VOTE MONEY FOR OREGON WATERS

Congress Expected to Appropriate Funds for Rivers and Harbors.

RECOMMENDED BY BOARD

Reports of Engineers Favor Expenditures on Coos Bay, Tillamook Bay and Coquille River for Jetty Work.

OREGONIAN NEWS BUREAU, Washington, Dec. 12.—The river and harbor committee, in framing its bill this Winter, will not only give consideration to the recommendations and estimates contained in the annual report of the Chief of Engineers, but to special reports and estimates sent to Congress last session. Included among the latter are reports on Coos Bay, Tillamook Bay and Coquille River, Oregon, and inasmuch as appropriations have been urged for all these places, all are likely to be provided for in the bill as it comes from the committee.

Colonel Roessler, until recently engineer officer in charge of Oregon works, submitted a report last Winter, in which he recommended the appropriation of $500,000 for the improvement of the entrance and channel of Coos Bay, with an additional appropriation of $60,000 annually for maintenance. His recommendation was indorsed by the Engineer Board, and by the Chief of Engineers and Secretary of War. Being thus indorsed, it comes under the rule of Congress which will justify an appropriation in keeping with the needs of the project, and while the full amount asked may not be granted, it is assured that at least sufficient money will be appropriated to start the work.

Outlines Two Plans.

As a matter of fact, Colonel Roessler submitted two projects, the one outlined and a more extensive project, which, it is estimated, would cost $2,760,500. The latter expenditure he did not consider to be justified by present commerce, or that likely to develop in the immediate future. Inasmuch as the lesser project is incorporated in the greater, the more expensive work can be taken up at some future time, when the commerce of Coos Bay has grown to such proportions as will justify this great outlay of money. It is recalled that the Government has already built a north jetty at the entrance of Coos Bay, thereby producing a 20-foot channel over the bar, and work on the inside has provided a channel which enables vessels drawing 16 feet to proceed to Marshfield, 13 miles from the entrance. However, several shoals have been created in the inner channel, over which there is now a depth of only 12 feet at low water.

In reviewing the report of Colonel Roessler the Engineer Board, which is really the court of last resort, had this to say:

> The improvement now desired is some additional depth at the bar entrance and the cutting of suitable channels through the shoals up to the town of Marshfield, so as to permit vessels of moderate size to use the bay at all stages, and the largest ones likely to come in at high stages. It is stated that 18 feet in the bay at mean low tide and some increased depth at the bar will meet these requirements. To secure this end, the district officer presents two plans, the first one involving dredging alone at a cost of $500,000 and an annual expenditure for maintenance of $60,000. The other plan includes all work proposed under the first plan, and, in addition thereto, provides for restoring the north jetty where beaten down, extending it 1000 feet farther and building a south jetty 2500 feet long. The cost of this plan is $2,760,500, with an annual cost for maintenance of $80,000. After discussing the commerce of the port, present and prospective, the district officer concludes that the expenditure involved in the more certain though expensive plan is not justified, but that the locality is worthy of improvement under the first plan suggested.

Work not Justified.

> After a full study and discussion of the subject, the Board has arrived at the conclusion that the work of restoring and extending the jetties is not justified by the present and prospective commerce involved, but that the locality is worthy of improvement by dredging in accordance with plan 1, at an estimated cost of $500,000. This plan has the decided advantage of providing a first-class seagoing dredge which may, perhaps, be available for use at other localities, if it is found from experience that its use will not be continuously required at Coos Bay to maintain the necessary depth.

Colonel Roessler, in speaking of the dredging proposed in the upper channel, said:

> A depth of 18 feet at mean lower low tide will adequately accommodate at all stages of the tide the regular steamers now plying to that port and vessels of 22 feet draft at mean high tide, the mean tidal range being five feet. The width of channel proposed is 300 feet opposite the towns of North Bend and Marshfield and 200 feet at other points. To excavate such a channel will require the dredging of 1,000,000 cubic yards of material, and if authorized, it is proposed to do this with a scow dredge now under construction for the Coast harbors under an appropriation in the last river and harbor act.

Two Jetties Urged.

Past work at Tillamook Bay has provided a channel 11 feet deep from the entrance of Tillamook Bay to the town of Tillamook. There has never been any improvement of the ocean bar at the harbor entrance. Local interests on Tillamook Bay urged the construction of two jetties at the entrance to the bay, to increase the channel depth across the bar, and also urged great improvement of the channel through Hoquarten Slough. Colonel Roessler reported that the heavy cost of these two proposed improvements is far too great to justify the Government in undertaking them at this time, and his view is indorsed by his superiors. He says, however:

> The only improvement that the traffic situation seems to warrant and seriously to require is a maintenance of present depths, and it is recommended that enough work be authorized to accomplish this, at least until the bay obtains its long-hoped-for railroad. Heretofore the maintenance of the channel depth has required annual dredging in order to clean out the deposit of gravel, sand, and mud brought down by the tributaries of the bay in the freshet period, and from past experience it has been found that $5000 yearly is about the least sum that will do the work. In addition to this item for maintenance, there is urgent need for the repair of several of the dikes by placing therein some new piling and some additional stone. Ten thousand dollars would suffice to restore the dikes to fair condition, but the more urgent repairs can probably be made with $5000.
>
> In view of the above, and in conclusion, I have the honor to recommend that the improvements already made be maintained for the present by an appropriation of $5000 for the most urgent work to the dikes, and by an appropriation of $5000 annually for maintenance.

Indorsed by Board.

The Engineer Board and Chief of Engineers indorse this recommendation and join in asking for $5000 for improvements and $5000 annually for maintenance.

As a result of work heretofore done by the Government on Coquille River, vessels drawing 12 feet can cross the bar and ascend to Coquille, a distance of 25 miles. However, it is the opinion of the engineers that an appropriation of $27,840 is necessary to remove certain obstructions that tend to impair the utilization of this channel to its fullest capacity, and they ask an annual appropriation of $4000 for maintaining an open channel, after existing obstacles have been removed. In speaking of the proposed improvement which he recommends, Colonel Roessler says:

> No further extension of the jetties beyond that heretofore authorized is contemplated. The improvements desired are within and above the entrance, and these consist in the removal of submerged rocks near the entrance in the vicinity of Bandon, which are a menace to vessels, and the deepening of three shoals above Bandon.

NATIONAL W. C. T. U. WORK

Mrs. Unruh Gives Report on Recent Denver Convention.

PORTLAND, Dec. 12.—(To the Editor.)—The National W. C. T. U. convention which met recently in Denver, reached the high-water mark in point of enthusiasm, and the reports of work and victories were such as to warrant all that was asserted.

While, because of the proximity of the National election, which made it needful for many women to be at home to watch the local option and other moral issues, the delegation was not up to the record of previous years—yet the convention was the strongest ever experienced in our history. The echo which ran through the gathering was well-voiced in the song which was so often heard, "The Nation is Going Dry." Mrs. Graham, our musical director, was in fine voice, the audience in the humor to follow her leading and the numerous jubilant melodies which swelled to the roof of the great audience room were calculated to arouse intense enthusiasm.

The "dry" map showing the prohibition and local option territory in white, was greeted with an ovation when it was first dropped from the ceiling over the platform. Mrs. Margaret Dye Ellis, the Legislative superintendent of the National, preached the annual sermon and it was pronounced a wonderful exposition of the peaceful warfare which we wage in the name of the Christ in whose name we have set up our banners. Mrs. Stevens' presidential address, always masterly, this year excelled all previous ones and is a paper which should be in the hands of every reformer, giving as it does a good review of the moral revolution in the midst of which we find ourselves.

No previous year has witnessed so great victories in the matter of outlawing the saloon and the solution of the social problem. As touching the latter, all of the departments which deal with the social question show a decided advance, both in rescue and preventive work. The "white slave" trade, while still unconquered, does not flaunt itself so boldly, and the work among all classes notably in the fathers', mothers' and parents' meetings gives hope of stopping the supply for the slums, and saving the men as well as the women. A steadily growing respect for the single standard of personal purity among men and women is the most hopeful sign of this reform.

No year has marked so large an increase in our membership as this. This signifies that women are learning that the W. C. T. U. is a good place for Christian women to make themselves a power in solving the problems which concern the home.

Hon. Seaborn Wright, who is said to be the finest speaker on reform lines in the United States, was the speaker for Sunday evening and well justified the expectations of the great audience which crowded the vast auditorium to the utmost, and which sat in quietness for more than an hour while he expounded the awfully un-American policy of capitalization of vice.

Another speaker, who was heard with gladness, was that good friend of the W. C. T. U. and everything which involves the interest of the home, Judge Ben Lindsay, the foremost Juvenile Court Judge in the world. He was given an ovation which lasted many minutes upon his first appearance and was frequently interrupted with long and enthusiastic applause during his address. He declared that it was only by the women's votes that he could possibly be elected as he had aroused the enmity of the bosses by his showing up of their graft and dishonesty. It would be well for opponents of woman suffrage on the plea that it would not make conditions any better, to study well the vote which gave the "Kids' Judge" back to his work for the saving of the outcast boy and the prevention of vice to the homeless one.

One cannot be long in Colorado before one will see the lasting benefit which the woman's ballot is to the moral struggle in that state. The Oregon delegation, which consisted of Mrs. Henrietta Brown, state president, Mrs. Ada Unruh, state corresponding secretary, Mrs. Harford, vice-president, Mrs. Ida Marsters, recording secretary, Mrs. Neal Inman, president of the Portland Central, Mrs. Morgan, Mrs. Scott and daughter, of St. John, were proud to report on all possible occasions that Oregon was not behind others in progress and that consequently it was among the great majority with local option and anticipating state prohibition in the near future. We took occasion to advertise incidentally the big red apples for which Oregon is famed, as well as the roses of our own city.

Of no one thing were we more proud than the initiative and referendum and what it has given us as a state. The least reference to this aroused applause, and many questions were asked of delegates regarding it.

A song that made itself in that company where original things grow, well voices the spirit of the entire gathering:

> The distillery, the brewery and the winery all must go.
> The saloons can stay no longer when the people have said "No!"
> We'll agitate and organize and surely win the fight.
> For we'll work for prohibition till we make the map all white.

ADA WALLACE UNRUH.

JAIL TERM FOR RINEHART

Man Who Squeezed Sister Will Serve Year Behind Bars.

VANCOUVER, Wash., Dec. 11.—(Special.)—Edgar Rinehart, of Portland, who came to Vancouver, became intoxicated, went out to the ranch where his mother and sister live, grabbed his sister, Miss Hattie Rinehart, around the waist in a fierce grip and almost squeezed her to death, was arraigned before Judge McCredie, of the Superior Court, this morning. Rinehart was charged with assault and battery. The judge asked him if he were guilty or not, and he replied:

"I am guilty and do not ask for mercy or leniency. Give me the limit of the law, as I know I deserve it. And if I ever come before you again on a similar charge, give me death."

The judge imposed a jail sentence of one year and a fine of $1000, but later it was found that only one sentence could be imposed, and as Rinehart has no money he will serve the jail sentence.

Indians to Play in Portland.

CHEMAWA, Or., Dec. 11.—(Special.)—The Chemawa Indians will play the Catholic Club in Portland, on Multnomah Field, Saturday, December 26. The club was defeated by the Indians on Thanksgiving 6-0.

WILL SEIZE UPON NEW REGULATION

Advocates of Free Lumber Expected to Take Advantage of the Act.

INCREASE TIMBER DEMAND

Rules of Land Office Will Boost Prices of Holdings Owned at Present Despite Acreage Still Left Untouched.

OREGONIAN NEWS BUREAU, Washington, Dec. 12.—The new regulations, recently promulgated by Secretary Garfield for the enforcement of the timber and stone act, will be seized upon by the advocates of free lumber, and the significance of the order will be brought to the attention of the House committee on ways and means. There are interested parties now in Washington who fully appreciate the effect of the regulations, and they deem it their duty to use this ammunition to their own advantage, as far as possible.

It is admitted by several officials who were parties to the framing of the new regulations, under directions from the Secretary, that very little Government timber land will be sold at stumpage value in the near future. The fact that the regulations will greatly increase the price of Government timber land, and the further fact that all manner of red tape must be gone through in order to acquire title, will have the effect of scaring off prospective timber entrymen, and they will turn either to private owners of timber land or to the forest reserves.

Will Boost Prices.

The fact that there will be an increased demand for timber, will, it is argued, be taken by owners of stumpage as justification for boosting the price of their timber. If stumpage takes another rise it will be felt by the ultimate purchaser of lumber, who is already complaining of the price he has to pay, and the cry for free lumber will be redoubled. The demand for free lumber is already strong; the House committee is predisposed to heed the demand, but if it is shown that the Interior Department, through its new regulations, has strengthened the monopoly of timber lands in private ownership, thereby enabling private holders to demand even higher prices for logs than now prevail, the committee will feel entirely justified in acceding to the demand from the Eastern and Prairie States.

Among Government officials, the Secretary's regulations are viewed variously. Defenders of the order take the attitude that the department will be able to hold down the price of timber in the open market, for if the private owners of stumpage advance their prices beyond what is reasonable, the Government, by selling at a fair price, will either compel timber-land owners to meet the Government price or force them to suspend operations. The friends of the order further argue that there is an abundance of mature timber in the forest reserves, which is always available and which can always be had upon payment of the stumpage value. Purchasers of reserve timber, it is added, have the advantage of buying only the largest trees, whereas the man who buys a quarter-section must take large and small, good and bad, as they run.

Reserve Timber Remote.

But there is another faction among the Government officials who do not see so much good growing out of the new regulations. While it is true that timber can now be bought cheaper from a forest reserve than under the timber and stone act, yet it is true in most instances that reserve timber is remote from market; remote from a railroad and difficult to get out of the forest. Moreover, many lumbermen still object to the restrictions placed upon purchasers of reserve timber, and for that reason they hesitate about going into a reserve for their timber supply. As for the argument that land sold under the timber and stone act will regulate the price of stumpage in any given neighborhood, it is declared that most all of the desirable Government timber land is already reserved or in private ownership. What remains subject to entry is either of comparatively poor quality, or is so far removed from lines of transportation as to render it undesirable at this time. Lumber in remote districts, even though the price be low, cannot, they argue, regulate the price of lumber near a railroad, or accessible to a big mill. For these reasons it is contended that the regulations will not, for the time being at least, have the beneficial effect that was intended.

The main reason for amending the timber and stone regulations was to derive more revenue from the sale of timber lands. It is admitted that $2.50 per acre is a very low price for a quarter-section of the best timber land in Oregon, Washington or Northern Idaho. It was Mr. Garfield's view, as well as the view of Mr. Pinchot, that the Government should derive more revenue from its lumber. Therefore advantage was taken of the wording of the timber and stone act, which stipulates that such land shall be sold at a "minimum price of $2.50 per acre," and the new regulations are the result.

To Benefit Reclamation Fund.

In the opinion of the Reclamation Service the regulations, at some future time, may operate to the benefit of the reclamation fund, but obviously the fund will not benefit until the more accessible timber has been cut, and lumbermen are forced to go into the more remote districts; those districts where there is still Government timber land of merchantable size. In the immediate future the reclamation fund will suffer, for sales will fall off, and almost stop, and in the immediate future the increase in price will not be ample to offset the decline in number of purchases.

With these facts in mind, Senators and Congressmen from the timber states will unquestionably have something to say this session, and Secretary Garfield's order is at least sure to be fully discussed.

Hill Buying Klickitat Lands.

GOLDENDALE, Wash., Dec. 11.—(Special.)—The Hill people are still buying land in Klickitat County. Yesterday they paid $30,000 for the John Coffield ranch. The company's holdings in this county now embrace a large section, and agents are still buying. It is said the company intends to develop the land to a high state of cultivation.

Fall Grain Is Thrifty.

WESTON, Or., Dec. 11.—(Special.)—Growing grain looks thrifty in this vicinity and everything indicates a good harvest next year. The Weston country has had ample moisture during the planting season.

REAL ESTATE TRANSFERS

Edward J. Sheen to Harry L. Hughes et al., lots 10, 11, Block 15, Capital Addition	$ 10
Norby-Craven Investment Company to Domenico Di Sciulia, lots 3, 4, block 1, Serene Park	425
Thomas J. Murphy and wife to Emmanuel Epton, lots 21, 22, block 16, Mount Tabor Villa	200
Nordby-Craven Investment Company to Ida M. Alexander, lot 12, block 16, Sunnyside Addition	2,835
Sarah Ziegler to Louis Ziegler, lot 39, block 16, Irvington Park	1
Sarah Ziegler to Birdie Frank, lot 35, block 13, Irvington Park	1
Joseph Quick and wife to John U. Holm et al., lot 14, block 92, West Irvington	1,300
W. O. Miller to Frank Butler et al., lot 22, block 4, Arleta Park No. 2	150
Anton H. Falkenberg and wife to O. F. Folkenberg, 1.78 acres beginning at point in east line of county road, 12.50 chains south and 5.61 chains east of corner of sections 19, 20, 25, 30, T. 2 N., R. 1 and 2 W.	1
W. H. Hoover and wife to A. J. Moser et al., lot 15, block 2, Holladay Park Addition	1,800
W. A. Plummer and wife to T. N. Marxen, lots 18, 19, block 18, Waverleigh Heights	1,400
Smith-Wagoner Investment Company to Harvey E. Frakes, lot 18, Sheltered Nook	875
S. P. Osburn et al to O. G. Hughson, lots 4, 5, Osburn Park Tract, excepting a strip 29 feet wide along the west	1,000
B. M. Lombard and wife to Hancock-street Building Company, commencing at point in north line of Tillamook street which point is due north from the northeast corner of block 1, Hancock-street Addition, thence east 60 feet, north 80.07 feet, west 60 feet, south 80.07 feet to beginning	780
Anna Schmeer to Adolph Balow et al., lot 6, block 2, Castle Ann	900
K. M. Hewett to Mary V. Fitzpatrick, lots 38, 39, block 12, Peninsular Addition	400
River View Cemetery Association to Agnes Schneider, lot 74, section 102, said cemetery	100
A. Edgar Beard and wife to W. H. McCorkle, lots 1, 2, 3, block 2, Eden Addition	625
J. D. Harms and wife to Edward Martin, lot 10, block 3, Swan Addition	1,450
Hiram Hager to Ella Hansen, lot 14, block 7, Central Albina Addition	1
Conrad Yost and wife to John F. Wilson, south ½ of west ½ of lot 2, block 47, Albina	10
B. M. Lombard and wife to Georgia D. Wey, lot 13, block , Hancock-street Addition	650
F. H. Rutherford to Ella L. Rutherford, lots 13, 14, 15, block 4, Arleta Park No. 3; lot 8, block 5, Third Electric Addition; lot 4, block 3, Babras, excepting 25 feet off west end of lot 5, block 5, Third Electric Addition	10
Ephraim Young and wife to Jerry Vardiman, lot 2, block 3, Watts subdivision of lot 4, Fruitvale	1,150
Wallace Ingalls and wife to Henry F. Swartout, lot 6, block 2, Forest Park	1
L. O. Ralston and wife to J. Margulis, east 20 feet of lot 1, block 4, Green's Addition	1
L. O. Ralston and wife to J. Margulis, north 20.65 feet of lot 8 and south 15 feet of lot 7, block 8, excepting the west 5 feet or lot 7, block 8, Green's Addition	1,000
Joseph M. Healy et al to Henry Soloman, lots 21, 22, block 19, Waverleigh Heights	1,300
Arleta Land Company to William S. Roberts, lot 13, block 10, Hiberts	100
Eva Jones to E. N. Kiger, lot 10, block 17, North Irvington	500
James C. Lang and wife to Sylvanus L. Gates, lots 7, 8, block 2, Myrtle Addition	2,000
Herman Arndt and wife to S. Charles Davis, lots 11, 12, block 15, South St. John	1
W. Shiloff and wife to H. Janicke, east ½ of lots 5, 6, block 63, Caruthers' Addition to Caruthers' Addition	2,900
Moore Investment Company to L. V. Dickson, lots 7, 8, block 6, Vernon	500
M. L. Holbrook and wife to Jacob Spies, lots 21, 22, block 24, Holbrook's Addition to St. John	1,800
M. L. Holbrook and wife to Peninsula Bank of St. John, block 6, Junction; lots 4, 5, 6, block 10, East St. John; lots 11, 12, block 1, East St. John; lot 6, block 1, East St. John	—
George Prosser and wife to Luigi Bottans, lots 3, 4, block "D," Kern's Addition	3,000
Joseph L. Caron and wife to Dora S. Ide, lot 8, block 44, Sellwood	1,500
J. L. Caron and wife to Dora S. Ide, lots 5, 6, block 13, Smith's Addition	3,500
J. L. Caron and wife to Dora S. Ide, lot 6, block 58, Caruther's Addition to Caruther's Addition	5,000
J. L. Caron and wife to Dora S. Ide, lot 8, block 17, College Place	350
Lincoln Kleebauer to John Bernard Kleebauer, lots 21, 22, block 16, Linnton First Addition	10
H. J. Glinn and wife to C. A. Heath et al., lot 13, block 3, Ravenswood Addition	600
W. C. Baker et al. to Walter H. Peacock, land beginning at intersection of the dividing line of the Amos N. King D. L. C. with the southerly line of Lovejoy street, produced westerly	10
A. V. Beesley to Catherine M. Beesley, east ½ of lots 17, 18, block 8, Menefee Addition	1
E. R. Archer and wife to John E. Willing et al., lots 5, 6, block 18, Sellwood	800
Hilton, Dodds & Campbell to Jacob Olson, lots 1, 2, block 16, Elmhurst	1,250
J. H. Johnson and wife to E. E. Laycock and wife, lots 1, 2, block 2, Lochinvar Addition	10
James P. Andrews and wife to Charles H. Hill, lots 4, 5, block 2, subdivision of block "C," M. Patton's Tract	1,450
N. M. McDaniel and wife to Adolph Gerde, lots 1, 2, block 7, Falling Addition	740
Title Guarantee & Trust Company to Walter M. Christensen, lot 11, block 20, Rossmere	500
C. T. Gates and wife to L. J. Scott, lot 5, subdivision of lot 3, block 2, Williams' Addition No. 2	300
Bayard Taylor Allyn and wife to T. A. Evans, undivided ½ of lot 7, block 32, Sunnyside; lot 7, block 1, Eastland	450
J. Frank Strand et al to J. B. Hesby, lot 8, block 18, Hibbard's Addition	10
H. L. Crosby and wife to Charles G. Landgren et al., lots 7, 8, 27, 28, subdivision of block 6, Oak Park Addition to St. John	1,600
Oregon Iron & Steel Company to Edgar J. Daly et al., land in section 2, T. 2 S., R. 1 E.	2,250
Total	$48,593

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 11.—Maximum temperature, 40.1 degrees; minimum, 38. River reading at 8 A. M., 2.4 feet; change in last 24 hours, —0.9 foot. Total rainfall, 5 P. M. to 5 P. M., 0.12 inch; total since September 1, 1908, 8.25 inches; normal, 14.03 inches; deficiency, 5.38 inches. Total sunshine December 10, nil; possible, 8 hours 42 minutes. Barometer (reduced to sea level), at 5 P. M., 29.20 inches.

PACIFIC COAST WEATHER.

STATIONS	Maximum temp	Precipitation past 12 hours	Wind Velocity	Wind Direction	State of weather
Baker City	32	T.	4	NW	Cloudy
Bismarck	54	T.	16	NW	Cloudy
Boise	40	0.00	4	SE	Cloudy
Eureka	54	0.00	4	E	Cloudy
Helena	42	0.00	32	W	Cloudy
North Head	48	0.42	36	S	Rain
Pocatello	36	0.00	12	SE	Pt cloudy
Portland	40	0.12	[illegible]	SE	Rain
Red Bluff	58	0.00	4	E	Cloudy
Roseburg	40	0.06	4	NW	Cloudy
Sacramento	62	0.00	4	E	Clear
Salt Lake	38	0.00	4	SW	Pt cloudy
San Francisco	60	0.00	4	N	Clear
Spokane	38	T.	4	SE	Cloudy
Tacoma	41	0.06	8	E	Rain
Tatoosh Island	50	0.52	30	S	Rain
Walla Walla	46	0.04	8	S	Rain
Blaine	44	0.06	20	SE	Cloudy
Siskiyou	38	0.00	4	SW	Cloudy
Marshfield	46	T.	4	NW	Rain

T—Trace.

WEATHER CONDITIONS.

Since last night a low-pressure area has moved in from the ocean and it now overlies British Columbia. Warnings for this storm were ordered this morning at all stations in Washington and at the mouth of the Columbia River. The following maximum wind velocities occurred this afternoon: Tatoosh Island, Wash., 52 miles south, and North Head, Wash., 44 miles south. The storm has caused light rain in Northern Oregon, Washington, Northern Idaho and extreme Western Montana. It is much warmer in Montana and the Dakotas, and slightly warmer in Washington.

The indications are for rain in this district Saturday, with high southerly winds along the North Oregon coast, and fresh southerly gales along the Washington coast.

FORECASTS.

Portland and vicinity—Rain, southerly winds.

Oregon—Rain, southerly winds.

Washington—Rain, fresh southerly winds interior, fresh southerly gale along the coast.

Idaho—Rain.

EDWARD A. BEALS, District Forecaster.

AUCTION SALES TODAY.

Jeffrey's hand-painted china at 331 Morrison st. Three sales, 10 A. M., 2 and 7 P. M. Ford, auctioneer.

MEETING NOTICES.

MACCABEES—UNIFORM RANK will give their third dance of the season December 17, in K. of P. Hall. Friends are invited. Stiles' Orchestra. Pleasant time guaranteed. P. C. ANDERSON, Capt.

SAMARITAN LODGE, NO. 2, I. O. O. F.—Members are requested to meet at I. O. O. F. Hall, First and Alder sts., Sunday, Dec. 13, a. 1 o'clock, to attend the funeral of our late brother, Leonard Becker. All Oddfellows are invited to attend. R. OSVOLD, Sec.

DIED.

ROCKAFELLOW—At Seaside, Or., December 4, Nancy S. Rockafellow, aged 88 years 14 days. Interment at Winlock, Wash.

BECKER—December 11, at his residence, South Mt. Tabor, Leonhard Becker, aged 72 years. Announcement of funeral later.

RENNER—At Salem, Or., December 11, Louis E. Renner, aged 40 years, 3 months and 27 days. Funeral notice following.

RENNER—Louis E., at the family residence, 629 Clackamas ave., aged 40 years.

FUNERAL NOTICES.

JONES—In this city, Dec. 10, Sam J. Jones, aged 54 years, 2 months and 16 days. The funeral services will be held at the Elks Temple at 1:30 P. M. Sunday, Dec. 13. At the conclusion of the services the remains will be shipped to Salem, Or. Interment will be in family plot at Clagett Cemetery, Monday, Dec. 14, at 1 P. M.

RENNER—At Salem, Or., Dec. 11, Louis E. Renner, age 40 years, 3 months and 27 days, beloved husband of Hanna L. Renner. The funeral services will be held at the Crematorium Sunday, Dec. 13, at 3 P. M. Friends invited. Please omit flowers.

WALLACE—In this city, December 11, Eugenia, infant daughter of W. H. and Marian F. Wallace, aged 2 months and 6 days. Funeral from the residence, 657 Schuyler street, on Sunday, December 13, at 2 P. Services at the grave private.

Dunning, McEntee & Gilbaugh, Funeral Directors, 7th and Pine. Phone Main 430. Lady assistant. Office of County Coroner.

EDWARD HOLMAN CO., Funeral Directors, 220 3d st. Lady assistant. Phone M 507.

J. P. FINLEY & SON, 3d and Madison. Lady attendant. Phone Main 9, A 1599.

ZELLER-BYRNES CO., Funeral Directors, 273 Russell. East 1088. Lady assistant.

F. S. DUNNING, Undertaker, 414 East Alder. Lady assistant. Phone East 52.

ERICSON UNDERTAKING CO.—Embalming; lady assistant. 409 Alder. M 6133.

First-class tramway cars were run in Liverpool last September for the first time.

THE PORTLAND

PORTLAND, OR.

EUROPEAN PLAN
MODERN
RESTAURANT

COST ONE MILLION DOLLARS.

HEADQUARTERS FOR TOURISTS and COMMERCIAL TRAVELERS.
Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel.
H. C. BOWERS, Manager.

HOTEL OREGON

CORNER SEVENTH AND STARK STREETS

Portland's New and Modern Hotel. Rates $1 per Day and Up

European Plan. Free Bus

WRIGHT-DICKINSON HOTEL CO. Props.

Centrally Located — Modern Improvements

IMPERIAL HOTEL

Seventh and Washington
Phil. Metschan & Sons, Props.

Long Distance Phone in Every Room.

Rates $1.00-$1.50-$2.00

HOTEL PERKINS

Fifth and Washington Sts.

In the heart of the business and shopping district. The most modern and up-to-date hotel in the Northwest. Local and long-distance phones in every room. Rooms with private bath, en suite and single. Large and modernly equipped sample-rooms.

ELEGANT GRILL—MUSIC

'Bus meets all trains. Rates $1.00 and up.
W. SWETLAND, Manager.

J. F. DAVIES, President — C. O. DAVIS, Sec. and Treas.

St. Charles Hotel

CO. (INCORPORATED)
Front and Morrison Streets, PORTLAND, OR.

EUROPEAN PLAN — ROOMS 50c TO $1.50
FIRST-CLASS RESTAURANT IN CONNECTION

THE CALUMET HOTEL.

Park St. Bet. Morrison and Alder

A Strictly First-Class and Modern Hotel Containing 170 Rooms. Only American and European Hotel in Portland.

Long Distance Phones in Every Room. Free 'Bus Meets All Trains.

Rates—American, $2.00 per day and up. Rates—European, $1.00 per day and up. Per month, single room and board, $45 to $65 according to room. For two, $75 to $110. Board without room.........$30 per month

NORTONIA HOTEL

ELEVENTH, OFF WASHINGTON ST.

Beautiful Grill Room

American and European — Rates to Families
Our Bus Meets All Trains
Sample Suites, with Baths, for Traveling Men

MODERN COMFORTS — MODERATE PRICES

THE DANMOORE

Portland's new hotel.
475 Washington, corner 14th., opp. Heilig Theater.
European plan—$1.00 and Up.
Bus meets all trains.
DAN J. MOORE, Proprietor.
Hotel Moore—Clatsop Beach, Seaside, Or. Open all year. For information apply at The Danmoore.

THE CORNELIUS

"The House of Welcome," Corner Park and Alder. Portland's Bon Ton Transient Hotel. Headquarters for the traveling public. European plan. Single, $1.50 and up. Double, $2.00 and up. Our free omnibus meets all trains.

C. W. CORNELIUS, Proprietor — N. K. CLARKE, Manager.

The HOTEL LENOX

Portland's new and most modernly furnished hotel, Third and Main streets, fronting on the beautiful City Plaza and adjacent to business center. Free 'bus to and from trains. Up-to-date grill. Excellent cuisine. Telephone in every room. Private baths.

EUROPEAN PLAN, $1 to $2.50 Per Day. — AMERICAN PLAN, $2.50 to $4 Per Day.

O. H. SPENCER, Manager

AMUSEMENTS.

HEILIG THEATER 14th and Wash.

Phones Main 1 and A 1122
3 NIGHTS BEGINNING TOMORROW
James D. Barton's Co. in Henry W. Savage's Authorized Version
"THE DEVIL."
Excellent Cast—Beautiful Production
Prices $1.50, $1.00, 75c, 50c
Seats Now Selling at Theater

GEO. L. BAKER GEN. MANAGER
Bungalow THEATRE
Main 117, A 4224

Baker Stock Company in Belasco's other great success, "THE ROSE OF THE RANCHO." Remember "The Girl of the Golden West," and secure your seats early. Gorgeous scenic effects; intense story. Evenings, 25c, 35c, 50c; matinee, 15c, 25c. Matinee today.

BAKER THEATER
Phones Main 2, A 5360.
OREGON THEATER CO. (INC.) LESSEE
Geo. L. Baker, General Manager.
Extra Attraction All This Week.
Matinee today, last time tonight, Sam S. Rock's famous musical extravaganza
THE LAND OF NOD
With Knox Wilson as "April Fool." Evening prices 25c to $1.
Next Week, Starting Tomorrow Night—Murray & Mack.

THE STAR Phones Main 5496, A 1496.
Matinees Wednesday, Saturday and Sunday. For the entire week of December 6, The Greatest of all Scenic Plays,
"A STRUGGLE FOR GOLD."
Matinees at 2:30. Every Evening at 8:15. Night prices, 15c, 25c, 35c, 50c. Matinees, 15c and 25c.
Seats may be reserved by either phone. Next Week—"IN WYOMING."

Orpheum THEATER
MAIN 6, A 1020. Matinees Ex. Sundays and Holidays 15-25-50c. NIGHTS 15-25-50-75c
Week of Dec. 7.—Homer Lind; Byers & Hermann; Charles W. Bowser and Edith Hinkle; Snyder and Buckley; La Petite Mignon; La Vine and Leonard; Sue Smith; Orchestra; Motion Pictures.

THE GRAND—Vaudeville de Luxe
ANOTHER BIG BILL.
Paterson's Bronze Art Studies
Sherdman & DeForrest
Mr. and Mrs. Arthur Young
John Field, Jr.
Ader Trio
Fred Bauer
Grandascope

PANTAGES THEATER
Advanced Vaudeville, Stars of All Nations. Matinees Daily, 15c. Two Shows at Night, 15c and 25c. LA LOIE HELENE IN A VISION OF SALOME, direct from a sensational engagement in metropolitan cities. The personification of art and beauty—absolutely nothing suggestive. An artistic representation of the original "Salome" sensation created by Miss Maud Allen in London.

Grand Central Station Time Card

SOUTHERN PACIFIC.

Leaving Portland	
Roseburg Passenger	8:15 a. m.
Cottage Grove Passenger	4:15 p. m.
California Express	7:45 p. m.
San Francisco Express	1:30 a. m.
West Side—	
Corvallis Passenger	7:20 a. m.
Sheridan Passenger	4:10 p. m.
Forest Grove Passenger	8:50 a. m.
Forest Grove Passenger	1:00 p. m.
Forest Grove Passenger	5:40 p. m.
Arriving Portland—	
Oregon Express	7:15 a. m.
Cottage Grove Passenger	11:30 a. m.
Roseburg Passenger	5:30 p. m.
Portland Express	11:15 p. m.
West Side—	
Corvallis Passenger	6:20 p. m.
Sheridan Passenger	10:30 a. m.
Forest Grove Passenger	8:00 a. m.
Forest Grove Passenger	11:50 a. m.
Forest Grove Passenger	4:50 p. m.

OREGON RAILROAD & NAVIGATION CO.

Leaving Portland—	
Pendleton Passenger	7:45 a. m.
Chicago-Portland Special	9:15 a. m.
Spokane Flyer	3:00 p. m.
Kansas City & Chicago Express	6:00 p. m.
Arriving Portland—	
Spokane Flyer	10:00 a. m.
Chi., Kan. City & Portland Ex.	7:20 a. m.
Chicago-Portland Special	8:50 p. m.
Pendleton Passenger	5:45 p. m.

NORTHERN PACIFIC.

Leaving Portland—	
Tacoma and Seattle Express	8:30 a. m.
North Coast & Chicago Limited	2:00 p. m.
Overland Express	11:45 p. m.
Arriving Portland—	
North Coast Limited	7:00 a. m.
Portland Express	4:15 p. m.
Overland Express	8:35 p. m.

ASTORIA & COLUMBIA RIVER.

Leaving Portland—	
Astoria & Seaside Express	8:00 a. m.
Astoria Passenger	6:00 p. m.
Arriving Portland—	
Seaside & Portland Passenger	12:15 p. m.
Portland Express	10:00 p. m.

CANADIAN PACIFIC RAILWAY CO.

Leaving Portland—	
C. P. R. Short Line, via Spokane	5:00 p. m.
Via Seattle	11:45 p. m.
Arriving Portland—	
C. P. R. Short Line, via Spokane	10:00 a. m.
Via Seattle	7:00 a. m.

Jefferson-Street Station

SOUTHERN PACIFIC.

Leaving Portland—	
Dallas Passenger	7:40 a. m.
Dallas Passenger	4:15 p. m.
Arriving Portland—	
Dallas Passenger	10:15 a. m.
Dallas Passenger	5:50 p. m.

11th and Hoyt Sts. Passenger Station

SPOKANE, PORTLAND & SEATTLE RAILWAY.

Leaving Portland—

Inland Empire Express..........9:15 A. M.
Through trains for Walla Walla, Pasco, Roosevelt, Granddalles, Goldendale, White Salmon, Stevenson, Vancouver and intermediate points.

North Bank Limited..........5:35 P. M.
Through train for Spokane, Sprague, Ritzville, Lind, Pasco, Roosevelt, Granddalles, White Salmon, Stevenson and Vancouver.

Arriving Portland—

North Bank Limited..........7:30 A. M.
Through train from Spokane, Sprague, Ritzville, Lind, Pasco, Roosevelt, Granddalles, White Salmon, Stevenson and Vancouver.

Inland Empire Express..........5:30 P. M.
Through train from Walla Walla, Pasco, Roosevelt, Granddalles, Goldendale, White Salmon, Stevenson, Vancouver and intermediate points.

OREGON ELECTRIC RAILWAY.

Leaving Portland—	
Salem and Intermediate Local	6:25 a. m.
Hillsboro and Forest Grove Local	7:00 a. m.
Salem and Intermediate Local	8:30 a. m.
Hillsboro and Forest Grove Local	8:55 a. m.
Salem and Tualatin only, Limited	9:15 a. m.
Hillsboro and Forest Grove Local	10:22 a. m.
Salem and Intermediate Local	11:00 a. m.
Hillsboro and Forest Grove Local	1:20 p. m.
Salem and Intermediate Local	2:00 p. m.
Salem and Intermediate local	3:45 p. m.
Hillsboro and Forest Grove Local	4:10 p. m.
Wilsonville and Intermediate Local	5:00 p. m.
Hillsboro and Forest Grove Local	5:20 p. m.
Salem and Intermediate Local	6:20 p. m.
Salem and Intermediate Local	8:40 p. m.
Arriving Portland—	
Wilsonville and Intermediate Local	6:55 a. m.
Hillsboro and Forest Grove Local	8:30 a. m.
Salem and Intermediate Local	8:40 a. m.
Hillsboro and Forest Grove Local	10:00 a. m.
Salem and Intermediate Local	10:55 a. m.
Hillsboro and Forest Grove Local	12:15 p. m.
Salem and Intermediate Local	1:15 p. m.
Hillsboro and Forest Grove Local	2:50 p. m.
Salem and Intermediate Local	3:40 p. m.
Salem and Tualatin only Limited	4:45 p. m.
Hillsboro and Forest Grove Local	5:00 p. m.
Salem and Intermediate Local	6:00 p. m.
Hillsboro and Forest Grove Local	7:20 p. m.
Salem and Intermediate Local	8:20 p. m.
Salem and Intermediate Local	10:40 p. m.