BE DELAYED

Unless Special Action Is Taken Matter Cannot Come Up Before October.

STATUTES ARE STUDIED

Complaints in 16 Cases Have Been Brought Against Bridgetenders. Damage Sults by Vesselmen Expected to Follow.

Whether it will be possible, under the existing Federal statutes, for vessel owners who have been delayed at either the Burnside atrect or Morrison-street bridge, since the orders established by the County Court have been in effect, to bring suit against the vounty authorities is a question receiving the consideration of United States District Attorney John McCourt. He will be ready to report his findings in a few days, he says.

Mr. McCourt is also studying the statutes to determine whether the Government may start action against the local authorities to hasten the settlement of the present controversy that Whether it will be possible, under

of the present controversy that arisen over the efforts of the y to regulate traffic over the two

Hefore he left for San Francisco Wednesday Major James F. McIndoe usked the District Attorney for an opinion in the matter and urged him to bring the cases in which protests have already been filed in his office to an early trial.

Mr. McCourt has been of the opinion.

Mr. McCourt has been of the opinion from the first that the charges of the vesselmen should be considered along wesselmen should be considered along with the regular business coming into his office and into the Federal courts and said that unless some other means could be found of bringing them to the attention of the court at once they would have to take their turn with the other pending cases and go before the Federal grand jury which convenes in

McIndoe Wants Quick Action.

MeIndoe Wants Quick Action.

Major MeIndoe desires earlier action, however. So far as his office is converned, he says, there is no controversy. The Government has absolutely the gole right to regulate the operation of the bridge draws and the War Department, which has charge of all navigable streams, resents any action by local officials to usurp that authority. The engineer views the action of bridge tenders, in following the instructions of the County Court and delaying the opening of the draws upon receiving the proper signals from ves-

Jaying the opening of the draws upon receiving the proper signals from vestels, as a criminal action and it separate complaints have been made by him to the District Attorney's office. Two were sent in yesterday. All originated with vessel owners who allege an unreasonable delay on the part of the bedge tenders in ageinging open. bridge tenders in swinging open

saible to secure action in

If it is possible to secure action in the Federal Courts on criminal charges some vesselmen think that this action can also be followed with damage cases against the parties responsible for the delay if such delay resulted in actual loss of money or property.

Should a steamer have a contract to deliver a cargo of goods within a certain period and the delay in passing through a bridge draw resulted in a failure to fulfill that contract, they argue, they would have a reasonable claim for damages. A similar claim might be brought if a delay resulted in harm to perishable goods.

Delny Not Serious.

Those who are supporting the county in the contention point out that it will never be necessary to delay a vessel more than half an hour, which length of time is not sufficient to cause damages through the possible decay of perishable material and not likely to

result in a contract being violated.

The District Attorney's scrutiny of the statute books yesterday was particularly for the purpose of learning by what method the War Department might proceed in bringing the issue to an early focus. Major McIndoe will return force. California, Monday or server. return from California Monday or Tuesday. Mr. McCourt expects to have his decision ready by that time. "An injunction is one of the ways by which the War Department may

by which the War Department may secure a suspension of the County Court's orders," said the Federal prosecutor yesterday, "but I am not certain whether such action could be taken in this case. Mandamus proceedings are also a likely means of bringing about the end that the Engineers office is seeking. I hope to be ready to advise Major McIndoe when he returns to the city. I don't know what action he will take, but he seemed determined to have the traffic entirely in charge of his department without interference or compromise with out interference or compromise with

Action Not Personal.

That it is in pursuance of instructions from Washington and not on account of any personal discretion in the matter that he is determined to have the county relinquish its authority in handling the bridge draws, is the contention that Major McIndoe has been making from the start. In justification of his position he merely refers and the only requirements from stockmen will be the filing of bonds to insure their crossing within a given length of time and making them responsible for all damage sustained. making from the start. In justifica-tion of his position he merely refers to the telegram received from the War Department last Friday in which he was ordered to enforce the regulations. "That message meant just what it says," he explained. "When it said tenforce the requiritions, it meant that says," he explained. "When it said 'enforce the regulations' it meant that the Department, of which I am the local head, and not the officials of the Mulinomah County Court, should enforce them. In fact the Washington officials do not take into consideration the fact, that the county authorities officials do not take into consideration the fact that the county authorities have ever issued orders. Their orders mean nothing to the War Department. "If the publication of the regulations sent from Washington does not result in the bridge tenders opening the draws in response to signals of the vessel men without unreasonable delay, I shall have to seek other means of securing an enforcement of the regulations. For that reason I have asked Mr. McCourt to look into the law on the subject. I think some way with ne found whereby the War Department will be enabled peaceable to exercise will be enabled peaceable to exercise control over matters which have always

CHAMBERLAIN HEARD FROM

In 1986 Letter Senator Advocates

Senator Chamberlain's attitude on

Hon. A. D. Sillman, County Chairman, condicton, Or.—My Dear Sir: I am in reendleton, Or.—My Dear Sir: I am in reduple of your favor of the Sth inst. and
assen to thank you and, through you, the
county central committee, for the very
courteous invitation to be present on the
Tth inst. at the meeting of the Democrats
o be held in Pendleton.

country central committee. For the courtsous invitation to be present on the 17th inst. at the meeting of the Democrats to be held in Pendleton.

I deem it proper for me to say that the movement which you have inaugurated meets with my full concurrence. I question the propriety of calling either a country or state convention for the purpose of enunciating a platform or nominating candidates, for the reason that such a course might be deemed by many as an attempt to thwart.

ciating a platform or nominating cancidates, for the reason that such a course might be deemed by many as an attempt to thwart the purpose of the primary nominating law. I feel that this law ought now to be given a full, fair and impartial trial, and if in working it out in detail it proves cumbersome or distasteful to the people then such measures may be adopted in the future as will correct any evils which may arise from its operation. I do feel, however, that it would be proper to call an assembly of Democratis both in the several counties and in the state, to adopt a declaration of principles and to suggest to the voters capable and trustworthy men to be nominated at the direct primary nomination election and to be voted for at the general election.

I wish you would discuss the matter at your meeting of the 17th last, and, if possible, inaugurate a movement which will bring the Democrats together at some central point from all over the state to take stops along the same lines as those which will be taken by the Democrats of Umatilia County. I think that such action would be saintary and would acouse enthusiasm among our friends everywhere.

It is well understood that it is always difficult, even in convention, to get men to accept places on the ticket, because of the fact that the Republican majority is as large in Oregon as to make every candidate for office on the Democratic ticket feel that he is leading a forlron hope and his acceptance of a place on the ticket is usually at a sacrifice of inclination and interests as well.

Trusting that the movement which you have inaugurated may meet with abundant success. I have the henor to remain, yours very sincerely.

GEORGE E. CHAMBERLAIN.

JOHN W. DENNIS, PROMINENT LONDONER, VISITS OREGON.

Proprietor of Largest Farm in England Says Hood River Fruit Is Best on Earth.

"Newtown pippins, grown in the Hood River and Rogue River valleys of Ore-gon, can't be beaten in any of the apple-producing districts of the world," said John W. Dennis, London director of the widely-known firm of W. Dennis & Sons, Limited, and of the Dennis Estates, Limited, two of the largest companies in England, at the Portland Hotel yester-

ited, two of the largest companies in England, at the Portland Hotel yesterday.

Mr. Dennis' principal business for many years has been the practical management of the large farms owned by his company, and he speaks with authority on apples as well as on other agricultural subjects. He arrived in the city yesterday in company with Mrs. Dennis and will visit some of the apple-growing sections of the state today.

Mr. Dennis is not unknown to Oregon business men, as he visits this state at regular intervals on business errands. His firm is known throughout the world, wherever business is transacted. It is one of the wealthiest in England and is controlled by himself and his brothers. They own immense tracts of land in England and farm them on a scientific basis. They are reputed to be the most highly organized firm of farmers in the world, having a private railroad running through their estates and connecting with distributing centers.

They have the largest potato patch in the world. It covers 2000 acres and yearly produces an average of 25,000 tons of potatoes. Besides being the largest growers of potatoes, they are also the largest distributers, buying and selling in all parts of the world. Their principal market is America.

In addition to his business prominence, Mr. Dennis has also attained social and political distinofion at home, He was recently the Mayor of the royal city of Westminster, in which the royal family and high government officials have their homes. He and his wife have been prominent in British court circles for many years.

He is also a member of Joseph Chambards of the court size of poseph Chambards of the world which, while

He is also a member of Joseph Chamberlain's tariff commission, which, while it is powerless in an official way at the present time, will be a hody of considerable importance should the Conservative party come into power at any early period. The commission consists of 55 members and has been investigating tariff conditions in other countries. Mr. Dennis is a believer in a moderate tariff, Garter, which was viewed as among but thinks the tariff rates in this country are too here. but thinks the tariff rates in this country are too high.

Mr. Dennis holds two of the rarest

ar. Dennis house two the transfer of ecorations that can be bestowed upon an Englishman by foreign sovereigns, being a Knight of the Red Eagle of Prussia, the gift of Emperor William, and an officer of the Legion of Honor, this distinction being bestowed by the President

UMATILLA ROADS ARE FREE

Indian Bureau at Last Repeals Tolls on Reservation.

PENDLETONAOT. Aug. 12—(Special.)—
"Free roads" across the Umatilia reservation, the thing for which the livestock interests have been working for many years, are at last a reality. Through the efforts of Congressman Ellis and Senator Bourne, aided by the good work of Major E. L. Swartslander in circulating peti-

time and making them responsible for all damage sustained.

Heretefore a charge of 10 cents per head for cattle, 5 cents per head for horses and 3 cents per head for sheep, has been collected on all animals taken to or from the Summer range in the mountains. Rather than pay this charge, many stockmen have driven their cattle, horses or sheep, mostly sheep, 100 miles around, or have paid the railroad company to haul them across. The department would not agree to a repeal of these charges until a majority of the male Indians on the reservation had given their written consent to the change. In the face of opposition on the part of some of the supposed head men on the reservation, the necessary signatures were secured by the agent.

Springfield Bridegroom Kidnaped.

SPRINGFIELD, Or., Aug. 12-(Special. -W. F. Walker, son of Mr. and Mrs. Albert Walker, plomeers of Springfield, and Mies Alberta Kester, daughter of Mr. and Mrs. M. Koster, were married in their future home on Mill street. Wednesday evening. After the ceremony the bridegroom was invelgied outside the house by a party of friends, kidnaped and hurried to Eugene in an automobile, but was returned safely later in the

Taboe Makes Slow Voyage.

Six days after she left San Fra the assembly question is arousing con-siderable interest and discussion in the members of the state. The follow-ing letter, written by Mr. Chamber-lain in 1906, in reply to a call for a state and county assembly, sent out

Passenger Service to Orient Is Not to Resume.

AGENT MAKES STATEMENT

J. Walter Ransom, Representing Harriman Marine Interests, Denies Report Portland & Asiatic Boats Will Take Passengers.

There will be no resumption of the passenger business between Portland and Oriental ports by the Portland & Asiatic Steamship Company as has been rumored, because relations between the Pacific Mail and Japanese steamship interests are to be dissolved January 1.

"There is positively nothing in the report that we are preparing to carry passengers again, and that can be emphatically announced," said J. Walter Ransom, general agent here for the Harriman

	•••••
STEAM	ER INTELLIGENCE
67.78	Due to Arriva
Beaver Eureka Sue H. Elmo Golden Gate Geo. W. Elde Freakwater Bear Palcon Roanole Rome City	From Data Hongsong In port San Pedro, In port Eureka In port Tillainook Aug. 13 Tillainook Aug. 13 Tillainook Aug. 15 Coog Bay. Aug. 15 Coog Bay. Aug. 16 San Pedro Aug. 16 San Prancisco Aug. 19 San Pedro Aug. 19
Beb	eduled to Depart.
Beaver. Sue H. Elmo Golden Gate. Geo. W. Elde Break water. Falcon.	For Data Eureka Aug. 13 San Pedro Aug. 16 Tillamook Aug. 16 San Pedro Aug. 17 Tillamook Aug. 16 San Pedro Aug. 17 San Francisco Aug. 17 San Pedro Aug. 21 San Pedro Aug. 21 San Pedro Aug. 21

marine interests, yesterday. Regarding the breaking with the Japanese line, Mr. Ransom said that it would have no effect locally and that the Pacific Mail would continue to handle business out of San

continue to handle business out of San Francisco as before.

Not since the days of "Indra" steamers have passengers been brought here from the Far East, it having been determined that as the patronage was confined to the steerage it was unprofitable and space set apart for that purpose could be utilized more advantageously for cargo. The arrival of hordes of almondeyed immigrants also entailed considerable trouble with their passports and certificates, while the company assumed grave responsibilities for preventing them

certificates, while the company assumed grave responsibilities for preventing them from landing until the Government officials had completed inspections.

The immigration inspectors are not depressed because the company will not renter the trade, as their work is much lighter, and in connection with the lighter, and in connection with the steamers the principal duties now are to continue the quietus placed on stow-

BIG TRAMP KUMERIC ARRIVES

Ship Is Sister of Suveric, but Gross Tonnage Is Less.

To load at least 1.000,000 feet of lumber and 400 tons of flour, the tramp Kumeric, a sister ship of the Suveric, which is well known here, entered the Columbia from Seattle yesterday on her initial voyage to this harbor. She will start working today at the Portland mill. The vessel has a

of 5922, but the gross tonnage of the Suveric is 6232 and that of the Kumeric 6232 tons. The tramp Knight of the Garter, which was viewed as among the big craft, has a length of 456 feet, being four feet less than the Kumeric. An addition to the inbound steam tonnage has been made through the chartering of the Japanese steamer Tamon Maru by the Pacific Lumber & Manufacturing Company, to bring hardwood here from the Orlent, and the vessel has been fixed for the outward voyage by the China Import & Expert Company, to load 3,000,000 feet of fir for Japanese ports. The same arrangement was made with the steamer Otaru Maru No. 2, which is due this month with hardwood. The Tamon Maru will arrive in October.

JETHOU LOSES HER LINES

"Skipper" Finds That Beaver's Log Shows Slow Time.

Captain Kidston, master of the big steamer Beaver, yesterday illustrated the value of an accurately-kept log, when Captain Frivold, of the tramp Jethou, loading lumber at the Eastern & Western mill, informed Harbormaster Speier that the Beaver had passed his

E Western mill, informed Harbormaster Speier that the Beaver had passed his berth Thursday noon at such speed that two of his wire lines parted and a hemp hawser was broken.

Harbormaster Speier informed Captain Kidston of the complaint, it being said that the Beaver had exceeded the speed limit, but the log of the Beaver showed that she had proceeded at half speed through the harbor, that no reverse bells had been given when she reached the dock, which might indicate that she had unusual headway, and other details proved that the vessel had not steamed to exceed eight miles. Captain Frivold, while saying that he saw the steamer in motion, said he could not swear that she was speeding. Harbormaster Speier said that the trouble was undoubtedly due to the fact the river is at a low stage and is easily disturbed by large vessels, while the lines used on the Jethou were not heavy enough to hold her were not heavy enough to with the hold full of lumber.

CHANNEL SOUNDINGS MADE

Report Given of Depths Through Madison Bridge Draw.

owest water in the channel at the Lowest water in the channel at the Madison-street bridge is 21 feet below zero, which is about where the 5id draw pier was located, and the best depths were found near the new piers, ranging from 30 to 39 feet, according to soundings made yesterday by Pilot Truppa, of the Port of Portland steamer. Ocklahama, and Harbormaster Speier. The river is at a stage of 4 feet 4 inches above zero.

The river is at a stage of 4 feet 4 inches above zero.

Over two hours were spent in the harbor patrol launch Ellidor yesterday morning in an effort to ascertain, since all obstructions had been removed, just what the condition of the channel is. The Elidor has a beam of but seven feet and two lead lines were used simultaneously, so it is felt the soundings are accurate. Maps were made of

the channel, showing the depths found, and the record will be filed with the Corps of Engineers, U. S. A.

RIVER AIDS TO BE REPLACED In Coming Week Armeria Will Lo-

cate 15 Spar Buoys.

From Portland to Kalama spar buoys are to be placed in the coming week by the lighthouse tender Armeria, whose master has received orders to that effect with the understanding that, they be executed on her return from Tilla-mook. The work will occupy several

mook. The work will occupy several days.

Previous to the last high water the buoys, 15 in all, were removed to prevent damage and because they were so placed that they would be submerged. They were taken to the buoy station at Astoria. As the Willamette and Columbia Rivers are at a low stage, the navigation marks can easily be replaced. The Armeria sailed yesterday from Astoria to deliver supplies at Tillamook Rock.

REVENUE OFFICER IS POSE

H. B. McCoy Plays Role, but Demands No Money and May Escape.

Custom House officials are interested on an accusation of having impersonated a revenue officer, and on his assumed authority inspected books of various Chinese and other foreign dealers in the North End. In every dealers in the North End. In every instance, so far as has been ascertained, he informed the proprietors that they were indebted to the Government in various amounts and ordered them to liquidate to Colonel David M. Dunne, internal revenue collector.

McCoy says he is a railroad man and that he came from Kentucky, but subsequently his narrative differed and it is not improbable his mental condition will be examined into. John A. McCabe, revenue agent, investigated

A. McCabe, revenue agent, investigated the matter but was unable to secure evidence that McCoy had demanded or accepted money.

Steamer Breaks Tramp's Lines.

Captain Frivold, master of the tramp Jethou, yesterday complained to Manager Frank Ransom, of the Eastern & Western mill, that he had lost two lines Thursday through strain placed on them from swells of the steamer Beaver. The tramp is taking on a deckload of lumber at the mill, having finished stowing cargo in the hold, and the enormous weight proved too much for the cables when the vessel much for the cables when the vessel

Work Started on Dredge.

Most of the foundation timbers are in Most of the foundation timeers are in place for the dredge being built at the yards of the St. Johns Shipbuilding Company for San Francisco interests, who will operate the digger in improving the harbor at Honolulu. A force of 25 men is engaged on the work, and when additional lumber is delivered next week nore will be employed.

Last Barge to Be Launched Today. Before time is called tonight at Supple's yards the seventh barge built for the Union Bridge & Construction Company will be launched. The sixth barge was floated Thursday afternoon and those completed are in service. A start will be made at once on the second caisson for the Harriman bridge piers.

Towing the schooner Irene from St. Helens, the steamer Shaver reached the lower harbor yesterday.

With general cargo from San Francisco
the steamer Yellowstone yesterday entered at the Customs-house.

Captain "Del" Shaver, who has been
in Alaska for the past month, returned

Captain Macgenn secured a special per-mit yesterday from the inspectors to

increase the passenger allowance on the steamer Breakwater to 127 persons, as, in addition to the regular travel, the ves-sel carried the personnel and animals of Arnold's shows. Max Kuner, of Seattle, was yesterday natructed by wire to be at Astoria to-norrow to adjust the compasses of the tug Oneonta and pilot schooner Joseph Pulitzer, which will leave here this morn-

ing. It is hoped to employ a master for the Pulitzer at Astoria.

FORTLAND, Aug. 12.—Salled Steamer Breakwater, for Coos Bay, Arrived Steamer Tahoe, from San Francisco; steamer Eureka, from Eureka. Astoria, Aug. 12.—Arrived at 6 and left from Eureka.

Astoria, Aug. 12.—Arrived at 6 and left up at 7 A. M., steamer Eureka, from Eureka. Arrived at 7 A. M., steamer Daisy Mitchell, from San Francisco. Arrived at 11:20 A. M., steamer Golden Gate, from Tillamook. Arrived at 3:35 P. M., British steamer Kumeric, from Seattle.

rived at 3:35 P. M., British steamer Kumeric, from Seattle.
San Francisco, Aug. 12.—Sailed at 10 A. M. atsamer Geo. W. Elder, for Portland.
San Francisco, Aug. 12.—Arrived—Steamers Logan, from Manila, Lyra, from New York, Admiral Sampson, from Seattle; Redondo, from Coos Bay; Lucy Neff, from Grays Harbor; City of Puebla, from Victoria; bark Antiope, from Newcastle, Aug.; Franch cruiser Montcalm, from Seattle; and L'Avenir, from Henolulu. Sailed—Steamers Knight of St. George, for Aberdeen; Mongolia, for Hongkong; J. A. Chansior, Geo. W. Elder, for Astoria, Buckman, for Seattle; Svea, for Grays Harbor; Carlos, for Willapa.
Tacoma, Aug. 12.—Arrived—British steamer St. Nicholas, from Seattle; steamer Olympia, for Seattle; steamer Olympia, for Seattle; steamer Watson, for Sound ports; British steamer St. Nicholas, from St. Nicholas, for Vancouver.

Steamer Marama, from Vancouver and Victoria, B. C. and Honoiulu, via Brisbane.
Freemantie-Arrived-Steamer Strathry from Knappton. Or., and Victoria, B. C. Sydney, N. S. W.

Tides at Astoria Saturday. 6:56 A. M.... 5.0 feet 1:00 A. M... 2.2 feet 6:40 P. M.... 7.4 feet 12:07 P. M.... 3.7 feet

Spencer's "Charges" to Executive Board "Filed."

INVESTIGATION NOT MADE

Future Allegations Against Members of Force to Be Investigated by Three Captains and Chief of Police.

"Charges" preferred by Captain E. W. Spencer, the local steamboat operator, against Harbormaster Speler and Harbor Policeman Lillis were "filed" by the Executive Board yesterday afternoon upon recommendation of the police committee.

It is generally accepted as a direct slap at Captain Spencer, as the "charges" were of a serious nature, he accusing the Harbormaster of false arrest for were of a serious nature, he accusing
the Harbormaster of false arrest for
ulterior purposes. The Harbormaster's
charge against Captsin Spencer was that
of violating the speed limit on the river
with the Steamer Charles R. Spencer.

It had been supposed that the police
committee, to whom Mayor Simon referred the "charges," would conduct an
investigation, but when the Executive
Board met yesterday afternoon it developed by the committee report that such
had not been done.

"There were no formal charges against
Harbormaster Speler and Policeman Lillis," said Sig Sichel, of the police committee, in explanation. "Captain Spencer
simply filed a written communication with
the Mayor. We declined to take cognizance of the so-called charges, and simply asked that the communication be
filed."

Captain Spencer has filed a suit in the of false arrest for The Harbormaster's

filed."

Captain Spencer has filed a suit in the Circuit Court against Harbormaster Speier for \$5000 for false arrest.

The Chief of Police and the Captain of Police will hereafter be constituted a board to investigate all charges that may be preferred against any members of the department below the rank of Captain. The Captain under whom an officer is serving will not sit on the board, so there will be but three Captains to sit with the Chief on any such occasion. Heretofore, Chief on any such occasion. Heretofore the police committee has attended to these details, but it was determined to delegate this authority. The recommendations of the board will be submitted to the committee for final decision in

each instance.

Building Inspector Plummer submitted to the Executive Board a recommendation that the plans for the Baker Theater at Eleventh and Morrison streets be approved. The recommendation was adopted. The special ordinance under which the structure is being built requires that this be done.

MELONS REACH SEATTLE

CARLOAD OF CANTALOUPES IS SOLD AT GOOD PRICE.

Market for Potatoes Easier, but No Lower, While Raspberries Are Extremely Scarce.

Captain "Del" Shaver, who has been in Alaska for the past month, returned yesterday and will resume his duties with the Shaver Transportation Company.

With 52 cases of fresh fish, packed in ice, 760 cases of cheese and consignments of cream, the steamer Golden Gate is due at her dock this morning from Tillamook.

Having completed dredging in front of Supple's dock, the dredge Titan yesterday shifted to a shoal south of the Morrison-street bridge draw, and will work there for a short time.

While entering the harbor at Philadeiphia to load cargo for Portland, the steamer Aztec, operated by Bates & Cheesebrough as the ploneer of the New York-Portland service, coilided with a ferry, but no damage resulted.

Captain "Del" Shaver who has been in Alaska south of the past was distance and cargo for dealers may clean up tomorrow night may be a served to the steamer and cargo for Portland, the steamer Aztec, operated by Bates & Cheesebrough as the ploneer of the New York-Portland service, coilided with a ferry, but no damage resulted.

Captain Macgenn secured a special permit vesteday from the investment of the face; possess were easter. Malagas sold at \$1.250, 10.0 blacks at \$1.25 and Tokays at \$1.250, 10.0 blacks at

light and dealers may treat all the control of the stock. Butter and cheese were active but unchanged.

The grain market was more active. The local flour trade is very brisk. The fact that the Government is in the market for 10,000 tons of oats and 1000 tons of hay for the Philippines has stiffened oats and hay and is said to be responsible for the sudden rise in hay at country points.

SAN FRANCISCO QUOTATIONS,

Produce Prices Current in the Bay City Markets.

SAN FRANCISCO, Aug. 12.—The following prices were current in the produce market today:

Butter—Fancy creamery, 31½c; creamery seconds, 30½c; fancy dairy, 25c.
Cheese—New, 14@15½c; Young America, 15½ G15c.
Eggs—Store, 32c; fancy ranch, 35½c.
Poultry—Roosters, old. 55@5.De; roosters, young, 45.50@5; brollers, small, \$2.25@2; brollers, large, \$2@3.50; fryers, \$5@5.50; hens, 45@10; ducks, old, \$4.50@5; ducks, young, \$5@7.
Vegetables—Cucumbers, 20@35c; garlic, 2½@5c; green peas, 5@7c; string beans, 2@6c; tomatoes, 85c@\$1.35; eggplant, 35@65c.
Hops—California, 10@15c.

Hops-California, 10@15c. Milistuffs-Bran, \$23@24; middlings, \$30 @34. Hay-Wheat, \$9@13.50; wheat and oats, \$9812; alfalfa, \$7811; stock, \$587; straw,

55@60c.
Fruit—Apples, choice, 65@55c; apples common, 35@50c; bananas, 75c@5; Mexican limes, \$5.50@6; California lemons, choice, \$2.75; California lemons, common, \$2.50; pineapples, \$2@2.50. Potatoes linas Burbanks, \$1.15@1.30;

Potatoss Salinas Burbanks, \$1.15@1.30; sweets, 2 % \$3c. Wheat—Firm. Barley—Easy. Spot quotations—Wheat—Shipping, \$1.62%, @ 1.67%. ©1.67 %.

Barley — Feed, \$1.05 ⊕1.07 %; brewing, \$1.08 % ⊕1.12 %.

Outs—Red—\$1.30 ⊕1.40; white, \$1.65 ⊕ 1.70; black, \$1.55.

Receipts—Flour, 2830 quarter sacks; wheat 2751 centals; barley, 5.25 centals; cats, 927 centals; corn, 30 centals; potatoes, \$255 sacks; bran, 178 sacks; middlings, 95 sacks; hay, \$55 tons; wool, \$5 bales; hides, 542. - Feed, \$1.05@1.07%; brewing,

Lane Teachers Being Examined. EUGENE, Or., Aug. 12-(Special.)-

We all understand the principle of bodily nourishment—how the blood, loaded with nutritive properties, circulates through the system and constantly supplies the needs of every muscle, nerve, bone and tissue. The majority of human aliments are caused by impure blood, because when the body is supplied with weak, polluted blood the system is deprived of its necessary strength and disease-resisting powers. Ohildren do not develop perfectly, nor are they strong and robust unless the blood is pure and strong, while old people ar afflicted with rheumatism, and other attendant troubles of old age, because if a weakened circulation. S. S. S. is made entirely of healing, strengthening, cleaning roots and herbs, the purest and best blood medicine for young and old. It cures every aliment which comes from impure or diseased blood, tones up and regulates every part of the system and creates an abundant supply of nourishment with which to build up the blood. S. S. S. cures Rheumatism, Catarrh, Sores and Ulcers, Scrofula, Malaria, Skrin Diseases, Contagious Blood Poison, and all other blood disorders. Book on the blood and any medical advice free.

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FOR MEN



Fees Only

\$5 to \$10

If Honest and Responsible YOU CAN PAY WHEN CURED

Examination FREE Expert Diagnosis Consultation

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MEN TAKE HEED of COMPETENT ADVICE We have been the means of restoring thousands of afflicted sufferers to complete and perfect health. Will you place your confidence in the care of honest, skillful and successful specialists? Years of practical experience, thousands of dollars spent in researches and scientific investigation, supplemented by an immense practice, has enabled us to evolve a special system of treatment that is a safe and prompt cure for special aliments of men. The change in thousands of cases is marvelous. Blighted lives, blasted hopes, weakened systems and nervous wrecks have been safely and promptly cured by our method. We have evolved a system of treatment that is a powerful and determined medicinal corrective.

WE CURE Blood Poison, Varicose or Knotty Veins, Obstructions, Nerve Weakness, Rupture, Piles, Fistula, Kidney and Bladder Trouble and all Ailments Common to Men.

Men make no mistake when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are alling, consult us. Medicines furnished in our private laboratory from \$1.50 to \$6.50 a course.

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