

MARINE ENDS DOCKMASTER

Little Steamer Chester Cannot Reach Toledo Though Draft Is One Foot.

FUNDS TO IMPROVE READY

Falling Waters Close Three Streams to Portland Shippers Within Month and Will Not Be Re-opened Until Fall.

Finding it impossible to operate on a draft of 12 inches, the Kellogg Transportation Company has determined to discontinue running the steamer Chester on the Cowlitz River until fall. That is the third river territory closed to Portland merchants during the past month, the first having been the Willamette River above Newberg, and the second the Snake River, in the Riparian-Lewisian district.

In the rivers and harbors bill a joint appropriation of \$34,000 is included for the improvement of the Cowlitz and Lewis rivers, and it is expected that operations on those streams will begin shortly, but as deeper water is not expected until late in the season, shippers have no hope that dredging that can be done will aid them before a natural rise in the stream makes the reopening of navigation possible.

The Chester, while one of the smallest steamers in the Northwest and a light carrier, is an important craft in the Cowlitz country, for the contacts at Kelso with the steamer Joseph Kellogg and affords residents along the stream a direct means of reaching the metropolis personally and with their products. She is operated as far as Toledo and while the Kellogg will continue to ply to Kelso, freight cannot be received with any promise of delivery beyond that point. The last trip of the craft will be made today and she will be tied up at Kelso tomorrow.

CLARK IS PURSER ON BEAVER

Pacific Mail Man Tires of Monotony of Trans-Pacific Runs.

Fresh from the trans-Pacific line Siberia, of the Pacific Mail fleet, W. K. Clark has accepted the billet of purser on the steamer Beaver, of the Portland-San Francisco Harriman coast, succeeding "Jimmie" Byrnes, who, after over 20 years in the same service, has a greater love for the new clippers, the Bear and Beaver.

Mr. Clark was on the Siberia when she made her record-breaking voyage across the Pacific with the late E. H. Harriman, as a passenger. As the Beaver is to be the pioneer of the new San Pedro-Portland schedule, Clark is preferred to the coast run to long trips to the Orient, and the exchange was made at a time when Mr. Byrnes sought a transfer so he could rejoin his old shipmates, Captain Mason and others on the Rose City.

TWO LOG RAFTS BREAK LOOSE

Booms Start Down Columbia, but Lightkeeper Gives Warning.

Two big log rafts, which were in Hayden's Slough waiting to be milled into lumber, started down the river yesterday afternoon through some freakish turn of the current, and started on their way seaward. They presented such a menace to navigation as they drifted past the lightkeeper's station at the mouth of the Willamette that he reported the local fire alarm bell and means were provided to recover them.

As the confinement of logs in a stream is no longer permissible, because of a law that recognizes no strays when the owner's mark is applied, no fear was entertained that the logs would prove a financial loss, but there was a likelihood a second towing expense would be encountered in returning them to captivity.

JUNE SHIPMENTS ARE HEAVY

No Additional Lumber Vessels Will Clear Offshore.

June will close the cereal year with a total for the month of six foreign lumber cargoes, aggregating 14,537,178 feet and valued at \$177,641.50. While the Elr will probably finish May at the Portland mill and the Coulson will complete her load next week at Timpan-Poulsen there are no other off-shore lumber cargoes to be dispatched this month.

Two Oriental cargoes have been sold this month, one for summer loading, and it is probable that both steamers will be named before the week ends. The Saint Dunstan, bound for the Snake River, will get away next week, but the bark Paeolus and the Italian ship Ninfa will be here most of next month.

Steamers Ride Out Gale.

Both the steamers Cascoe and Quimault reached the harbor yesterday from the Bay City after tussling all the way up the coast. They were buffeted by winds, which held them back materially, and while at times the force of the blow almost reached proportions of a gale, officers of the craft report that no damage was done. In the same weather was the big liner Beaver and despite the adverse conditions she not only crossed herself with glory in besting the steamer President, but demonstrated her tremendous reserve power by crossing in an hour.

Craft Has Lightest Draft.

That she is the lightest draft vessel of her length in the world is the assertion of Harry Young regarding a gas-line craft he has launched on the Snake River and which is to ply between American Falls and Blackfoot. She has a length of 75 feet and as she weighed two and a half inches, while with her machinery aboard, it is estimated she will sink but five inches. The distance between the points is 70 miles and a round trip will be made every 48 hours. The boat is the first power vessel on that stretch of the stream.

Tillamook Steamers Have Rush.

More cargo was yesterday offered for Tillamook than could be handled, and several lots were left here when the steamers Golden Gate and Suk H. Elmore departed last evening. Passengers travel to the bustling coast harbors holds up well. The gasoline sloop Condor departed for Yaquina, while the Wilhelmina arrived up.

Inland Empire to Be Overhauled.

Captain Buchanan, superintendent of the Open River Navigation Company, yesterday issued orders through which the steamer Twin Cities, which was taken off the Snake River run a few days ago, will succeed the steamer Inland Empire, operating between Pasco, Kennewick and Pileas Rapids, while the latter is overhauled at Celilo. The Twin Cities was thoroughly gone over last year and is in no need of attention this season.

Much Better

Than the average suit at this price are the special values we now have on sale at

\$15

About 500 suits in the lot—serges and fancy mixtures, cassimeres and worsteds. Better values cannot be obtained at this price.

Ask to see our \$30, \$35 and \$40 Men's Suits which are now on sale at

\$23.85

STEAMER INTELLIGENCE		
Due to Arrive.		
Name	From	Date
Hercules	Hongkong	In port
Roanoke	San Francisco	In port
Beaver	San Francisco	In port
Bakwater	Coos Bay	July 2
Geo. W. Elder	San Pedro	July 2
DeWitt	Tillamook	July 3
Sue H. Elmore	Tillamook	July 3
Yagla	Hongkong	July 10
Hercules	Hongkong	July 10
Sella	Hongkong	Aug. 12
Scheduled to Depart.		
Name	For	Date
Roanoke	San Francisco	July 29
Falcon	San Francisco	July 1
Bakwater	Coos Bay	July 4
Sue H. Elmore	Tillamook	July 4
Geo. W. Elder	San Pedro	July 4
DeWitt	Tillamook	July 5
Hercules	Hongkong	July 10
Yagla	Hongkong	July 10
Sella	Hongkong	July 30
Rose City	Hongkong	Sept. 3

PORTLANDERS HURRY WORK

Porter Bros. Get Contract to Build 11 Miles of Track From Burlington to Glencoe, and Also Tunnel—Contractors Asked.

FEATURES OF WORK BEING DONE BY UNITED RAILWAYS COMPANY.

Bids have been asked for construction of line from Glencoe to Bay City, 56 miles.

Contract let to Porter Bros. from Burlington to Glencoe, 11 miles.

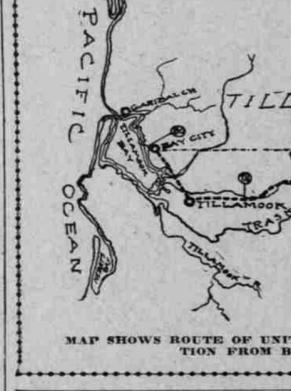
Contract let to Westinghouse Electric Company for electrical and sub-station equipment.

At present work trains are running over Cornelius Gap, under which the big tunnel is being driven.

On the Mount Calvary line, upon which depends the Stark-street franchise of the company, there is the same indication of rapid work.

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UNITED RAILWAYS NOW BUSILY ENGAGED IN COMPLETING LINKS BETWEEN PORTLAND AND COAST.



MAP SHOWS ROUTE OF UNITED RAILWAYS LINE FROM PORTLAND TO BAY CITY—LINE COMPLETED TO BURLINGTON—BIDS ASKED FOR ROAD WORK FROM GLENCOE TO BAY CITY.

ers Saginaw, from Willapa; Charles Nelson, from Everett; Willapa, from Grays Harbor; Buckman, from Seattle; Wilhelmina, from Honolulu; Waiatama, from Puget Sound. Sailed—Steamers Siberia, for Honokone; tug Hercules, for Astoria; Maverick, for Honolulu; Queen, for Victoria; Elizabeth, for Alton.

Sanhang June 26—Arrived—Pennsylvania, from New York.

Glasgow June 28—Arrived—Furuesita, from New York.

Tacoma June 28—Arrived—British bark Almona, from Seattle; Columbia, from Tacoma; steamer Admiral Sampson, from Alaska; steamer German, from Seattle; steamer Tama, from Tacoma; steamer City of Puebla, from Sound port; British ship Dalmona, from Newcastle; England; steamer Northland, from Sitka; Sailed—Admiral Sampson, for Bellingham; British bark Almona, for Tacoma; King, for Astoria; steamer Sound port, steamer City of Puebla, for San Francisco; steamer Dolphin, for Skagway.

Tides at Astoria Wednesday. High. 5:17 A. M., 4.9 feet; 11:44 A. M., 1.2 feet; 6:22 P. M., 7.8 feet.

Wasco to Consider Assembly.

THE DALLES, Or., June 28.—(Special.)—The chairman of the Republican county central committee, J. M. Peterson, has called a meeting for July 5 to consider the assembly plan for Wasco County. Whether a county ticket will be nominated will also be decided at this time.

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Lion Clothiers

166-170 Third Street

BIDS CALLED FOR ROAD TO BAY CITY

United Railways, Hill Line, Plans Construction Work From Glencoe.

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TRAINS RUN OVER GAP.

At present work trains are running over Cornelius Gap, under which the big tunnel is being driven. Over 1000 feet of this tunnel have been completed, and a large force is at work at both ends.

With the enormous force now working on this section of the line, said to consist of about 1000 men, there is no question but that rapid construction will be the order of the day.

At present the road is completed to a point one mile west of Glencoe, but for a considerable distance further tracks suitable for work trains have been laid.

More Rapid Work Planned.

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COAL BURNERS TO GO SOON

North Bank Digs Pit at Cliffs to Supply Engines With Oil.

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At that time the old-time coal burners will be discontinued and the latest improvements in the way of oil burners installed.

With the ten passenger trains and numerous freight trains registering on Cliffs every day, and the largely increased number of employees in the office, roundhouse, repair shop and repair yards, the original inhabitants

franchise on Seventh street from Stark to Taylor and along Taylor to Front street. This movement has been taken at the insistent demand of the 150,000 passengers a month the Oregon Electric is landing at Jefferson-street depot.

Officers of the company with which the Oregon Electric is affiliated, declare it is a matter of fairness to these passengers that they be landed in the heart of the city.

MILITIA FACES DEFICIT

Washington Guard Uses Money Faster Than Appropriated.

OLYMPIA, Wash., June 28.—(Special.)—Indications are that there will be another deficiency in the State Military Department, in spite of the big increase in appropriations made by the last Legislature for 1905.

For maintenance of the guard the Legislature of 1905 appropriated \$68,200. The next Legislature, 1907, appropriated \$86,000. When the 1909 Legislature met it appropriated \$61,810 to meet deficiencies, which was all spent before the end of last July. Then the regular session made a further appropriation of \$60,000 for the current two years, and the records in the office of the State Auditor show the last cent of this amount was drawn upon May 14, 1910.

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My Terms for Treatment

within the reach of all. I will not accept your case if I cannot cure you. I will give you an absolute guarantee to cure you or not charge you one cent for my services.

The reason hundreds of men today are discouraged is because they have given no care to whom they entrusted their cases. They do not consider the ability, professional standing and reputation of the physician or specialist of whom they seek treatment, but have considered far more the fact that they are not going to a specialist of ability they could get cheaper treatment. Such is not the case, because it requires ability and skill to cure any case of the ailment to which I devote my full time and attention, and the specialist who possesses the ability to cure, gets all the business he can attend to. If you are today discouraged because you have not been cured it is your own fault. You have no one else to blame but yourself. If you have sought treatment and have not cured, it is simply because of the fact that you have not thought enough of your health, your life, to pay the price of a competent, reliable specialist, who possesses the ability necessary to cure you.

The only thing for any man to consider, is simply this:—Indications are that there will be another deficiency in the State Military Department, in spite of the big increase in appropriations made by the last Legislature for 1905.

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