INDUSTRIAL GROWTH IN PACIFIC NORTHWEST

BAKER CITY HAS PLENTY OF WATER

Citizens' League Prepares Pamphlet Showing Extent of System.

REFERS TO POWER PLANTS

Climatic Conditions of Best, and County Exploited as Equal in Health-Promotion to Any in World.

BAKER CITY, Or., Aug. 8.—(Special.)—Believing that a rumor which seemed to have gained wide circulation that Baker City's water supply had suffered damage from recent cloudbursts in the mountains, W. J. Patterson, an officer of the Citizens' League, has compiled the following data relative to the water system, and with it some general information relative to Baker City and County which will be published in pamphlet form at once and circulated broadcast. It follows:

Baker City owns and operates its own water system, installed in 1903 at a cost of $300,000. In point of purity of its water, and the abundance of its supply, Baker City is exceeded by no city in the United States.

Far up among the highest snowbound peaks of the Elkhorn Mountains, which rise in charming majesty to the west of the city, is Marble Lake, fed by ever-living springs and melting snow. Here, at an elevation of about 8000 feet, is the beginning of the water system that supplies Baker City.

The water from this never tainted source is conveyed through pipes along the mountain about 3½ miles to Salmon Creek.

From this point the water is soon increased in volume by the waters of another stream, the Little Salmon Creek. By means of many miles of steel and vitrified pipe the water is conveyed onward until it finally reaches the city reservoir, which is located on a foothill at the southwest limits of the city and 200 feet higher than the street level. The capacity of this reservoir is about 1,000,000 gallons. The city also uses the waters of Elk Creek, which makes its way down the eastern and southern slope of the Elkhorn Mountains.

In addition to the above named sources of water supply, the city owns three more valuable streams, which can be connected with our present system when necessity requires, to furnish a sufficient water supply for a city of over 200,000.

Baker City is lighted with electricity and furnished with electrical power by the Baker Light & Power Company. The waters of Rock Creek, in the Elkhorn Range, northwest of Baker City, have been harnessed by this company and afford a supply of electrical energy which is amply sufficient to meet the demand made upon the company at the present time. This plant was installed in 1903, and has a capacity of about 900 K. W., or 18,000 candle-power lights. There is a substation in Baker City where a delivery of 22,500 volts from the plant is transformed down to 2300. This company has an auxiliary steam power plant located in South Baker. This plant can supply added electrical efficiency to the extent of 500 K. W. or 9000 candle-power lights. Several mines in the immediate vicinity of Baker City are supplied with light and power by this company.

Baker City's neighboring mountains contain no end of possibilities for the development of electricity by water power. When the city is ready for it there will be plenty of power for all purposes incident to a great city.

Few, indeed, of the resources and possibilities of Eastern Oregon and Baker County have been exploited—less than those which appertain to climate influences and local and general sanitation and health conditions.

Baker County is admirably situated, being a rich basin of land, almost surrounded in crescent form, by a gap in the Blue Mountain Divide.

The drainage is perfect, which is apparent, in part, from the rapid current of Powder River and also from the clear fact that no stagnant lake or swamp is within a hundred miles of its vicinity.

The altitude is about 3500 feet above sea level, absolutely above all miasmatic influences and yet not of such elevation as to induce the slightest distress or discomfort to persons afflicted with pulmonary or heart irritations. In this section of Oregon we get more than 300 days of entire sunshine in the year (and the thermometer ranges from zero to 85 or 90 degrees in the shade, extremes rarely exceed this), and the cold weather is singularly in keeping with the warm as the daylight atmosphere moderates both extremes and tempers the season to unusual but pleasant equability.

The nights are cool, tonic and sedative, hence the reconstructive effect of sound repose is obvious. The Summers, Autumns and Winters are ideal, and with the exception of a few harsh days in March and April, the climate for continuous outdoor work, and general salubrity, is unsurpassed anywhere on earth.

The mountains—most picturesque in their perpetual snowcaps—are covered with dense forests of Oregon pine, fir, tamarack and cedar, which exhale continuously a pleasing resinous odor.

The annual rainfall is about 13 inches, just enough to germinate, in good season, the various grains and grasses until the time for artificial irrigation is ready (will remark that the water supply from the mountains is practically unlimited and in chemical reaction contains scarcely a trace of organic matter, and is, otherwise, of the softest and purest quality). Beside this, the county, owing to is volcanic formation, abounds in mineral springs of hot and cold water.

In this remarkably well tempered climate—not too hot; not too cold—the comforts to man and animal life are, I believe, incomparable. There are no venomous reptiles, scarcely, no poisonous insects; in fact, none more annoying than the common housefly. No rodent to carry bubonic or other plagues, only a few mosquitoes and those of the nonstygmatic species which do not disseminate malaria.

The air is fine, bracing and rich in ozone, and I believe the opinion is substantially correct, that less consumption or tuberculosis is induced here than in any other section of the country; that it is preferable to Arizona or Southern California.

Of all forms of disability to which this climate is peculiarly and undoubtedly beneficial, it is to those unfortunates suffering from nervous exhaustion and impaired mentality, the return compliment of our strenuous race in life and its conflict with Nature's inexorable laws. Amongst the most favored hygienic influences in the treatment of these diseases are first a thoroughly stimulating and reconstructive atmosphere, and secondly continuous daily sunshine without superheating.

European physicians who specialize on these sub-facts, send their patients to follow the snow line from the Alps and Pyrenees. They live an outdoor life in tents and rustic abodes, are dieted on cheese and mild butter, egg and wine, and the results are astonishing. Surely, if this is the accepted doctrine of the hour, no place is pregnant of greater possibilities in the pursuit of science than in the towering snowcapped mountains immediately overlooking Baker City.

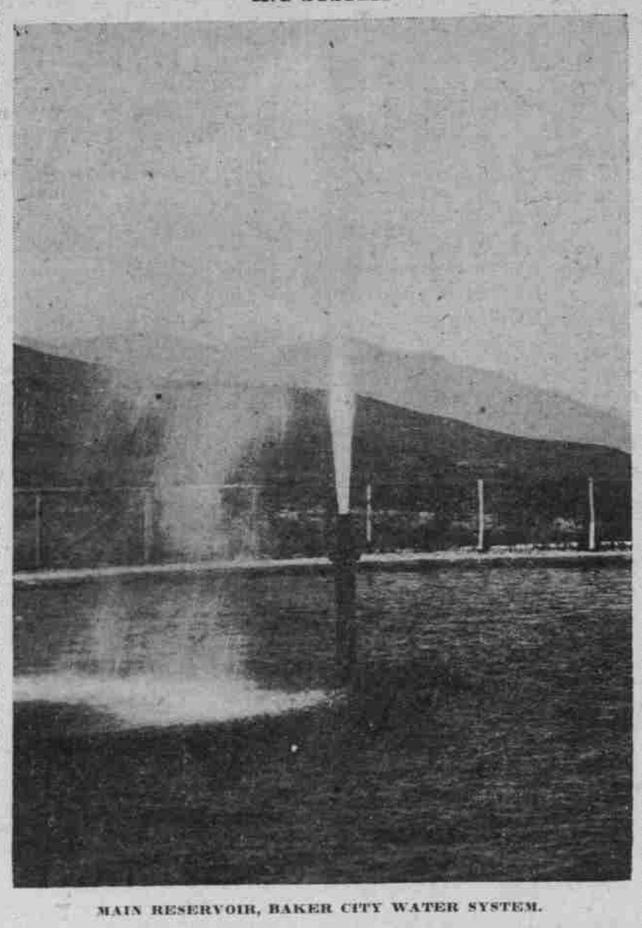
HERMISTON GROWING FAST

Many New Dwelling Houses in Course of Construction.

HERMISTON, Or., Aug. 9.—(Special.)—There is much activity in the building line, both in the town of Hermiston and on the Umatilla Government irrigation project. A person acquainted with the town of Hermiston 90 days ago would be surprised to see the large number of houses just completed and in course of construction.

Many new houses are being built on small tracts all over the Umatilla project. At one point, two miles east of town, several house are being built on adjoining tracts until it now looks like a small village. The buildings are of a substantial nature.

BAKER CITY HAS FIRST-CLASS WATER-DISTRIBUTING SYSTEM



MAIN RESERVOIR, BAKER CITY WATER SYSTEM.

ONLY PRUNES LIGHT

Other Fruits Average Crop in Clark County.

RAINS CAME AT BAD TIME

Washed Pollen Off So That Little Fruit Formed—Good Outlook for Apples and Pears and Big Hay Crop.

VANCOUVER, Wash., Aug. 9.—(Special.)—The highest estimate made with regard to the prune crop of Clark County for this year places the yield at 25 per cent of that of last year. The year 1907 was a banner year, the county producing 250 carloads or 5000 tons, whereas this year the chances are that there will be not to exceed 1250 tons. What fruit there is, however, gives promise of being of the finest quality.

A. J. Stalnaker, one of the large prune buyers, has been all over the county, and he figures that the yield will not be more than 63 carloads. H. G. Smith, who is one of the big fruitgrowers, thinks a quarter crop a conservative estimate, while Scott Swetland, who buys for Armsby & Co., does not think that there will be more than 25 carloads, though the unusual excellence of the fruit will partly counterbalance, in his opinion, the small yield. The price, this year, also, will be below that of last year, for the prune crop abroad and in California is large.

Bearing Orchards Scattered.

Some localities suffer more than others, and yet the orchards that are in bearing are scattered over different parts of the county. On the Mill Plain most of the orchards will have three-fourths of a crop. In the vicinity of La Camas some fruitgrowers will have half a crop while others will have as good a yield as last year. On Fourth Plain the prune crop is a total failure. In the Lake Shore and Fruit Valley section there will be about half a crop in most of the orchards. Around Hawkinson and Proebstel there will be very little.

Rains Came at Wrong Time.

The cause of this failure this year—which failure is very unusual—was not due, as was thought at first by some, to the frost, but rather to the fact that rain came just when most of the prune trees were ready to pollenize and the dampness prevented the winds from carrying the pollen from tree to tree. On the whole, the better-kept orchards had pollenized before the rains began, and thus with them no injury resulted from the storms.

Other Crops Do Well.

Other kinds of fruit, such as peaches, pears, apples and small fruits, will this year have their average yield.

The hay crop in Clark County this season was a big one and has proved most encouraging to the large dairying interests.

The growing of hops is one of the coming industries of Clark County. There are no big hopyards as yet, that is, none over 25 acres, but quite a large number of farmers have been experimenting for several years with the hops and they have found that this section is admirably suited to the growing of this plant, and the result was that last year saw large fields planted to hops, and this year still more territory will be given over to this industry.

WATER WORKS FOR JOSEPH

Preliminary Operations for Obtaining It Under Way.

JOSEPH, Or., Aug. 9.—(Special.)—The denial of the motion for rehearing in the case involving the Portland charter was made the starting point by the Joseph City Council for preliminary work in the matter of installing a complete city water system here.

Joseph's new charter, which permits the property-owners to vote bonds for city water, was in the same condition as that of Portland, and the majority of the Council being in favor of a city water system, the matter will be pushed as fast as possible, since all uncertainty has been removed. The system will be a gravity system, the water being obtained from Wallowa Lake. The officials are corresponding with various engineers and construction companies in regard to the matter.

LOGGING CAMPS RESUME

Large Number of Men Again Put to Work Near Kelso.

KELSO, Wash., Aug. 9.—(Special.)—The coming of genuine prosperity is plainly indicated by the opening of two large lumber camps in this vicinity this week. The Tongue Point Lumber Company has again commenced operations and in a few days will have a full force of men at work, while the Weyerhaeuser Company is hiring its quota of loggers as rapidly as possible.

It is reported that other camps will commence operations in the immediate future and everyone is rejoicing accordingly.

BLOW OUT BEECHER ROCK

Improvement Planned for Eugene-Mapleton Wagon Road.

EUGENE, Or., Aug. 9.—(Special.)—In the improvements which the County Court has authorized for the Eugene-Mapleton wagon road, the most noteworthy is the order to blow out Beecher Rock, and Commissioner Price will soon take up this big task.

Beecher Rock, which overhangs the Siuslaw road, will be remembered by everyone who has made the trip to Mapleton as the most dangerous point on the trip. The rock, which is a mammoth one weighing thousands of tons, will be blown to pieces and a better and safer road cut out in the side of the mountain.

FORTY BUSHELS TO ACRE

First Eastern Multnomah Wheat Threshed Shows Up Well.

GRESHAM, Or., Aug. 9.—(Special.)—The first threshing in Eastern Multnomah County was done near here on Saturday by Stanley & Neal, on their own farms and with their own machine.

The yield was an average of 40 bushels ar acre for wheat and 50 bushels for oats. The entire section will average about the same, and there is a large acreage widely scattered in small fields from Mount Tabor to the Cascades. There are four threshing crews ready to start out, and they expect to clean up the whole territory in about two months.

Monday, August 10 (today) will positively be the last day for discount on West Side Gas bills. Portland Gas Co.**

AS YOU READ THE FOLLOWING, REMEMBER ALL ENORMOUS AMERICAN FORTUNES HAVE BEEN MADE THROUGH THE RISE AND FALL OF THE STOCK MARKET. AFTER EACH FALL OF BILLIONS THE MARKET GOES UP BILLIONS. TO MAKE MILLIONS IN EVERY RISE AND EVERY FALL, ALL THAT IS NECESSARY IS THE TRAINING TO KNOW WHEN TO BUY AND WHEN TO SELL, AND POSSESSION OF THE MACHINERY TO BUY AND SELL. REMEMBER THIS AS YOU READ, AND THAT SOME OF US HAVE THE TRAINING.

AT LAST

To the American People:

If ever in the past I have earned consideration for truth told and warnings flown, I now demand for the statements that follow your best thought and closest heed. This is the first of three advertisements displayed today in like space in the great newspapers of the world, and to be repeated tomorrow and the day after in like space in the same publications. I have never written, shall never write, anything of graver import to you and to myself.

I purpose to set down your actual financial condition, the underlying moves by which you have been cornered, what your position means to you, and the inevitable consequences ahead. My facts are too stern for breakfast-food smoothness. You must take straight, strong man-fashion talk if you would get good from what I've got to offer.

I These three advertisements are preliminary to a fourth, in which I shall put before you a proposition, the most startling ever made by a responsible financier. A proposition radical as an airship, though sound as a diver's bell. But to grip its tremendous potency you must follow and digest the A.B.C.'s of my argument.

The situation:

FIRST.—The reign of Roosevelt is over. His eat-em-alive teeth have been drawn by the system's expert painless dentistry. His papier mache battering ram, which made echo for his war whoops, has crumpled up against the hard, yellow metal bulwarks of the dollar hordes. The muckrakers, having laid down their tools, are busy enameling the glossy surfaces which they scratched; the daily papers bulge with accounts of the charities dispensed by Morgan and Rockefeller, with the people's money; the weeklies print the photographs of these financial guardian angels, and throughout the land resounds the trusts' new slogan, "Let us alone."

True, certain of the system's petty officers are in jail, a few more intermediaries have committed suicide and the system has been deprived of the services of some of those "Higher ups," who prefer the European climate, but the system banks and trust companies have been fumigated, the Standard Oils, steel trusts and Union Pacific have been re-varnished, the system having furbished up its old tools, sees its opportunity again at hand, and is ready to get back to its old business. I know the workings of the system. I have complete knowledge of the methods by which, during the past 50 years, the system masters have appropriated to themselves the billions that belong to the people, the same methods by which they now purpose to annex the people's earnings in 1908. I know how, by use of this stolen wealth, they have acquired authority to such a degree.

FIRST.—That panics which wreck system-opposed banks, trust companies, railroads and industries, wiping out in a day the people's savings of years, can be and are produced at the will of a few men.

SECOND.—That Presidents can be, and are, forced upon the people at the bidding of the system.

THIRD.—That Senate, Congress and Courts can be, and are, tricked and corrupted into legally compelling the people to bend their necks for each additional burden.

FOURTH.—That the price of the necessities and luxuries of the people can be, and are, made and controlled by direct and system-made taxation, amounting to billions of dollars annually, which billions go to swell the fortunes of those few whose only right to this wealth is their ability, by the use of these fortunes, to compel the people to do the system's bidding.

My opportunity:

Realizing the power of the system, the means through which it had been attained and how it is even now being employed, I know it would be frivolous for me to come before the people and request them, in any ordinary way, to help me destroy the system.

Years ago I began to marshal my plans, and, single-handed, I have hewn to the lines of them, now inside the system's camp, now outside, in the courts and Legislatures, then shoulder to shoulder with the head of the Government, in the press, in magazines and in books, sometimes apparently losing ground, I have made constant headway until at last I have reached my objective point.

I have waited until men could see for themselves that these financial potentates upon whom they looked as the great personages of the land were the meanest of thieves, that they daily committed crimes worse than those I laid at their doors years ago, when the world exclaimed, upon reading them: "He must be crazy," and that the mighty power they possessed was superior to the will of the people and overrode the law, institutions and Government of our country.

For years I have maneuvered for the position which is mine today. In that time the system has tried by all the ingenious, unscrupulous tricks of which it is the master, and through all the devious, powerful agencies which are at its call, to discredit and crush me. At the cost of millions to itself it has falsified my predictions (as in Yukon), causing enormous temporary losses to my friends and bringing down bitter criticism upon myself.

I am now ready with the instrument by the direction of which:

FIRST—The American people will come into the billions of savings, out of which they have been plundered during the past half century by that adroit, monkey-conscienced, all-powerful few whom I have lantern-slided to the world as the system.

SECOND.—Such robberies will be rendered impossible for the future.

THIRD.—There will be wrested from Wall Street and the system vast sums annually during the coming years.

FOURTH.—These millions will go to the people, from whom they have been stolen by Wall Street and the system.

FIFTH.—Every man and woman possessed of a single dollar can turn it first into $2, then into $10; every man and woman with $100 can turn it first into $200, then into $1000. This will be made so plain that all will see and understand.

In the accomplishment of these things this instrument will become the most powerful financial engine in the world.

It will make and unmake at will the prices of billions of stocks and bonds which today represent the practical ownership of the Nation. It will become a power in politics until scheming Presidents, mercenary Senates, venal Congresses, grasping Rockefellers, unscrupulous Harrimans and arrogant Morgans will be made by it abject servants of the people.

All this sounds like a tale from the Arabian Knights, but those who read must bear in mind that it is put out by a sane man who respects the opinion of his friends, and acid tests those of his critics, by a business man who knows the value of the $150,000 which it costs to print these advertisements—by a man who is not a dreamer, but a doer.

My own equipment:

In demanding the attention of the American people to this series of advertisements, it is necessary for me to justify my own capacity as the right agent for the work. I desire, therefore, to point to the fulfillment of scores of startling, and, at the time they were published, apparently absurd predictions and to the accomplishment of many seeming impossibilities in finance.

FIRST.—I am the only man who has publicly and world-widely advised and predicted in finance who has lived and remained solvent long enough to point to the fulfillment of his predictions. In my time three generations have come to Wall Street, and two have gone from it, and yet in the last year, my thirty-fifth in finance, I paid to the press more money for advertising than any financial advertiser ever paid in his lifetime. The amount of money paid to the press by an established and continuous advertiser is the best evidence of the soundness of his published advice.

SECOND.—I have made mistakes, but I have piloted the public into hundreds of millions of dollars of profits.

THIRD.—For almost 40 years I have been active in the financial game, during the last 20 of which, while playing for position with an eye to the day for launching my remedy, I have played hob with Wall Street, the system and financial powers, producing bull panics and bear panics, and, during that time, although opposed by the greatest power in finance, I have succeeded in selling to the public more dollars' worth of stock than any other man or group of men.

FOURTH.—In that long time I have never once been cornered by Wall Street, the system, or anyone. On the contrary, I have made for myself scores of millions of dollars and attached to myself a personal stock market following of hundreds of thousands of responsible and intelligent people located in all parts of the world.

FIFTH.—My last advertising campaign (Yukon Gold), only four days' long, although opposed by the powers of Wall Street and the system, culminated in a whirl which monopolized the entire machinery of Wall Street, State Street and other financial centers, and resulted in a volume of stock dealings which broke all financial records.

SIXTH.—At the end of 40 years' bitter warfare in Wall and State Streets, I am now more closely associated with the directors of finance, business and industry than ever before, not because they want me, but because they need my help.

SEVENTH.—In all my 40 years' work I have told the public what I believed was for their interest, regardless of its effect on myself, my associates or the system.

There's enough here to justly me in demanding that every American who wishes to better his condition and make life more attractive to himself and those depending on him, should follow with the closest attention the argument set forth in these advertisements. Then, I ask only that he study my instrument, and, if satisfied, that he then take boldly into his own hands the means which will give him his just share of the vast wealth out of which he has long been defrauded, of the richest and most productive land the world has ever known.

MIND YOU—my fourth—last advertisement will contain the most astounding proposition ever made by a sane and responsible financier.

This advertisement will be continued here tomorrow.

Boston, August 10, 1908.

THOMAS W. LAWSON

AFTER YOU HAVE READ THE ABOVE, AND WHILE WAITING FOR THE NEXT CHAPTER, REMEMBER: THE MOST TERRIFIC BULL MARKET THE WORLD HAS EVER SEEN IS NOW ON THE WAYS. WHEN IT IS READY TO CULMINATE ALL GOOD STOCKS WILL HAVE DOUBLED THEIR PRESENT VALUES. ONE PARTICULAR STOCK WILL HAVE MULTIPLIED ITS VALUE 20 TIMES.

GRAIN TONNAGE EN ROUTE AND LISTED FOR PORTLAND—COMPLETE TO AUGUST 9

Name, Flag and Rig—	Tons.	From.	Sailed.
Aberfoyle, British ship	1597	Antwerp	Feb. 25
Agnes Oswald, British ship	1380	Newcastle, N. S. W.	June 25
Bossuet, French bark	1951	Newcastle, N. S. W.	
Brablock, British bark	2000	Antwerp	June 1
Carmanian, British bark	1773	Hamburg	
Clan Graham, British ship	2300	St. Rosalia	
David d'Angiers, French bark	1579	Antwerp	June 2
Falklandbank, British	1781	Valparaiso	
Fifeshire, British bark	1318	Newcastle, N. S. W.	
Gael, French bark	1707	London	April 19
Gen. Faidherbe, French bark	1728	Antwerp	
Gulf Stream, British bark	1578	Antwerp	July 18
Henriette, German ship	1898	Callao	
Homeward Bound, American bark	1987	Vancouver, B. C.	
Nordsee, German ship	1652	Callao	
Joinville, French bark	1945	Antwerp	June 18
Killoran, British bark	1569	Antwerp	April 9
Knight Templar, British steamer	4602	Valparaiso	May 1
Laennec, French ship	2011	Honolulu	
La Rochejacquelein, French bark	1594	Newcastle	June 12
Marechal Noailles, French bark	2166	Talcahuano	
Neotsfield, British ship	1820	Hamburg	May 1
Oregon, German ship	1775	Callao	
Port Crawford, British ship	1595	Callao	
Rochambeau, French bark	1831	Leith	
Turgot, French bark	1959	Hamburg	
Vincennes, French bark	1739	Antwerp	April 8
Alice, French ship	2192	London	July 23
Armen, French bark	2016	London	
Andorinha, British bark	3187	Inquique	
Eugene Schneider, French bark	2039	Antwerp	July 19
Crillon, French ship	1979	Antwerp	
Cortes Bart, French bark	1721	New Caledonia	
Daghild, Norwegian bark	2148	Caldera	
Desaix, French ship	1735	Antwerp	
Desdemona, British ship	1406	Callao	
Le Piller, French bark	1739	Hobart	
Lydgate, British bark	2350	Santa Rosalia	
Leon Blum, French ship	1879	San Francisco	
Neuilly, French bark	1731	Hobart	
Sully, French bark	1993	Antwerp	
Saint Anne, French bark	1282	Newcastle, A	
Vigo, Norwegian ship	1296	Mejillones	
Torridale, British ship	2154	Newcastle, A	
Finland, Russian ship	1760	Guayaquil	
La Tlour de Auvergne, French bark	1948	Hamburg	July 26
Michelet, French bark	1964	Honolulu	July 26
Strathlyon, British steamer	2846	San Francisco	
Janeta, British steamer	2779	Sydney	
Franklyn, British steamer	3161	Yokohama	
Thiers, French ship	2251	Belfast	

		In Port.
Total tonnage en route and listed	98,142	13,210
Same date in 1907	85,721	5,503
Same date in 1906	71,483	6,397

GRAIN VESSELS IN PORT.

Name, Flag and Rig.	Tons.	Berth.	Arrived.
Brodick Castle, British ship	1770	Drydock	Feb. 27
Crown of India, British bark	1885	Columbia, No. 1	March 3
Donna Francesca, British bark	2165	Astoria	March 26
Leyland Bros., British	2238	G. W. P.	March 6
Albert Rickmers, German ship	1886	Greenwich, No. 1	June 21
Asgerd, Norwegian ship	1560	Madison	June 10
Eugene Frantel, French bark	1705	Astoria	July 25

LUMBER VESSELS IN PORT.

Ancaios, British ship	1704	Linnton
Alvena, schooner	687	Astoria
Echo, barkentine	650	Knappton
Churchill, schooner	600	Knappton
Largiemore, British ship	1786	Banfield
Virginia, schooner	541	Knappton
W. F. Jewett, American schooner	407	Astoria
Irene, American schooner	687	Astoria

BUSY TIME FOR PILOTS

BIG FLEET OF STEAMHIPS DUE THIS WEEK.

Thirteen Coasters and One Foreign Vessel Scheduled to Arrive During the Next Few Days.

The week which began yesterday will be a busy one for the Columbia River pilots. In addition to the task of taking the annual soundings between Portland and Astoria there will be upwards of 20 steam vessels to handle. The work will require all the energies of the men who generally figure on the middle of August as the slack time with their work.

Thirteen coasting steamers are due to arrive during the next three days. In addition the British steamship Braemount is due and five steamships now in the harbor will require a certain amount of attention. Many of the fleet of steamers which will be in the harbor during the week will make the round trip, necessitating two moves by the pilots. The oil boats and the regular line passenger steamships will enter and clear within a few days. The fleet will be the largest that has been noted for any similar period for a long time. During the Winter months there has been a greater number of steamships in port but many of them were engaged in the grain traffic for foreign ports. The complete list of steamers due at this port for the coming week follows:

Coasters—Yellowstone, Asuncion, Roanoke, Rose City, Northland, J. Marhoffer, Washington, Cascades, Casco, R. D. Inman, Argyll, Breakwater and Alliance.

Foreign—British steamship Braemount.

In Port—German steamships Eva and Arabia, British steamships Ilford, Bucrania and M. S. Dollar.

STEAMSHIP ARABIA IN PORT

Regular Liner Arrives From Hongkong and Japanese Ports.

The steamship Arabia, of the regular Portland & Asiatic Steamship Company, arrived up yesterday morning. The vessel brought only 200 tons of cargo for Portland, the Eastern freight having been discharged at San Francisco. The Arabia will shift to St. John Tuesday and will load a part cargo of lumber.

An ourang-outang and a red-faced monkey were brought over on the Arabia and both animals have been purchased by a Portland fancier. They will be declared at the Customs-House this morning and will be brought ashore immediately. The Arabia will sail on August 18.

Marine Notes.

The steamship Breakwater, from Coos Bay, is due to arrive this evening.

The steamship State of California, from San Francisco, is also due to arrive this evening.

The American barkentine Koko Head has arrived at Astoria from Yokohama.

T. Johannsen, formerly head accountant for the Charles F. Beebe Company, will return to Portland tomorrow. Mr. Johannsen will make his permanent home here. He has been in New York for the past four years.

Norwood at San Pedro.

SAN PEDRO, Aug. 9.—The steamer Norwood arrived from Grays Harbor via San Francisco with passengers and 875,000 feet of lumber.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From.	Date.
Arabia	Hongkong	In port
Breakwater	Coos Bay	Aug. 10
Rose City	San Francisco	Aug. 11
Roanoke	Los Angeles	Aug. 11
Alliance	Coos Bay	Aug. 13
Geo. W. Elder	San Pedro	Aug. 18
State of Cal.	San Francisco	Aug. 18
Alesia	Hongkong	Aug. 20
Numantia	Hongkong	Sept. 10

Scheduled to Depart.

Name.	For.	Date.
Breakwater	Coos Bay	Aug. 11
Roanoke	Los Angeles	Aug. 13
Rose City	San Francisco	Aug. 15
Alliance	Coos Bay	Aug. 15
Arabia	Hongkong	Aug. 15
Geo. W. Elder	San Pedro	Aug. 20
State of Cal.	San Francisco	Aug. 22
Alesia	Hongkong	Aug. 27
Numantia	Hongkong	Sept. 20

Arrivals and Departures.

PORTLAND, Aug. 9.—Arrived—German steamship Arabia, from Hongkong and way; Gasoline sloop Condor, from Alsea Bay. Sailed—Steamship F. S. Loop, for San Francisco.

Astoria, Aug. 9.—Condition of the bar at 5 P. M., Smooth; wind, northwest; weather, clear. Arrived down at 5 A. M. and sailed at 7 A. M.—Steamer Alliance, for Coos Bay. Sailed at 8 A. M.—Schooner Virginia, for Mollendo. Arrived at noon—Schooner Oliver J. Olson, from San Pedro. Arrived at 7:15 last night—American barkentine Koko Head, from Yokohama.

San Francisco, Aug. 9.—Sailed last night—British steamer Braemount, American steamer Yellowstone, for Portland.

San Francisco, Aug. 9.—Arrived—Steamer Chehalis, from Grays Harbor; steamer Quinalt, from Grays Harbor. Sailed—Steamer Bowdoin, for Grays Harbor; steamer San Jacinto, for Grays Harbor.

Tides at Astoria Today.

High.		Low.	
12:02 A. M.	7.3 feet	5:30 A. M.	0.9 foot
11:24 P. M.	9.1 feet	5:30 P. M.	3.3 feet

PARCELS POST CONDEMNED

National Travelers' Association Puts Itself on Record.

MILWAUKEE, Aug. 9.—At the closing session last night of the National Travelers' Association convention, a resolution was adopted condemning the parcels post plan, the secretary being instructed to send a copy of the resolution to every Congressman and Senator throughout the United States.

Rosenthal's windows are money-savers.

Ladd & Tilton Bank

PORTLAND, OREGON

Established 1859.

Oldest Bank on the Pacific Coast.

Capital fully paid - - - $1,000,000.00
Surplus and undivided profits $500,000.00

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W. M. Ladd, President. R. S. Howard, Jr., Asst. Cashier.
Edward Cookingham, Vice-Pres. J. W. Ladd, Assistant Cashier.
W. H. Dunckley, Cashier. Walter M. Cook, Asst. Cashier.

Interest paid on time deposits and savings accounts. Accounts of banks, firms, corporations and individuals solicited. We are prepared to furnish depositors every facility consistent with good banking.