## MISHAPS ON RIVER **COVER WIDE RANGE**

In 48 Hours Total Accidents in Shipping Circles Num-

ber 14.

NO WRECKS ARE SERIOUS

Series of Petty Breaks and Misadventures Causes Consternation Among Rivermen and Ties Up Traffic.

CHRONOLOGICAL LIST OF MA-RINE ACCIDENTS FOR 48 HOURS.

Tuesday Night. Steamer Rosecrans strikes and disables dredge Portland, at mouth of Dipper dredge sinks a mile and a

half south of there by running on Wednesday. Steamer Beaver grounds off Fla-

Steamer Nahootta loses propeller i lewer harbor. Steamer Tahoma goes aground at Washougal.

Steamer Chas. R. Spencer blows out steam pipe at her dock. British steamer Riverdale strikes old Madison-street bridge draw pier and remains fast.

Steamer E. G. Buteman's machin-ery is disabled. Thursday.

Steamer T. J. Potter and barge Klickitat are injured in collision while latter is being towed by Ocklahama. Launch Lockin Bar is hauled off Swan Island after all-night stay.
Tug McCraken fouls line alongside

Riverdale and is rendered helpless. Steamer Diamond O makes swells that cause barge to break loose from Riverdate.

Steamer Tahoma loses Jackstaff in cellision with Burnside-street bridge. Unknown scow reported sinking above Ross Island. Chief Mato Lockhart injured aboard Riverdale by eling of timber

Never in maritime annals, in the district from Portland to the sea, has there been such a series of accidents as have been recounted for 48 hours ending last night. Probably at no time in the history of the port has there been such a list, covering even period of several months, with so mall a percentage of harm to human seings, only one man having been in-

jured and he not fatally. While disclaiming any faith in ill omens and scouting any leaning to-ward superstitions that oftimes influence deepwater salts, rivermen are wondering if the siege is terminated and none are content until they see their steamers returning to port safe and sound. But a few of the accidents have been classed as serious, even in a financial way, and some of them represent but a nominal sloss.

#### Rosecrans Starts Series.

The series was inaugurated Tuesday night when the steamer Rose-crans struck the dredge Portland as the former was entering the Willamette with an oil cargo, and damage resulted which necessitated the Port-land being towed to the Willamette Iron & Steel Works, where she under-went repairs yesterday and will be lifted on the drydock today. About the same time a dipper dredge owned by the Columbia Contract Company was sunk near there by fouling a snag, which passed through her hull

Beaver grounded in the lower harbor Beaver grounded in the lower narror while en route to Astoria and the steamer T. J. Potter, which took off her passengers that afternoon, was in collision at about i o'clock yesterday morning near Henrici's, with the barge Klickitat, which was in tow of the Port of Portland towboat Ocklahama. Confusion reigned for a time among the 275 passengers, but after Captain Work, of the Potter, ascertained by turning her toward shore for an ex-amination, that she was in no danger sinking, he proceeded to Portland. where she arrived at 4 o'clock

#### One Wreck Leads to Another.

The bow of the Klickitat struck the Potter on the starboard side, tearing through her heavy guard and crashing into the hull and damaging the house for a distance of 10 feet. The nose of the barge suffered some and three cavils were pulled from her deck. The barge had been started for Astoria to be used in lightering the Beaver, which had 1500 tons of cargo, but she was damaged to such cargo, but she was damaged to such an extent that she was returned to the O. R. & N. boneyard, where the Potter is also undergoing repairs that are expected to be completed in a week.

In a report made to Local Inspectors Edwards and Fuller, before whom a hearing will be conducted Tuesday morning. Pilot Turppa, of the Ockjahama, says that when he sighted the Potter the weather. Potter the weather was clear and on seeing her approach he gave two whistles. The Potter, he says, answered with the danger signal and one whistle and after he had reversed his helm.

she gave two whistles. The written report of Pilot Myers, of the Potter, had not been received late yesterday. While some of the passengers were awake at the time, most of them were awake at the time, most of them were aroused by the force and noise of the collision, and the shouk, following so close on their experience on the Beaver, caused consternation, but finally the officers and more coolseaded travelers succeeded in quieting the others.

#### Collision Not Explained.

Just how the accident occured the concerned say 'they do not know.' Apparently it was one of those collisions that will not be explained until the inspectors conclude their investigation. At the office of Superintendent Campion, of the Port of Portland, and that of Superintendent Cotway, of the O.R. & N. water lines it was said the reserve perintendent Conway, of the O. R. & N., water lines, it was said the reports received agree that the night was clear and that with the exception of a light haze from forest fires, there was nothing to obstruct the view of either pilot.

Meanwhile passengers for North Beach points will be taken to Magers on the steamer Harvest Queen, which carries 29, and she will fill in the Potter's schedule.

As complaint was made by some of the passengers against paying for berths on the steamer Potter, because they had purchased through transportation from San Francisco to Portland, local officers of the San Francisco & Portland Steamship Company yesterday wired the execu-

tives at the Bay City to learn if a refund uld be made and a reply will probably received today.

Beaver Floated Last Evening.

The floating of the Beaver shortly be The floating of the Beaver shortly before 5 o'clock yesterday afternoon proved
a relief to many. The steamers M. F.
Henderson and Sarah Dixon had been
sent to her ald by the Shaver Transportation Company and it was planned that in
addition to the Astoria cargo being removed from her hold, that the river craft
would take off some of that consigned to
Portland, while the steamer Lurline was
given the perishable cargo and baggage.
The Beaver is due to sail Monday morning and will leave on time.

The Beaver is due to sail Monday morning and will leave on time.

Progress was made yesterday in discharging the after deckload of the British steamer Riverdale, stranded on the old pier of the Madison-street bridge. It is expected that sufficient will be removed today so that she can be floated but it is not improbable a portion of her deckload forward will have to be hauled over the side.

hauled over the side.

In addition to Fred De Rock, who was employed by the underwriters, Contractor Wakefield, engaged in building the new bridge, secured George Tilton, a diver, and both made further investigations yesterday, but they could not closely examine the steamer's bottom and until she is free again the exact nature of her in-

STEAMER	INTELLIGENCE	
	- Table	

	one to white	
Beaver Eue H. Elmo Golden Gate Geo. W. Elda Eelja Bear Preakwater Falcon Rose City	From Eureka Hongkong San Pedro Tillamook Tillamook Hongkong San Pedro Hongkong San Pedro Coos Bay Sar Franci San Pedro San Pedro	In pert July 29 July 30 July 30 July 31 Aug. 1 Aug. 1 Aug. 1 Aug. 3
6cb	eduled to Dep	art.
Rygia Bue H. Elme Golden Gate Breakwater	For Eureka San Pedro Hongkong Tillamook Tillamook Coos Bay San Pedro	Aug. 1

uries cannot be ascertained. The lumber s being discharged on both port and star-coard sides, some being barged.

First Mate of Riverdale Hurt.

First Mate Lockhart, of the Riverdale, was painfully injured yesterday after-noon through being struck by a slingload of timber, containing two pieces each a foot square. It struck his left knee and foot square. It struck his left knee and while it was not positively said at Good Samaritan Hospital last night that he had not sustained a fracture, it was thought he had escaped with a severe bruising. His was the only accident to a human being during the many mishaps of the

being during the many mishaps of the past two days on the rivers.

While the tug John McCraken, of the Port of Portland fleet, was towing a barge past the Riverdale yesterday, her propeller fouled a line used for holding boom sticks on the starboard side, and it became so closely wrapped about the biades that she was rendered helpless. She was towed toward the West Side by the steamer Heo Hoo and the line removed.

#### Minor Accidents Many.

Later the steamer Dlamond O passed upstream with a barge and her wash caused one of the barges used for lighter-ing to go adrift, but it was secured again with the help of most of the Riverdale's

The Hoo Hoo also hauled the launch Lockin Bar into deep water at Swan Island yesterday morning, where she had been marconed all night. Late yesterday afternoon it was reported that a scow was sinking in the Willamette, above Ross Island, but her owners were on hand to render assistance. hand to render assistance.

As the steamer Tahoma was negotiating As the steamer ranoma was negotiating the Burnside-street draw yesterday afternoon, bound uperream, the draw swung toward the north, breaking off the pilothouse jackstaff at the base, and narrowly missing the steamer smokestack.

YUCATAN MAY COME HERE

Insurance Agent En Route to Discuss Local Bid for Repairs.

Telegraphic information received yesterday by the Willamette Iron & Steel Works was to the effect that a representative of the marine under-writers, having in charge the salvage of the steamer Yucatan, bids for re-

of the steamer Yucatan, bids for repairs of which were recently opened at
Victoria, would be in Portland this
week to discuss details of the local
firm's specifications.

The agent's name is Logan and
while it is not indicated by the wire
message that he will close a contract,
the fact that he is coming to confer
with the lowest bidders is taken to
indicate that Portland is in life to with the lowest bidders is taken to indicate that Portland is in line to secure the business, which will amount to thousands of dollars. The Yucatan was wrecked in Alaskan waters and after being raised was towed to Esquimalt, where she is being held pending the settlement of the salvage question.

BALL TICKETS GOING FAST

Game Between "Raz Ma Paz" and Calef Teams to Swell Mahr Fund.

Tickets for the benefit ball game between the "Raz Ma Paz" bunch and the Calef Brothers' team to be played at the Vaughn-street park tomorrow after-

the Vaughn-street park tomorrow afternoon are selling in a lively fashion. All
of the players are peddling tickets which
will add a few more dollars to the fund
for Miss Marjorle Mahr.

Eddie Diedrich, who says he is going
to beat "Handsome" Joe Stutt out of a
position on the "woozy woozies," sold
over 100 tickets for this game himself,
and he says that if Stutt sells half as
many, he will resign his claim to a place
on the team. "Seattle Johnny" Callahan
is a close rival to Stutt and Diedrich,
for the dapper youngster made a canvass for the dapper youngster made a canvass of the office buildings yesterday and dis-posed of a goodly number of tickets. Many of those who are buying these tickets are really anxious to see the game, for it is bound to be a scream in

Night Crew Indefinitely.

Finding no market for the best grades of lumber, so far as the foreign trade is concerned, the Eastern & Western Lumber Company has cur-Western Lumber Company has curtailed its output by laying off the entire night crew. Until general conditions improve, the men will not be remployed. This means a monthly loss in wages to the workmen of about \$15,000.

The Norwegian tramp Jethus, under The Norwegian tramp Jethus, under charter to Balfour, Guthrie & Co., to load lumber for China, will start working Monday at the Eastern & Western. That is the only business coints will be taken to Magers on the steamer Harvest Queen, which carries 50, and she will fill in the Potter's schedule.

As complaint was made by some of the Carries against paying for berths on the steamer Potter, because they had be steamer Potter, because they had

to increase her towing powers, the steamer Captain James Fornance, of the Government fleet in the Lower Columbia, was yesterday floated from the Oregon drydock and will leave

Marine Notes.

United Wireless operators last night received the appended message from the steamer Rose City: Yesterday's arrivals in the lower river neluded the schooner Bangor, from San Prancisco, which will load lumber at

As the steamer Eureka did net arrive until last night, because of the condition of Humboldt Bay bar, she will sail Saturday night.

Four A. M., July 28, 1910, lat. 44 degrees north, long. 124 degrees west. Temp. 54 degrees. Barometer 30.12, cloudy; light northwesterly wind.

It was yesterday reported that lumber freights coastwise, were dropping and that the schooner Bangor, which reached the river, had been fixed at \$4.25 a thousand feet from the Columbia to San Diego. After a slow passage of 42 days from Pasaroen, via Yokohama, the British rasaroen, via lokonama, the British steamer Glennlee, under charter to load lumber here, has reached Victoria. She encountered considerable had weather. Captain Graham, of the Oregon City

Captain MacLeod, skipper of the barge Gerard C. Tobey, is on a hunt for a thief who relieved him of a gold watch and chain, locket, revolver and \$7 in cash while he was asleep aboard the vessel Wednesday night. The Tobey will finish discharging at Sample Tobey discharging at Supple's dock temorrow and go to Stella for a cargo of ties for the Bay City.

Following a voyage from Antwerp, that was featured by storms and a fire that broke out in hold No. 2 through combustion, the British steamer St. Nicholas, which is also blamed for the steamer Beaver having grounded, is moored at the North Bank dock, where some of the damaged cargo will be discharged. The officers say that the fire continued for over a week, and for nearly two days they towed lifeboats fully provisione expecting that they would have to abardon the vessel.

Movements of Vessels.

PORTLAND, July 28.—Sailed—Steamer Breakwater, for Coop Bay, steamer Rose-crans, for San Francisco; steamer Faicon, for San Francisco; steamer Maverick, for San Francisco. Arrived—Steamer Eureka, from Eureka; steamer Shna Yak, from San

San Francisco. Arrived—Steamer Eureka, from Eureka; steamer Shna Yak, from San Francisco.

Astoria, July 28.—Condition at the mouth of the river at 5 P. M., smooth; wind, morthwest, 12 miles; weather, partly cloudy, sailed last night—Steamers F. S. Loop, for San Francisco, and steamer Fellowstone, for San Pedro. Arrived at 8 and left up at 8 A. M.—Steamer Shna Yak, from San Francisco Salled at 7 A. M.—Steamer Roancke, for San Francisco and San Pedro. Sailed at 7 R. M.—Steamer Gulnault, for South Bend. Arrived at 8 and left up at 11:40 A. M.—Steamer Eureka. Arrived at 10:15 A. M.—Steamer Bungor, from San Francisco. Arrived at 12 noon—Steamer Geo. W. Fenwick, from San Pedro. Arrived down and sailed at 5:30 P. M.—Steamer Breakwater, for Coos Bay; steamer Rosecrans for San Francisco. Arrived at 5 P. M. and left up at 8—Steamer Beaver, from San Francisco. San Francisco, July 28.—Arrived at 6 A. M.—Steamer Geo. W. Elder, from San Pedro. Arrived at 9 A. M.—Steamer Rainior, from Portland.

Hobart, July 28.—Arrived previously—French bark Montcalm, from Antwerp, for Puget Sound.

Gibraltar, July 28.—Passed—Teucer, from Sufficiency from San Konnicalm, from Antwerp, for Puget Sound.

French bark Montcalm, from Antwerp, for Puget Sound.

Gibraltar, July 28.—Passed—Teucer, from Liverpool, for Seattle,
Naples, July 25.—Arrived—Martha Washington, from New York,
Hamburg, July 26.—Arrived—Cincinnati, from New York,
Yokohama, July 28.—Arrived previously—China, from San Francisco, for Hongkong,
Shanghai, July 28.—Arrived previously—Dakotah, from San Francisco,
Havre, July 28.—Arrived—La Torraine, from New York,
Las Palmas, July 28.—Sailed—Palls of Or-

Dakotah, from San Francisco.

Havre, July 28.—Arrived—La Torraine,
from New York.

Las Palmas, July 28.—Sailed—Falls of Orchy, for San Francisco,
San Francisco, July 28.—Arrived—Steamers Watson, from Seattle; Rainier, from Asstoria; brig W. G. Irwin, from Roche Harbor; schooner Virginia, from Astoria.
Sailed—Steamer Virginia, from Astoria.
Sailed—Steamer Capastrano, for Astoria
Tacoma, July 28.—Arrived—Steamer Cuzzo, from Seattle; German steamer Nicaria,
from Seattle; steamer Portland, Alaska;
steamer Buckman, from San Francisco. Departed—Steamer President, for Sound ports;
Japanese steamer Pranama Maru, for Seattle;
steamer Awa Maru, for Seattle;
steamer Seamer Prince George, from Tacoma;
Japanese steamer Prince George, from Skagwart, B. C.; steamer Humboldt, from Skagsteamer Wasp, for Everott; British steamship Prince George, for Fortland Canal.

Los Angeles, July 28.—Arrived—Steamers Governor, from San Diego; Coronado,
from Vasp, for Everott; British steamship Prince George, for Fortland Canal.

Los Angeles, July 28.—Arrived—Steamers Governor, from San Diego; Coronado,
from Aberdeen; Shasta, from Columbia
River; Tahoe, from Grays Harbor, Sailed—
From Steamer Governor, for Seattle; Bear, for
Portland; Santa Monica for Aberdeen; Norwood, for Aberdeen; Marshfield, for Monrye
Landing; schooner Oceana Vanoe, for Port
Townsend.

Tides at Astoria Friday. h. 6.2 feet 0:25 A. M. 1.8 feet 8.3 feet 0:08 P. M. 2.5 feet

PRISONERS ON LONG WALK

Suburbanites Trudge Eight Miles to Jail by Police Relays.

Arrested in University Park for be ing out after hours and disturbing the peace, Jesse Kinney and Carl Dohl were walked by relays all the way to the City Jail, eight miles.

The men were arrested by Patrolman Maxwell at 2:30 o'clock yesterday morning, at Lombard and Van Houten streets. They were swearing and making a loud noise and when ordered home refused to go.

Patrolman Maxwell telephoned to Patrolman Maxwell telephoned to the station. As the wagon could not be spared for the long trip, Captain Slover directed that the men be brought in afoot. So Maxwell conducted them to the limits of his beat, and called the next officer, who in turn did likewise. So for nearly three hours Kinney and Dohl trudged on, grasped by some policeman, until, when day was breaking in the East, they landed, footsore and tired, at Second and Oak streets.

Vale Masonic Order Installed.

Western. That is the only business slaced, though negotiations are pending for another China cargo and adilitional lumber will be aboard the Oriental liner Rygla, which is there waiting orders as to the amount to be loaded.

Fornance Has New Wheel Fitted.

Having had a new propeller fitted

VALE. Or., July 28.—(Special.)—
Judge George E. Davis, of Canyon City, was authorized to install and start Vale Lodge No. 142 Masons and the lodge was installed, assisted by the members of Ontario Lodge. There were present at the installation about 25 visiting members from Ontario and Nyssa. The lodge starts with 2 members with I. W. Hope as master, John Boswell, senior warden; J. E. Kelly, J. W.

Peaches quiet and steady; choice, 94,9194c; extra choice. Peaches quiet and steady; choice, 64,37

Wheat Threshing Returns Exceed Expectations.

Chicago Market Adversely Affected by the Results-Country Acceptances Fall Off - Sharp Break in Provisions.

After a slow passage of 42 days from Pasaroen, via Yokohama, the British steamer Glennlee, under charter to load lumber here, has reached Victoria. She encountered considerable bad weather. Captain Graham, of the Oregon City Transportation Company, who started Monday on a trip down the Willamette from Eugene, has wired that between there and Harrisburg it became necessary to haul the skiff over three shoals.

Captain Alexander Dow, formerly master of the steamer Bensele Dollar, and other vessels of the Dollar Steamship Company, reached the city yesterday on his first trip as superintendent of the Dollar marine interests, to which berth he was recently advanced.

After completing the unloading of her cargo at Couch-street dock today the steamer Claremont will sail for Aberdeen. The steamer Shna Yak arrived up last evening and the Washington and Saginaw are due today, when the Nome City and Daisy Freeman are to sail from the Golden Gate.

With her water ballast tanks practically filled, representing a weight of 100 tons, the Government dredge Chinook is drawing 14:01 feet of water and Captain Durham says when he takes on oil for fuel he will pump out a corresponding amount of ballast, so that she will have no greater draft loaded.

Captain MacLeod, skipper of the barge Gerard C. Tobey is on a hunt for a thief of the plant. As the day wore on there was a notable fulling of in country accountry ac

Control of the Contro	Flour. barrels	The second second
	July \$1.08 \$1.09\(\frac{1}{2}\) \$1.08\(\frac{1}{2}\) \$1.08\(\frac{1}2\) \$1.08\(\frac{1}2\) \$1.08\(\frac{1}2\) \$1.08\(\frac{1}2\) \$1	
	CORN.	ı
	July     64%     64%     64%     62%       Sept     65%     65%     63%     63%       Dec     64%     64%     64%     61%       May     65%     65%     63%     63%	
	OATS.	ı
	July 40 .40 .38% 38% 38% 58% 58% 58% 58% 38% 37% 27% 27% 58% 39% 38% 38% 38% 38% 38% 38% 38% 38% 38% 38	
	MESS PORK.	ł
	July 25.90 25.90 25.85 25.85 Sept 22.00 22.05 21.87 ½ 21.87 ½ Jan 18.25 18.40 18.25 21.87 ½	
	LARD.	ı
	Oct11.70 11.72 1 11.60 11.62 14	l

nly .....12.10 12.10 12.00 12.00 ept ....11.52½ 11.82½ 11.52½ 11.52½ 11.52½ 11.52½ 12.52½ 12.52½ 12.52½ (clash quotations were as follows: Flour-Firm.

Ryc.-No. 2, 71@7714c.

Barley—Feed or mixing, 52@57c; fair to holder mailting, 52@58c.

Flax Seed.-No. 1 Southwestern, \$2.25; No. Northwestern, \$2.45. Timothy Seed-\$6.00.

Timothy Seed—\$6.00.

Clover—\$12.51.

Mess Pork—Per bbl., \$26@26.25.

Lard—Per 100 lbs., \$11.65½.

Short Ribs—Sides (loose), \$11.75@12.12½;

short clear sides (boxed), \$12.913.25.

Grain statistics;

Total clearances of wheat and flour were equal to 135,000 bushels, Primary receipts were 1.242.090 bushels, compared with 1.085,000 bushels the corresponding day a year ago. Estimated receipts for iomorrow;

Wheat, 383 cars; corn, 158 cars; oats, 129 cars; hogs, 17,000 head.

Grain and Produce at New York.

NEW YORK, July 28.—Flour—Quiet and a shade ensier: receipts, 17.822 bushels; shipments, 14.370 bushels.

Wheat—Spot ensy; new, No. 2 red, \$1.08 elevator to arrive c. i. f. and \$1.09 f. o. b.; No. 1 Northern, \$1.30 f. t. o. b. Heavy selling on favorable threshing returns and lower cables sent wheat prices down early, but the market railled on reports of a better export demand and sales of three loads at New York and outports, but again declined on more favorable reports regarding prospective Spring wheat yields, closing at \$4.21% c net decline. September closes \$1.08. December \$1.11. Receipts, 32,200 bushels; shipments, 37,774 bushels.

Hops—Dull.
Petroleum—Steady, Hides—Dull.
Wool—Quiet. Grain and Produce at New York.

Minneapolis Grain Market. MINNEAPOLIS. July 28.—Wheat—July closed \$1.22; September, \$1.12% &1.12%; December, \$1.10% &1.10%. Clash: No. 1 hard, \$1.23; No. 1 Northern, \$1.22; No. 2, \$1.18@1.19; No. 3, \$1.15@1.17. Corn—No. 3 yellow, 62@63c. Oats—No. 3 white, 42@43c. Rye—No. 2, 72@74c.

European Grain Markets. LIVERPOOL, July 28. — Wheat-October lowed 7s 5%d; December, 7s 6%d. Weather inc. English country markets quiet. French country markets steady.

Grain at San Francisco. SAN FRANCISCO, July 28—Wheat—Firm Barley—Steady.
Spot quotations: Wheat—Shipping, \$1.65
\$1.70.
Barley—Feed, \$1.07\delta \$1.10; brewing. Barley—Feed, \$1.07 % \$1.10; \$1.12 % \$1.15. Outs—Red. \$1.40 \$1.50; white, \$1.80; black, nominal. Call board sales: Wheat—No trading. Barley—Outober, \$1.23. Corn—Large yellow, \$1.60 \$1.52.

Grain Markets of the Northwest. SEATTLE, July 28. — Milling quotations: Bluestem, 95c; fortyfold, 92c; club, 81c; Fire, 91c; red Russian, 89c Export wheat: Bluestem, 90c; fortyfold, 89c; club, 88c; Fife, 88c; red Russian, 89c. Festerday's car receipts, oats I car, barley 4 cars.

TACOMA, July 28.—Offers of a dollar are made for small lots of choice bluestem old wheat and 9845c for new crop. General quo-tations are: Bluestem 97c, club 85c. Metal Markets.

Metal Markets.

NEW YORK, July 28.—Standard copper firm; July 11.90@12.10c; August. 11.95@12.25c; September and October. 12.95@12.35c. London closed weak; spot. 155; futures. 155; 128 8d. No arrivals at New York today. Custom-House returns showed exports of 112 tons. making 19.72 so farthly month. Local dealers reported a firm market for copper and sellers are generally asking slightly higher prices. Lake. 12.62% 912.87%c; electrolytic. 12.37%g12.62%c; casting. 12.12%g12.37%c.

Tin steady. Spot and July. 38@33.25c; August. 32.50@32.75c; September. 32.50@32.65c; October. 32.55@32.75c. London steady. Spot. 149; futures. f150.

Lead quiet. 4.55@4.45c New York. 4.20@4.32%c East St. Louis. London, spot. 112.10s.

10s.

Spelter quiet, 5.50@5.60c New York, 4.95
@5.05c East St. Louis. London, apot 122:
12s @d.

Iron, Cleveland warrants 48s 194d in London. Locally iron was quiet. No. 1 foundry Northern, \$16.25@16.50; No. 2, \$15.75@16.80. 1 Southern, \$16.25; No. 1 Southern soft, \$15.75@16.25.

Sac: extra choice. THTMe: fancy, TMB Haisins inactive and firm. Loose musca-tels are quoted at 3% @5%c; choice to fancy seeded, 4% @4%c; seedless, 3% @4%c; Lon-don layers, \$1.20@1.25.

New York Cotton Market.

NEW YORK, July 25 — Cotton—Spot closed quiet, 28 points higher. Mid-uplands, 18.06; mid-gulf, 18.26. Sales, 22.052 bales.

Cotton futures closed steady, five to 11 points higher. Closing bids: July, 15.38; August, 15.35; September, 14.15; October, 13.68; November, 13.59; December, 12.56; January, 12.50; February, 12.51; March, 12.55; May, 13.59.

BOTH SPRING AND WINTER SYNOD TALKS MISSIONS

German Lutherans of Three States in Session in Portland.

At the meeting of the Oregon and Washington district synod of the German Lutheran Evangelical general synod yesterday the question of missions was considered. Rev. Arthur Spleiss, chairman of the district missionary board, presented the missionary endeavor subject. The district ary endeavor subject. The district comprises three states—Oregon, Washington and Idaho—but the discussion was confined to Oregon. Missions were reported in Portland, Sellwood, Salem, Corvallis, Gaston, Sheridan, Hood River, Cottage Grove, Eugene and Coos County. The work at these places was reported flourishing.

Several prominent ministers of the Lutheran Evangelleal Church are attending the synod. Among them are

tending the synod. Among them are tending the synod. Among them are Rev. J. Strasen, vice-president of the synod of Milwaukee, Wis.; Professor Luccke, of Concordia College, Fort Wayne, Ind.; Rev. L. Stuebe, of Cornellus, Or., who presided: Rev. H. Bohl, Everett. Wash.; Rev. J. A. Rimback, of Portland; Rev. Arthur Spielss, Sherwood, Or.; Rev. Mr. Hudloff, of Butte, Mont.

GOVERNMENT AID ASKED

Good Roads Congress Proposes Federal and State Co-operation.

NIAGARA FALLS, N. Y., July 28.—
Co-operation between the Federal and state governments in the good roads movement was advocated today by the speakers at the opening session of the third annual convention of the National Good Roads Congress.

B. F. Yoakum, president of the St. Louis & San Francisco Raliroad, and Congressman William Sulzer of New York, favored the idea of the Federal Government's lending money to the states for good road building.

In the general discussion which followed, Martin Dodge, of Washington, spoke in favor of the National Government making appropriations equal to the amount expended by the state for road construction.

road construction.

TIZ--For Sore Feet

Tired, Aching, Swollen, Smelly, Sweaty Feet? Corns, Callouses or Bunions? Use TIZ. It's Sure, Quick and Certain.



You Will Enjoy Using TIZ. The Most Pleasant Remedy You Ever Tried and Moreover It Works.

At last here is instant relief and a lasting permanent remedy for sore feet. No more string feet. No more senting feet. No more swollen, bad smelling, sweary feet. No more swollen, bad smelling, sweary feet. No more carins. No more bunions. No more callouses, no matter what alls your feet or what under the sun you've tried without getting relief, just use TIZ.

TIZ is totally unlike anything else for the purpose you ever heard of. 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 clog up the pores. TIZ cleanses them out and keeps them clean. It works right off. You will feel better the very frest 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 box, or direct if you wish from Walter Luther Dodge & Co., Chicago, Ill. Recommended

The Owl Drug Co

### TALKS on TEETH Malaria Fever By THE REX DENTAL CO., DENTISTS

No More Ugly Teeth

No More Ugly Teeth

A certain cross-grained philosopher once said that an ugly face was a misfortune, but ugly teeth were an insult. There is no need for any man or woman to go on through life with ugly teeth, and by ugly teeth we mean teeth that are decayed or are missing entirely. For years dentists have known no other way of supplying missing teeth than by introducing into the mouth a cumbersome partial plate upon which was tacked a row of "false teeth," bearing about as much resemblance to natural eeth as a glass eye does to a natural eeth as a glass eye does to a natural eeth as a glass eye does to a natural eye. Ugly is the word that best describes them.

They were not even useful.

The proof of the Rex Alveolar method is what people say about it, who have had actual experience with it in their mouths. Mr. Nicholas praises it highly.

HAD GIVEN UP HOPE.

I had given up hope of getting anything but a plate—owing to the loss of pyorrhea, but today I have teeth that are a pleasure to me. Pyorrhea has been cured and I am now enjoying life.

C. J. NICHOLAS,

307 Kohl Bidg., San Francisco.

About five years ago the dental profession was startled when we announced that we could restore missing serviceable teeth, and that we would do this work without the aid of any plates or so-called bridge work. We served notice then and there that we were going to do away with ugly teeth and supply in their place a beautiful set of natural-looking and natural-feeling teeth which would be as serviceable as if they grew in the mouth. It was a startling declaration and for a while we could hardly induce patients to allow us to try the experiment. From that small beginning we have in a few short years built up the greatest dental business in the world.

If your teeth need attention they should have it without further delay, for once they begin to go they go fast. Our advice would be to call or write today.

REMEMBER, please, that cheap dentistry is the most expensive in the

today.

REMEMBER, please, that cheap dentistry is the most expensive in the end. Most of our business comes from those who have learned this from sad experience. Dental work should be artistic and beautiful as well as serviceable and lasting.

THE REX DENTAL CO., DENTISTS 311 to 314 Abington Bldg., 106 1/2 3d St. Terms to reliable people.

# MEN

THAT ARE WEAK, NER-VOUS AND RUN DOWN

COME TO ME

AND BE CURED PAY WHEN CURED

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I can positively assert that there does not exist a single case of Blood Disease, Nervousness, Varicose Veins, Piles, Kidney, Bladder and other Allments of Men that I can not cure promptly, anfely, permanently—if in reach of medical science.

Don't Give Up strength than you.

Not a Dollar Need Be Paid Unless Cured.

You Run No Risk-I Will Treat You Free for one week if you desire to prove that I can cure you. I have spent thousands to develop my treatment and I know what it will do. Don't experiment elsewhere. Try my treatment free, and be convinced that I can cure you.

While the ordinary doctor is experimenting and making mistakes, I accomplish cures. See me new.

Out-of-Town Men Visiting the City Consult me at once upon arrival and maybe you can be cured before returning home. Many cases can be cured in one or two or more visits, continuing treatment when home. Consultation and Advice Free.

IMPAIRED VITALITY

I promise you results so prompt and positive that you will not need any one to point out the improvement. In short I will give absolute results in every case and a written memoradum to refund every cent if you are not perfectly cured.

I want to talk with the men who have tried other methods and found them unavailing. I want to talk with the men who have almost given up hope of being cured. I can convince them by actual cures.

CONSULTATION AND EXAMINATION FREE at office or by mail. One personal visit is preferred, but if this is impracticable, write me a full and unreserved history of your case and get our opinion free. Many cases cared at home. Medicines fresh from my own laboratory, \$1.50 to \$8.50 per course.

Hours—8 A. M. to 8 P. M. Sundays, 10 to 12.

ST. LOUIS MEDICAL CO., Inc.

Mr. T. V. Wilcher was completely restored to health and vigor by Duffy's Pure Malt Whiskey after a severe attack of malaria had so weakened him that his system responded to no other treatment. This same thing is happening every day and our patients cannot praise this wonderful medicine enough.

In a recent letter Mr. Wilcher wrote: "I am delighted to add my testimony to the excellent quality and also the beneficial effects of Duffy's Pure Malt Whiskey. I had a very severe attack of malaria fever, from which I never entirely recovered until I used Duffy's Pure Malt Whiskey. After taking one bottle the nervous feeling left me, and I felt like a new man. I heartily recommend Duffy's Pure Malt Whiskey in any one convalescing from fever or suffering from any wasting disease. Taken properly in small doses, it will produce wonderful results. Wishing you continued success."-T. Vince Wilcher, Union Point, Ga.



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give you, if curable, and the best reference we could give as to professional reliability is the cured, satisfied patients we dismiss.

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Lowest Charges | Quickest Cures of Any Specialist. | That Stay Cured. YOU CAN TAKE OUR TREATMENT WITH OUT A CENT AND PAY US AFTER WE CURE YOU. We want a chance to prove we can cure all afflicted, skeptleal men who may healtate to come to us because they have been disappointed by unskilled doctors.

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