

**McIndoe Promises to Reduce Draws' Closed Time.**

**JUST TO PLEASE SPENCER**

Second Closed Period During Rush Hours to be Extended to 8:05 in Order That Steamer May Not Be Delayed in Starting.

Still another change has been recommended in the matter of closing local bridge draws to navigation during the morning rush hours and it is adopted by authorities at Washington, belated workers who hope to cross at 8 o'clock will be disappointed, as Major McIndoe, Corps of Engineers, S. A., has asked his chief to extend the time to 8:05 o'clock.

A telegram was yesterday sent to the public engineers suggesting that the report forwarded July 20, containing recommendations that the draws remain closed from 6:30 to 8:30, with open intervals from 7 to 7:15 and from 7:45 to 8 o'clock, be amended so that the second closed period would be from 8:05 to 8:30 and the second open period from 7:45 to 8 o'clock.

One steamer, the Charles R. Spencer, was responsible for the additional time being requested, it being given out yesterday that the recommendation was compiled it was not taken into consideration that the Spencer left her berth at 8 o'clock and had to pass the Burnside-street and Steel bridges.

**RECOGNITION NOW SOUGHT**

Former Army Transport Masters Would be Classed as Veterans.

Portland is the home of three ex-Army transport masters, and a fourth practically belongs to the category, who have not received a single commendatory message from the Government or been recognized in the least for services performed during the Spanish-American War. It has been proposed that a movement be started through the National Association of Masters, which meets weekly at Washington, by which those who have served as officers of transports can be classed as veterans for membership with the Spanish-American War veterans.

Captain Parsons, of the steamer Newport, the man who is said to hold the record for the longest voyage of the universe because of addressing his subordinates as gentlemen, was master of the steamer Geo. W. Elder when she was impressed in the transport service.

Captain Kidston, of the new Coast liner Beaver, was "skipper" of the Tacoma in the service of the U. S. A.

Captain Blain, of the Oregon Drydock, had command of the transports Sherman, Valencia and Thomas on the Pacific run and later of the inter-island transport Custer, while Harbormaster Spier held sway on the speedy Lawton, now the Royal Hawaiian, of the fleet. Local millmen, veterans of the Philippine trouble, and regular Army officers have expressed themselves as favorable to an amendment of the by-laws of the veterans' organization through which the "skippers" could be admitted, as they feel all played prominent parts in stemming the tide of insurrection in the Far East.

**BAR TUG IS BOTHERED BY FOG**

After Waiting Six Hours for Schooner, Liner Rygia Is Missed.

Dense fog that enveloped the mouth of the river and made it impossible to discern vessels approaching, is one reason given by Captain Redd, of the tug Ononeta, in Superior, in the Campion, of the Port of Portland, as to why the schooner Annie Campbell was not towed in early Wednesday morning and the tug Ononeta was held at station in time to put a pilot aboard the Oriental liner Rygia.

Captain Redd said that when the Ononeta went to the bar at 7 o'clock in the morning the schooner was sighted, but before he could reach her the fog came up and from then until 1 o'clock he remained in the vicinity of the lightship, as nothing could be seen outside. The schooner made the river under her own sails and succeeded in reaching Astoria, where she was later followed by the tug. It was while the Ononeta was inside that the Rygia put in an appearance. It was said that the danger of the Campbell being aground by reason of the winds not holding out prompted the tug to follow her.

**FORNANCE GETS NEW WHEEL**

Government Tug to be Equipped Better for Towing Big Targets.

The discovery that the Government tug Captain James Fornance, which was recently overhauled at the Williams Iron & Steel Works, has not a proper propeller for towing targets in the lower harbor, has led to orders for her to report today at the Oregon Drydock, where she will be fitted and a new wheel shipped.

The craft has been used in target practice, being detailed to tow bulky floats at which guns from the battles at the mouth of the river are fired. The strain was so great the four-inch hawsers used proved too light, parting so frequently that six-inch lines are now in service. The tug's former propeller was adapted for speed, rather than for towing, and she is expected to do better work when again in operation.

**SHIP MAY BE CRUSHED IN ICE**

Sitram Reported in Bristol Bay Leaking and With Bow Smashed.

ASTORIA, Or., July 21.—(Special.)—Private advices dated about the middle of June were received from Nushagak River today stating that the ship Sitram, belonging to P. R. Peters, who operates a cannery on the river, was supposed to have been lost. The letter says the vessel's bow had been smashed in by the ice, she was leaking badly and the bow was held together by logs lashed to the sides when the craft was last seen in Bristol Bay.

Continuing, the letter says that the entire fleet of steamers on the river had been searching for the ship for several days, but had found no trace of her. As other letters of a later date, which arrived today, contained no mention of the Sitram, it is believed that she was at last supposed and that she reached her destination safely.

**STEAMER CARLOS CHARTERED.**

RAYMOND, Wash., July 21.—(Special.)—The steamer Carlos, of the

Fritch line, has been chartered by the Willapa Lumber Company for one year, to ply between Grays Harbor, Willapa Harbor, and southern California. The vessel will carry both passengers and freight. On her trip here this week, the Carlos brought 20 passengers to the Harbor district. The Raymond agency is held by the firm of Lewis & Rhodes.

**SAILOR DESERTS, SWIMS ASHORE.**

ASTORIA, Or., July 21.—(Special.)—American bark Pactolus, lumber laden from Port of Santos, Brazil, did not get to sea today, because a member of the crew jumped overboard and swam ashore while the vessel was going down river. The sailor to come to complement arrived from Portland tonight and the bark will put to sea tomorrow. The four-masted schooner Annie M. Camargo, which arrived recently from San Pedro, has been towed to Youngs Bay, where she will remain until a charter is offered.

**Breakwater to Change Time.**

Beginning September 1, the steamer Breakwater will operate on a new schedule, through which she will leave Portland for Coos Bay every seven days, instead of the five-day sailings. She will

**STEAMER INTELLIGENCE.**

Due to Arrive.

Name	From	Date
Bear	San Pedro	July 22
Rygia	Hongkong	In port
Breakwater	Coos Bay	In port
Rose City	San Pedro	July 22
Beaver	San Pedro	July 22
Geo. W. Elder	San Francisco	July 27
Sella	Hongkong	Aug. 1

Scheduled to Depart.

Name	To	Date
Bear	San Pedro	July 22
Bureka	Bureka	July 22
Rose City	San Pedro	July 22
Beaver	San Pedro	July 22
Geo. W. Elder	San Francisco	July 27
Sella	Hongkong	Aug. 1

departed yesterday afternoon with 90 passengers and considerable cargo, and Captain Macginn reported a smooth trip, but said there were heavy banks of fog outside.

**Fog Hangs Along Coast.**

Fog so thick that he could not sight a steamer that at one time sounded her whistle for 15 minutes in his vicinity was reported by Captain Parsons, of the steamer Newport, which arrived yesterday from Bandon. The northwester that blew so heavily last week is said to have moderated so that it is barely noticeable. The Newport will sail again this evening.

**Marine Notes.**

Coming for lumber for the Orient, which will be furnished by the Portland mill, the steamer Hazel Dollar is to leave the Bay City Saturday.

Repairs are to be made to the boiler of the tug George R. Vostburg, which arrived yesterday from Tillamook. She towed the barge Nehalem, lumber laden, which was moored at Linnton.

Within a few days the lighthouse tender Manzanita will start work at the mouth of the Columbia, skirting the channel buoys on the westward, in keeping with the last survey.

Headwinds and fog encountered en route from San Francisco retarded the steamer, which arrived yesterday from Antwerp via the Golden Gate. She brought general cargo to sailfleur, Guthrie & Co.

W. H. Thomas, formerly on the steamer Portland, is to be pilot of the steamer Crawford. First Mate Smith left yesterday went out as pilot of the steamer Charles R. Spencer, vice Pilot Crawford.

Alterations and renovations on the Government dredge Chinook were yesterday reported to be 98 per cent finished and ready to be shipped for service by August 15. It is probable she will be given a test in the vicinity of Linnton before proceeding to the bar.

On the barge Gerard C. Tobey, which left yesterday for the coast, there are 44,000 sacks of cement, which will be discharged at Columbia dock. The vessel is drawing in excess of 19 feet and is to be discharged to discharge at least part of her cargo there, instead of at Supple's dock.

On the steamer F. S. Loop, which arrived yesterday and discharged at Oakland dock, the company with the steamers Shoshone and Rainier, which broke out recently aboard the American-Spanish steamer Alaskan. The Quintault and Johan Poulsen will also bring freight of the same shipment.

Portland held second place for the cereal year among wheat exporting districts, according to the Washington advices received yesterday at the Customs-House, with having exported 5,770,333 bushels, valued at \$5,593,765. New Zealand wheat, valued at \$4,510,000 bushels, and Puget Sound seed, valued at \$4,510,000 bushels, were also shipped.

Expecting to go as far north as Prince William Sound and Resurrection Bay, possibly visiting Cook Inlet and Kodiak Island, Commander Elliott, of the Thirtieth Lighthouse district, left last evening to join the tender Heather at Seattle and will sail on her Monday. The annual inspection of the coast is expected to be terminated September 1.

Details are being looked after in advance of the return from Alaska of Major Jay Morrow, Corps of Engineers, of the United States Army, on survey of roads and trails in the Crater Lake National Park, as instructions were yesterday received from Washington assigning details to work in his department. The sundry civil bill carried an appropriation of \$10,000 for the surveys.

**Movements of Vessels.**

PORTLAND, July 21.—Arrived—Steamer Breakwater, from Coos Bay, steamer F. S. Loop, from San Francisco, steamer Bureka, from Bureka, steamer Newport, from Newport, steamer Geo. R. Vostburg and barge Nehalem, from Tillamook, steamer Maverick, from San Francisco, steamer Sitram, from Sitka, steamer Annie Campbell, from Astoria, steamer Sitram, from Sitka, steamer Maverick, from San Francisco, steamer Sitram, from Sitka, steamer Annie Campbell, from Astoria.

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**STOCK RECEIPTS LOW**

SPECIAL TRAIN TO LOCAL MARKET IS DISAPPOINTMENT.

Cattlemen Are Not Making as Large Shipments to Portland as Railroad Men Expected.

Despite the recent placing of a special stock train from Huntington to Portland twice a week, local stockmen and railroad officials are manifesting considerable surprise that there is not a greater influx of stock to the local markets.

It is pointed out that connection with the Oregon Short Line makes the haul to Portland over the O. R. & N. one infinitely to be preferred by the stock-raiser, inasmuch as there is less shrinkage and the stock arrives at the local market in a better condition than if

hailed over the plains to Chicago and Missouri River markets.

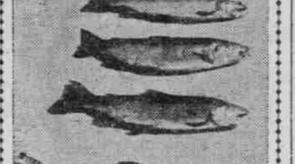
Although quotations daily show the local market not to be behind Eastern markets in prices, there yet seems to be a tendency to send the cattle and sheep over the longer route.

The train from Huntington to Portland makes the run in 30 hours. Huntington is left promptly at 9 A. M. Tuesday and Saturday and the cattle arrive in Portland Wednesday and Sunday, permitting time to water and feed before market. Although there has been a considerable increase in the amount of stock brought to the local market, it is felt there is still room for an increase. The train at present carries 100 cars. It picks up from all branch lines and from the Washington division.

**One Day's Catch of Fish.**

COTTAGE GROVE, Or., July 19.—(Special.)—The photograph shown above is of a catch of trout made in the Coast Fork River by three Cottage Grove men. The total catch numbered 150 rainbow trout. They are the only fish of this species ever caught in this vicinity. They were originally planted in the stream by Game Warden John Baker about five years ago.

The largest fish in the accompanying picture measured 18 inches long and weighed one and one-half pounds.



**DELAY IRRITATES SUBURB**

Rose City Park Wants Sandy Boulevard Widened.

Rose City Park is up in arms over the delay in widening to 80 feet Sandy Boulevard, between East Twenty-eighth street and the city limits. Proceedings were started a year ago, and still the matter hangs in the air.

At the meeting of the Rose City Improvement League Wednesday night, resolutions were adopted censuring the City Auditor for failing to complete the report of the viewers for the widening and consequently delaying the widening. It was not forth that the viewers' report and maps had been pending for several months and still nothing had been done. It was voted to ask the viewers to employ a special man to complete the report.

Frank Schlegel reported that the Post-office inspector had found 430 houses in the district and that assurances had been given by the Post-office inspector that free delivery would be inaugurated at an early day.

Frank Schlegel, A. H. Metcalf, U. S. Asst. Postmaster, and A. B. Johnson, committee, were instructed to take up the subject of amending the school law concerning the election of director and issuing of bonds. Other clubs will be asked to assist.

A committee was appointed to look into the establishment of a gas plant in the district. The Pacific States Telephone Company announced that further extensions would be made as fast as possible.

It was reported that the Council had ordered the opening of Broadway street from the Sandy road to East Forty-third street; also that Hancock street had been ordered opened between East Thirty-ninth and East Forty-third streets. Opening of Broadway street gives Rose City Park a new outlet.

**NEW RAILWAY PROJECT ON**

Clarence Field Will Build Line Through Molalla Valley.

OREGON CITY, Or., July 21.—(Special.)—G. Clarence Fields has announced his intention of constructing an electric railway from Oregon City through the Molalla Valley, and says he has ample backing to finance the project, which will be pushed as fast as the rights of way can be secured.

Mr. Fields was formerly connected with the Portland Railway, Light & Power Company, as traffic manager of the O. W. P. division, and he was many years ago interested in a short line between Oregon City and Canemah, but sold his holdings to the P. R. L. & P. Co. The line, if constructed, will cover the same territory surveyed by F. M. Swift, who has for the last three years been promoting the Clackamas Southern Railway.

**Cholera-Morbus**

the deadliest of Summer complaints, is caused by carelessness, such as eating unripe fruit and drinking icewater when overheated. According to prominent physicians' report, over 95 per cent of the cases of cholera, malaria and other Summer maladies could be avoided by the simplest precautions.

Eat lightly, avoid iced drinks. When thirsty, be sure to put a teaspoonful of Duffy's Pure Malt Whiskey in every glass of water you drink.

**SANITARIUM IS GIVEN UP**

Mount Tabor People Make Amicable Settlement With Turner.

The proposed tubercular sanitarium will not be established on the Mansfield property on East Sixtieth and East Yamhill streets, at Mount Tabor. P. M. Hays, chairman of the committee from the Mount Tabor Improvement Association, announced yesterday that the whole matter had been amicably settled.

George W. Turner had a two-year lease on the property at a rental of \$30 per month which he was legally bound to pay for the entire term, but Mrs. Mansfield has relieved Mr. Turner from the obligation.

"We pay Mr. Turner," reported Mr. Dabney, "for all expenses he has incurred so far. Dr. Mattson also met us in a most amicable and pleasant spirit, and the whole affair may now be considered settled. We are gratified that the matter has been adjusted amicably to all parties concerned, and we feel under obligations to Mrs. Mansfield for her concessions, which made the adjustment possible."

When Mr. Turner found that the people in the neighborhood were opposed to the sanitarium, he consented to abandon the project if the expenses he had incurred were paid. The matter was subscribed by interested property owners.

**DOCTORS WILL VISIT CITY**

Local Physicians Prepare to Entertain Party of Homeopaths.

One hundred homeopaths will spend several days in Portland on their return from their Eastern homes as they return from their National convention, which has just concluded at Los Angeles. Dr. John F. Beaumont is chairman of the local reception committee.

The visitors are due to arrive Saturday morning.

In the afternoon they will be escorted by trolley and automobile over the city. In the evening a buffet luncheon will be tendered them at the Portland Commercial Club. Sunday, a banquet will be given by each member of the party as he pleases, with a reception in the

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North Bank President Leaves for East With Policy Unsettled.

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It was definitely stated that French will either come back with new laurels or will return to Portland with a definite announcement of his resignation.

It transpired yesterday that French had told several railroad friends at a local club that it was his intention to resign.

**Harriman Lines Issue New Books.**

A fresh supply of literature reached the Harriman offices yesterday. "Salt Lake City" is an excellently illustrated guide book. Full details of what to see in the city and how to get there are given. "Making Travel Safe" is a Union Pacific book which describes the block system at considerable length. This work is an example of the public to know "just how it is done." There is nothing about the block system, the way the electrical apparatus is worked, etc., this

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**THE BRADFIELD CO., ATLANTA, GA.**

little work does not tell. It is filled with illustrations.

**NON-PARTISANSHIP EVIL**

Democratic Scheme Alleged to Control Oregon Supreme Court.

PORTLAND, July 21.—(To the Editor.)—I have received several letters and circulars soliciting my support in an effort to select candidates for the Supreme Court, non-partisans. If there should be a change in the manner of selecting these candidates there must be a reason therefor, but have called to mind the slightest reason advanced for this action.

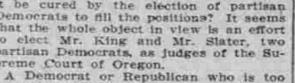
I have failed to hear that the judges of the Supreme Court of Oregon were governed by political bias or prejudice, or that the interests of litigants were prejudiced on account of political affiliations, or that any of the judges rendered unfair, biased or prejudiced decisions on account of political partisanship. These conditions do not exist, and there is no cause for that they do. Then why this effort to correct an evil that does not exist? No one is in favor of a judge whose opinions and decisions are governed by political bias. The judges of the courts of Oregon are men of high character, and if the evil did exist, would be cured by the election of partisan Democrats to fill the positions. It seems that the whole object in view is an effort to elect Mr. King and Mr. Slater, two partisan Democrats, as judges of the Supreme Court of Oregon.

A Democrat or Republican who is too cowardly to announce his political policy, who has not the decision of character to stand up for his principles, and who is not qualified to be a judge on the Supreme Bench of Oregon. The non-partisan principle according to which anything worthy of emulation, it is wrong in politics, religion or business, and the Republicans of Oregon should not be deceived into supporting non-partisan (Democratic) candidates.

C. B. LA FOLLETTE.

**Uze TIZ-- Smaller Feet**

Sore Feet, Tender Feet and Swollen Feet Cured Every Time. TIZ Makes Sore Feet Well No Matter What Ails Them.



Everyone who is troubled with sore, sweaty, or tender feet, swollen feet, smelly feet, corns, callouses or bunions can quickly make their feet well now. Here is instant relief and a permanent remedy—it's called TIZ. TIZ makes sore feet well and swollen feet are quickly reduced to their natural size. Thousands of ladies have been able to wear shoes a full size smaller with perfect comfort.

It's the only foot remedy ever made which acts on the principle of drawing out all the poisonous exudations which cause sore feet. Powders and other remedies merely close up the pores. TIZ cleanses them out and keeps them clean. It works right off. You will feel better the very first time it's used. Use it a week and you can forget you ever had sore feet. There is nothing on earth that can compare with it. TIZ is for sale at all druggists 25 cents per tin. Write for a free trial tin to Geo. W. Luthers, Luther Dodge & Co., Chicago, Ill. Recommended and sold by

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evening on the lawn of Dr. B. E. Miller. The Bailey Gatzert has been chartered Monday for an excursion up the Coast by the evening the visitors will leave for Puget Sound.

**Cholera-Morbus**

the deadliest of Summer complaints, is caused by carelessness, such as eating unripe fruit and drinking icewater when overheated. According to prominent physicians' report, over 95 per cent of the cases of cholera, malaria and other Summer maladies could be avoided by the simplest precautions.

Eat lightly, avoid iced drinks. When thirsty, be sure to put a teaspoonful of Duffy's Pure Malt Whiskey in every glass of water you drink.

**SANITARIUM IS GIVEN UP**

Mount Tabor People Make Amicable Settlement With Turner.

The proposed tubercular sanitarium will not be established on the Mansfield property on East Sixtieth and East Yamhill streets, at Mount Tabor. P. M. Hays, chairman of the committee from the Mount Tabor Improvement Association, announced yesterday that the whole matter had been amicably settled.

George W. Turner had a two-year lease on the property at a rental of \$30 per month which he was legally bound to pay for the entire term, but Mrs. Mansfield has relieved Mr. Turner from the obligation.

"We pay Mr. Turner," reported Mr. Dabney, "for all expenses he has incurred so far. Dr. Mattson also met us in a most amicable and pleasant spirit, and the whole affair may now be considered settled. We are gratified that the matter has been adjusted amicably to all parties concerned, and we feel under obligations to Mrs. Mansfield for her concessions, which made the adjustment possible."

When Mr. Turner found that the people in the neighborhood were opposed to the sanitarium, he consented to abandon the project if the expenses he had incurred were paid. The matter was subscribed by interested property owners.

**DOCTORS WILL VISIT CITY**

Local Physicians Prepare to Entertain Party of Homeopaths.

One hundred homeopaths will spend several days in Portland on their return from their Eastern homes as they return from their National convention, which has just concluded at Los Angeles. Dr. John F. Beaumont is chairman of the local reception committee.

The visitors are due to arrive Saturday morning.

In the afternoon they will be escorted by trolley and automobile over the city. In the evening a buffet luncheon will be tendered them at the Portland Commercial Club. Sunday, a banquet will be given by each member of the party as he pleases, with a reception in the

**FRENCH MAY RESIGN IS RUMOR**

North Bank President Leaves for East With Policy Unsettled.

George B. French, president of the Spokane, Portland & Seattle Railway, left for the East yesterday to consult with James J. Hill.

According to A. F. Peel, assistant to President French, Mr. French left to see Mrs. French's father, who is ill in a hospital somewhere between Milwaukee and Chicago.

It was definitely stated that French will either come back with new laurels or will return to Portland with a definite announcement of his resignation.

It transpired yesterday that French had told several railroad friends at a local club that it was his intention to resign.

**Harriman Lines Issue New Books.**

A fresh supply of literature reached the Harriman offices yesterday. "Salt Lake City" is an excellently illustrated guide book. Full details of what to see in the city and how to get there are given. "Making Travel Safe" is a Union Pacific book which describes the block system at considerable length. This work is an example of the public to know "just how it is done." There is nothing about the block system, the way the electrical apparatus is worked, etc., this

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