Portland capital has provided the large steamer J. N. Teal to handle the busi-ness from The Dalles to Portland and one steamer above the falls to bring down shipments of grain to connect with the J. N. Teal. The management with the J. N. Teal. The management of the company states that if the eastern points desire to get whatever benefits the Open River Company is prepared to offer will provide small boats to haul to the portage, a much heavier traffic will be handled than is possible at present. The manager says the company could handle the freight of ten such bests of the Policy (they could have

boats as the Rellef if they could be put on the run. It is pointed out that increased transfor over the portage would result in hast-ening action in the construction of the Cello canal, a project that for years has been advocated by shippers from the upper river. Another point brought out in connection with the business of the Open River Company is that last season the company handled several thousand tons of grain the railroad company was unable to handle. This grain, the officers of the boat line say, was brought to tidewater promptly and loaded on waiting steamers, whereas grain shipped by rail was delayed in transit, and it is by rall was delayed in transit, and it is a notorious fact that in many cases, and continuing throughout the shipping season it was frequently impossible to obtain cars at all. Two suits against the railroad company are now in the courts—one entered by Balfour, Guthrie & Co. and the other by Kerr, Gifford & Co.—charging loss by reason of uprassonable charging loss by reason of unreasonable delay in the transportation of grain to

The rail rate from Arlington to Port-land is 12% cents, against 11 cents now announced by the Open River Company; the rate from Alderdale, rail 15 cents, water 13 cents.

### NOTICE TO MARINERS.

Establishment of New Buoys and Replacement of Others.

P. J. Werlich, Lighthouse Inspector of the Thirteenth Lighthouse District, has is-sued the following notice to mariners: The following affects the List of Lights and Fog-Signals, Pacific Coast, 1996: WASHINGTON.

Washington.

Walker Island Light, page 34, No. 128
(List of Lights, Buoys and Daymarks, Pacific Coast, 1907, page 63).—Located on the northerly side of the westerly end of Walker Island, Columbia River.

The structure from which this light was shown, carried away and the light extinguished July 15, will be rebuilt and the light relighted as soon as practicable.

OREGON.

Coon Island Light, page 38, No. 182 (List of Lights, Bucys and Daymarks, Pacific Coast, 1907, page 38).—Located off the easterly side of Coon Island, westerly side of the entrance to the Williamette River.

The structure from which this light was shown, carried away and the light extinguished July 2, will be rebuilt and the light relighted as soon as practicable.

Until the structure is replaced the light will be shown from an arm on a stake on Coon Island, and shout 600 feet S. by W. 4. W. of its former location.

The following affects the List of Lights, Bucys and Daymarks, Pacific Coast, 1907:

OREGON. OREGON.

OREGON.

Yaquina Bay Entrance, page 51.—Reef South End Buoy, 1, a black second-class can, heretofore reported missing, was replaced July 12.

Columbia River Entrance, page 54.—The following buoys have been established to mark the South Channel over the bar: South Channel Buoy, a B & W first-class can, marked "S. C." in black, was established July 6, in 36 feet of water, about 5-16 mile outside the creat of the bar.

Cape Dissappointment Lighthouse—N. % E, northerly.

Point Adams Unused Lighthouse—E. % N. northerly.

North Head Lighthouse—N. % W. Clatsop Spit Buoy, 2, a red first-class nun, was established, July 6, in 23 feet of water.

Cape Disappointment Lighthouse—N. % E. Point Adams Unused Lighthouse—N. % E. Point Adams Unused Lighthouse—E. % S. North Head Lighthouse—N. % W. Point Adams Unused Lighthouse—E. % S. North Head Lighthouse—N. by W. % W. Westerly. OREGON.

North Head Lighthouse—N. by W. & W., westerly.

Note—The latest survey by the United States Engineers shows these buoys are placed near the center of a channel of about one mile in width, and having a depth of nowhere less than 22 feet. The buoys mark the point at which the crest of the bar is nairowest.

Willamette River, page 70.—Rock Island Channel Buoys 2 and 4, each a red third-class spar, found missing July 16, were replaced the same day.

WASHINGTON.

WASHINGTON. Juan De Fuca Strait, page 79.—Cape Flat-tery Mouring Buoy, a white first-class nun, marked "Cape Flattery" in black, found

## nissing July 10, was replaced the same day. Salmon Bay and Ballard Harbor, page 84—Salmon Bay Entrance Buoy. 2, a red econd-class nun, found missing July 13, was eplaced the same day. Ship Harbor, page 91—Shannon Point hooy. 2, a red second-class nun, reported 45 miles to the eastward of its position, uly 5, will be replaced as soon as practicable. RETAIL TRADE IS

BETTER THAN USUAL IN MID-

LEAVE TO INSPECT THE LINE Steamer J. N. Teal Carries Railroad Wholesale Business-Iron and

Leaving Oak-street dock yesterday morning on her regular trip to The Dalles, the steamboat J. N. Teal had among her passengers Selms & Shields, contractors, and N. D. Miller, engineer of construction of the Portland & Seattle railroad. They will be transferred at the portage to the boat Relief, which will take them to the new town of Roosevelt. At that station the railroad men will find the first passenger train trade and crops and there is no more ordin-ary quietude in wholesale lines as a result of mid-Summer conditions.

Fair activity, with firm prices, is noted in wool. Large sales are few. The firmer London market, where Americans are reported buying freely of desirable staple wools and light domestic stocks, make for steady prices. Manufacturers appear to have bought freely in the country of late, and Western supplies are well cleaned up.

Iron and steel are quister as a whole, with prices tending to ease. Pig Iron markets are still in a lethargic condition. Urgent demand for spot supplies has disappeared, and producers show a greater disposition to rush supplies.

Business failures in the United States for the week ending July 18 numbered 177,

The Whang-Ho, the Chinese junk which had been on exhibition at the Oaks for some time, is being repaired at Supple's hoat yard. This vessel has a history. It was built by the Chinese government to fight pirates in Chinese rivers. She is armed with guns probably 100 years old, and has appliances on board for smothering pirates. The ribs of the junk are made of camphor wood. Most of the other wood work is of teak. Her forward must is of white the week ending July 18 numbered 177, against 185 last week.

Wheat, including flour, exports from the United States and Canada for the week ending July 18 aggregated 2,210,770 bushels, against 1,555,967 this week last year. wood. Most of the other wood work is of teak. Her forward mast is of white mahogany, which alone is said to be worth \$3000. The Whang-Ho received rough usage in crossing the Columbia River bar, a wave striking her stern with such force as to damage her considerable. Some true rods are being put

Trade Heavy for the Sensor NEW YORK, July 19.-R. G. Dun & Co.'s Weekly Review of Trade tomorrow will say:

Duliness in the pig iron market is not snusual at this time of the year, but there is little reduction in the output and no evidence that manufacturers are seeking business at lower prices.

San Francisco is growing steadily in vol-ume. Every vessel salling within the next three days has sold out every accommodation.

The steamship Iroquois arrived about six hours late from Vancouver this morning, being delayed by a breakdown of the engines in the British Columbia port.

H. J. Routledge, a waiter on the steamer Bertha, was badly scarred during an altercation with the mate while the steamer was at Valdez. Routledge may lose the way of his averaght because of the kicks. use of his eyesight because of the kicks he alleges were delivered by officers when he was knocked to the deck. The Marine Cooks' and Stewards' Union will lay in-

Per ct. Per Ct. St. Louis .... Pittsburg San Francisco Bultimore ... Kansas City Cincinnati ... New Orleans

isco yesterday, bound for Portland. Frank J. Smith, superintendent and traffic manager of the Open River Transportation Company, left last night on a three weeks' vacation at Wilholt The steamer Johan Poulsen cleared late yesterday afternoon after taking a deckload of 200,000 feet of lumber at Linnton. Her wheat cargo is manifested at 750 tons. She will leave this morning, barge in tow and proceed to Tiliamook. There is reported to be a sacreity of sallors on the Sound. The British ship Muskoka has been delayed in sailing with a cargo of lumber for Valpariso since the latter part of May, owing to the

inability of her skipper to ship her crew The steamer Costa Rica, "Captain E. M. Mason, cleared yesterday and will sail this morning for San Francisco, carrying a cargo consisting of 845 rolls of paper, 2100 sacks of flour, 1700 sacks of milifeed, and general merchandise. She also carried 163 cases of tansan in bond.

She had a full passenger list. Regular trips have been resumed by the ferryboat Lionel R. Webster on the lower Albina run, the dredger baving completed work on her course. The W. S. Mason will be laid off a few days longer on the upper run, the dredger Columbia still being at work on the shoal on her course. The dredger Portland is at work on the shoal near the North Pacific mill dock.

Arriving from San Francisco yesterday, the tug Samson had the barge Washougal in tow. The barge was tied up at the Albina dock of the O. R. & N., where she will be loaded with construct tion material for the Lytle road, build-ing to Tiliamook. A locomotive and sev-eral flat cars are to be included in the shipment. Upon the arrival and loading of two steam shovels on the way from the East, the Samson will again take the

#### Arrivals and Departures.

PORTLAND, July 19.—Arrived—Tug Samon, with barge Washougal, from San Francisco; steamer Breakwater, from Coos Bay. Astoria, Or., July 19.—Condition of bar at 5 P. M., smooth; wind, northwest, 24 miles; weather, clear. Sailed at 6 A. M.— Steamer Roanoke, for San Pedro and way ports. Sailed at S A. M.—Steamer Alliance, for Coos Bay. Arrived down at 11 A. M. and sailed at 11:40 A. M.—Steamer W. S. Portsr, for Monterey. Arrived in at 11 A. M. and left up at 12:30 P. M.— Steamer Breakwater, from Coos Bay. Ar-rived in at 11:45 A. M.—Tug Samson and barge Washougal, from San Francisco. Arrived in at 2:35 P. M. Steamer Elmore, from Tillamook.

vice carefully.

#### Energy for breakfast to start SUMMER SEASON. the day.

No More Than the Ordinary Luli in Steel Are Quiet.

NEW YORK, July 19.—Bradstreet's toweather conditions still favor seasonable

Fair activity, with firm prices, is noted in

Encouraging reports are received from the leading commercial centers, the volume of business being exceptionally heavy for the season.

NEW YORK, July 18.—Bradstreet's Bank Clearings Report for the week ending July 18 shows an aggregate of \$2,878,034,000 as against \$2,984,212,000 last week and \$2,746,114,-

000 in the corresponding week last year.

Canadian clearings for the week total \$88,286,000 as against \$97,545,000 last week and
\$75,346,000 in the same week last year.

The following is a list of the cities:

Illwaukee ndianapolis

22.1

14.8

2.8

eledo, O . ortland, Me

ksonville, Fla.

1,603,000 25.0 128,000 ... 1.151,600 17.5 807,000 8.5 1,073,000 2.5 987,000 34.0 1,120,000 25.4 989,000 8.8 Wichita
Wilhiesbarre
Davenport
Little Rock
Wheeling, W. Va.
Fall River
Kalamazoo, Mich.
Topeka
Springfield, III Helens
Fort Wayne, Ind.
New Bedford
Lexington
Youngatewn
Erie, Pa
Macon

1,120,000	25.4	
1,120,000	25.4	
989,000	8.5	
751,000	1,459,000	64.6
788,000	3.1	
791,000	10.3	
809,000	5.1	
1,024,000	8.5	
789,000	9.5	
884,000	29.2	
528,000	25.5	
892,000	8.5	
892,000	8.5	
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89 CANADA.		

Colds on the Chest

Ask your doctor the medical name for a

cold on the chest. He will say, "Bron-

chitis." Ask him if it is ever serious.

Ayer's Cherry Pectoral

REVISED FORMULA

for this disease. Keep in close touch with

your family physician, and follow his ad-

The new kind contains no alcohol

We have no secrets to hide! We pub-

lish the formulas of all our medicines.

Lastly, ask him if he prescribes

## Betrayed by False Friend.

JUNCTION CITY, Or., July 19 .- J. B. JUNCTION CITY, Or., July 18.—J. B. Andrews, an old soldier, who came from Lebanon, last Fall was arrested yesterday for selling whisky in a dry county. It has been known for several months that he was shipping in cases of bottled beer, and it was generally understood that he was selling it to those who he knew to be "true blue." It was impossible to get anyone to "nesch" on him possible to get anyone to "peach" on him

you through.

at close of day.

other wheat food.

but he was caught napping on Monday night, when he sold a pint bottle of whisky to Tom Uttinger, a pretended

District Attorney W. S. McFadden was sent for and Andrews pleaded guilty and was fined \$150, which he paid.

FOR INDIGESTION. Horsford's Acid Phosphate.

An effective remedy for indigestion, nerv-us dyspepsia, headache and depression, RISER FOR SOUVENIR PHOTOS.

Sustenance for lunch to carry

Rest and renewed strength

The food ideal for every meal.

More nutritious than any

In moisture and

dust proof packages.

NATIONAL BISCUIT COMPANY

Uneeda Biscuit

When I have accepted your case for treatment you may look forward to a complete and permanent cure, and with the very first treatment the curing will begin. This is pretty definite talk upon what is commonly regarded as an uncertain and speculative matter. But I am in a position to speak definitely and positively. With me the cure of men's diseases is not uncertain or speculative at all.



DR. TAYLOR,

LOSSES GONORRHOEA SYPHILIS GLEET

You

Pay

When

Cured

PILES I have treated so many cases that I know just what I can do and what I cannot do, and I never promise or attempt too much. I accept no case in which I have doub! as to my ability to cure, and results are always equal to the claims I make. Following are some of the diseases I cure, and reasons why my cures are certain.

### Contracted Disorders

In no other aliment peculiar to men is a prompt and thorough cure so essential. Contracted disorders tend to work backward until the most vital nerve centers become involved in the inflammation. Then follows a caronic stage that stubbornly resists all ordinary treatment. Safety demands that every vestige of infection be eradicated at the earliest possible moment. My treatment is thorough. The remedies employed have a more positive action than has ever before been attained, and so perfect is my method of application that even chronic cases yield completely.

Varicocele This most prevalent of all dis-eases of men is also the most neglected, either through dread of the harsh methods of treatment the harsh methods of treatment commonly employed, or, through ignorance of the grave dangers that accompany the disease. As varicocele interferes directly with the circulation and process of waste and repair throughout the generative organs, the necessity of a prompt and thorough cure cannot be too forcibly emphasized. I cure varicocele in one week by an absolutely painless process. My cures are incrough and absolutely permanent—and are accomplished without the use of knife, ligature or caustic.

I also cure to stay cured "weakness," hydrocele, specific blood poison and all men's diseases.

Consultation and Advice Free

## The DR. TAYLOR Co.

2341/2 MORRISON STREET, Cor. Morrison and Second Streets, Portland, Oregon, Hours-9 A. M. to 9 P. M. Sundays-10 to 1.



## We Cure Men

HAVE SO MANY MEDICAL FEES TO PAY

We are curing more men than any two specialists in Portland. Our advice to you will be worth much in your case if you need the services of a skilled, reliable specialist.

We are regularly graduated University Trained Specialists, whose original investigations and long study into the cause and cure of special diseases have caused us to be duly recognized as the leading specialists in our line.

We Cure Nervous Debility

This is to men who lack courage, whose nerves are snaky, whose eyes have lost the sparkle, whose brains are muddled, ideas confused, sleep restless, confidence gone, spirits low and easily depressed, who are backward, hesitating, unable to venture because they are afraid of fallure; who want somebody to decide for them, who are weak, run down and restless. It is to men who have part or all of these symptoms and want new life, new energy. We especially solicit those cases in which many so-called treatments have failed, or where money has been wasted on other methods of treatment. Don't experiment when our direct method offers a certain means of cure by local treatment.

### We Cure Varicocele

Varicocele causes congestion of the blood in some of the most vital blood vessels of man. It causes a dull, heavy, listless feeling, which is often mistaken for nervous debility or general decline. Varicocele results from partial paralysis of the delivate nerve fibers that control local circulation of the blood. The muscular coating of the veins is deprived of nervous control and becomes inactive, weakens and relaxes. The blood vessels expand from the pressure within. The circulation becomes sluggish and clots form in little nocks and pockets that constantly enlarge as the relaxation continues.

No Pay Unless Cured Consultation Free Our reputation and work are not a mushroom growth. We have been curing men for 27 years. Write, if you cannot call. All correspondence strictly confidential and all replies sent in plain envelope. Enclose 2-cent stamp to insure reply.

OFFICE HOURS—9 A. M. to 5 P. M.; evenings, 7 to 8:30; Sundays, 9 A. M. to 12 noon.

ST. LOUIS MEDICAL AND DISPENSARY

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.