

PORTLAND HEAD SHIPPERS REAP

Total for Two Months of 1911-12 Cereal Season 427,071 Bushels.

FLOUR OUTGO IS LARGE

August Trade to California and to Oriental Ports Equals 58,742 Barrels - Carrier Tonnage En Route Near 58,929.

Though wheat shipments for the first two months of the 1911-12 cereal season have been confined to the California market from all Northwest ports, Portland has shown that it controls the coast situation and is the natural outlet for the big crop of the wheat belts, through having shipped to San Francisco in August 241,140 bushels, against 17,567 bushels from Puget Sound for the season, 427,071 bushels, as compared with but 207,569 bushels from the northern district.

The August summary of the Merchants' Exchange indicates a slight falling off in the California trade as compared with the same month last year, when 290,996 bushels were sent, but at that time Puget Sound disposed of only 128,960 bushels.

The flour column is more encouraging for Portland, as the August shipments to California under contract had reached 58,726 barrels, against last year's showing for the same period of 45,588 barrels. For the season there have been 128,165 barrels shipped away for the same time last season the movement aggregated 93,632 barrels.

In the offshore fleet last month there was but one vessel to carry flour, the British steamer Lucerne, of the Bank Line, which took 28,184 barrels of flour, valued at \$112,625, it being destined for the Orient. The rest of the cargoes dispatched this month, amounting to at least 9000 tons, while no doubt there will be one ton of grain for each of the ships.

The Merchants' Exchange yesterday issued a new list of vessels en route to Portland, which contains the names of 20 carriers, either en route or available for grain, having a combined tonnage of 58,929. In port there are ships representing 6820 tons. There are 10 vessels listed for Puget Sound, of 23,628 tons, and no vessels in port there for grain.

COASTWISE TRADE ADVANCES
August Showing Exceeds That for Same Period in Two Years.

Not for several seasons has the coastwise lumber movement made the showing for a corresponding month as was the case last year, when 22 carriers were dispatched with 12,388,422 feet. In August last year, the total movement was 7,693,000 feet, and the same month in 1909 it was \$620,000 feet. In the offshore list, one of the coastwise carriers had some time been experienced, there having been but three vessels to carry fir to Pacific ports, the British steamer Lucerne, with 1,817,700 feet, sailed at 11:30 a. m., the Norwegian steamer Hercules, with 1,395,837 feet, at 11:30 a. m., and the British steamer Earl, of Forfar, for Melbourne, with 3,700,000 feet.

AURELIA IS AGAIN AFLOAT
Steamer Worked From Clatsop Spit by Means of Anchors.

Persistent work resulted in the steamer Aurelia being floated yesterday afternoon at 3:40 o'clock from the sands of Clatsop spit, and she will proceed here to discharge cargo and probably go on drydock. It is not believed that the vessel has been materially damaged, though she was aground since Monday night.

Saginaw's Damage Slight.
MARSFIELD, Or., Aug. 31.—(Special.)—An experiment will be made by the Smith-Powers Logging Company, of this city, to log by electricity, supplementing the use of the steam logging engine. An experiment is to be made soon in connection with one of the electrical companies. If the work can be

WORLD LEADS WORK

done successfully, it will have the advantages of being cheaper, more convenient and safer, and will eliminate much of the danger of forest fires, and will lessen the hazard of personal risk of the employees. The experiments show that the plan is practical, it will make a great change in the logging operations on the Pacific Coast.

Marine Notes.

In the miscellaneous list of vessels leaving for Portland, some of which will bring general cargo, and all will load outward with lumber, are 13 carriers exclusive of liners.

With two buckets in operation and two blowers, the pipe used for discharging material in service, the Union Bridge & Construction Company is sinking caisson No. 5, of the Broadway bridge, at the rate of but 10 inches a day. There are 96 sandbags employed, but a cement gravel formation has been struck.

Major Melndoe, Corps of Engineers, U. S. A., has written the Astoria Centennial officials that the steamer Arago and launch Vigilant will represent his department in the regatta marine parades.

STEAMER INTELLIGENCE Table with columns: Name, From, Date, To. Lists various steamers and their schedules.

wards and Fuller yesterday to testify regarding the vessel having struck on the south jetty at Grays Harbor at 3:50 p. m. July 28. Inspectors of the Puget Sound district conducted the investigation and examined other members of the crew.

As soon as a transcript of the testimony in the case of Captain Jordan, pilot of the tug Samsen, charged with colliding with the steamer M. F. Henderson, is received, local inspectors Edwards and Fuller expect to deliver into the matter again, and a decision may be reached a few days later.

Deckhands participated in a general walkout aboard the steamer J. N. Teal late Wednesday night, when she arrived here laden to the guards with wheat. It was not until 12 o'clock that the crew was ordered to return to work.

With about \$75,000 feet of lumber aboard, the schooner Virginia is to leave Westport tomorrow for San Francisco. She is drawing about 17 feet.

In general cargo from Oregon coast to the larger coastwise line, the steamer Carlos entered at the Custom house yesterday and cleared for Coquille. The steamer Carlos entered with cargo from the Oregon coast. The British steamer Earl of Forfar cleared for Melbourne with a lumber cargo.

The way from Shimoneki to the Portland and Asiatic liner Strathlyon left yesterday afternoon for Portland, and the remainder of the steamer Earl of Forfar, which was reported as being on her way to the bank line.

G. L. Blair, general freight agent of the San Francisco & Portland Steamship Company, departed for San Francisco yesterday, on the steamer Bear, accompanied by Mrs. Blair. The Bear had a full list of passengers.

Movements of Vessels.
PORTLAND, Aug. 31.—Arrived—Steamer Rose City, from San Pedro and San Francisco; steamer Shasta, from San Pedro and San Francisco; steamer Golden Gate, from Tillamook; British steamer Earl of Forfar, for Melbourne; steamer Bear, from Seattle and San Pedro.

Idles at Astoria Friday.
High, 8.5 feet; low, 1.15 a. m.; 1.25 p. m. High, 7.5 feet; low, 1.15 a. m.; 1.25 p. m.

FIFTH TRIAL TO BE HELD
Prosecutor Will Try Again for Verdict in Conboy Case.

Wireless From Elder. In a wireless message to the Weather Bureau last evening, Captain Thomson reports: S. E. M., Steamship Gen. W. Elder, at sea, August 31, 1911. Latitude 45 degrees 4' N.; longitude 125 degrees 7' W. Barometer 29.99 inches, rising; temperature 75 degrees; wind, northeast; 15 miles per hour; clear; long swell.

Electric Logging to Be Tried.
MARSFIELD, Or., Aug. 31.—(Special.)—An experiment will be made by the Smith-Powers Logging Company, of this city, to log by electricity, supplementing the use of the steam logging engine. An experiment is to be made soon in connection with one of the electrical companies. If the work can be

Difficulties That Beset Traffic Lines Make Wage Increase Hard Problem.

DEVELOPMENT BETTER AIM

Completion of Oregon Trunk Line and Extension of Electric to Albany to Be Carried Out Terminal Settlement Sought.

Between a tendency on the part of Legislatures and commissions to reduce the rates charged by railroads and a general disposition to impose increased burdens of taxation on these corporations, Howard Elliott, president of the Northern Pacific, yesterday declared that the lot of the railroad was one of tribulation.

He made these observations in the course of an interview following his return yesterday from a trip in inspection over the Astoria & Columbia River Railroad, on which he was accompanied by Carl S. Gray, president of the Hill line in this territory, and other railroad officials.

"The only information I have of the labor situation on the Southern and Union Pacific lines is that obtained from the newspapers," said Mr. Elliott yesterday. "Mr. Kruttschnitt is one of the finest men in the railroad service in the world. He is careful, thoughtful and has a very high sense of duty to the employees, the general public and the owners of the property."

Wages Higher in West.
"His statements and decisions should be given the fullest consideration by all interested in keeping open the channels of commerce," Elliott declared. "The country wages in the United States are very much higher than anywhere else in the world and are higher in the western part of the United States than in the East."

"The people and the employees must recognize that railroads can only obtain money by earning or borrowing it. The employees must recognize that the general public must pay for the transportation facilities in this country, especially in that part of it west of the Rocky Mountains.

"The American people and the country are all right, but possibly the point of view of the voter has been distorted by misstatements and misinformation given out by the railroads. He has a real interest of the country at heart. As a result of this misinformation and lack of knowledge, Legislatures and commissions, in their efforts to regulate the railroads, have erred in the direction of trying to manage business in detail by legislative and commission orders.

Regulation, control and public ownership are necessary and desirable, but harassing interference, checking the initiative of the owners of the property, has a harmful effect on the railroads.

"There has been too much of a tendency to turn to the law-making bodies for some law that will cure difficulties that are simply the result of business affairs. Such excessive legislation takes up much time and energy which could better be spent building up the country, and helping the railroads to attract shippers to such great regions as are served by our new line in Central Oregon and in other parts of the states west of the Rocky Mountains, and improving the methods of production from the soil.

"To show what a very great tendency there is to make laws, I quote the following figures: There were introduced into the English Parliament in the last ten years 6251 bills and in the same length of time there were produced into the American Congress 146,471 bills. The English Parliament legislates about a great many subjects which in this country are taken care of by the railroads and their territories. Adding to the 146,471 bills introduced into the American Congress the great number introduced in all the state legislatures and one can readily see what a deluge of law-making energy is expended, much of it said to say, half-digested and unnecessary."

Oregon Lines to Be Examined.
Before leaving Portland Mr. Elliott will examine all of the Northern Pacific properties, including the Oregon Electric and the United Railway. He will also confer with Mr. Gray concerning improvements and extensions. By the time he returns to St. Paul Mr. Elliott will have traveled over and inspected all of the Northern Pacific lines west of the Bitter Root mountains, aggregating 2238 miles.

When asked about plans for construction, Mr. Elliott said the Northern Pacific has few plans in any direction.

"We will complete the Oregon Trunk into Central Oregon and expect to push on the Oregon Electric as far as Albany, although I am told by Mr. Gray that there are some complications at Salem which are making it difficult to proceed with the work," he said.

"The terminal situation is in much the same condition that it has been for some little time. There are four parties interested—the Southern Pacific interests, who own 60 per cent of the stock of the terminal company; the Northern Pacific, who own 40 per cent of the stock and one-half of the North Bank Road; the Great Northern and Spokane, Portland & Seattle lines, and the public. All four parties are anxious to arrive at a settlement that will be fair to all and permit the needed expansion and completion of facilities.

"The Northern Pacific is ready, as it has been, to sit down and try to arrange some fair adjustment, and I am sure that Mr. Gray, the present president of the North Bank Road, and Mr. O'Brien, vice-president of the O. W. R. & N. Company, can come to an agreement as to this and intend to take up the subject once more with that end in view.

Summer Excursions to the East

September 1, 2, 4, 5, 6, 7.

CHICAGO AND RETURN \$72.50
ST. LOUIS AND RETURN \$70.00
NEW YORK AND RETURN \$108.50
BOSTON AND RETURN \$110.00
ST. PAUL, MINNEAPOLIS, DULUTH, OMAHA, KANSAS CITY, ST. JOE AND RETURN \$60.00

Tickets allow fifteen (15) days for going passage, final return limit October 15. You wish, stop-overs allowed within limit in each direction.

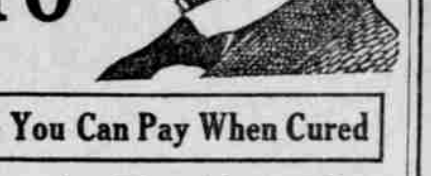
H. DICKSON, C. P. & T. A. ARCHBOLD GRAY, A. G. F. & P. A.



MEN

When Others Fail

Call and let us give you a careful, painstaking examination absolutely free. Our opinion and advice will cost you nothing. Perhaps a little advice is all you need. X-ray examinations, when necessary, free. No money required to complete treatment, and you can arrange to pay fee when cured.



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17 Years of Success in Treating Men If in Trouble Consult Us Free

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 research 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 ailments 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.

By the latest methods we cure, Nervo-Vital Debility, Varicose Veins, Blood and Skin Diseases, Kidney and Bladder Disorders, and all Contracted Disorders of Men.

OREGON MEDICAL INSTITUTE
291 1/2 Morrison St., Bet. 4th and 5th, Portland, Or.

BADE MISSING YET

Man Seen With Youngster Stolen From Courthouse.

STRANGER RETURNS LATER

Kidnaper Tells Woman Deputy He Merely Took Boy Away to End Excitement—Washington Is Thought His Destination.

Georgia, probably will be tried in the United States Circuit Court instead of in the State Circuit Court of Multnomah County. A petition asking for removal to the Federal Court, together with the necessary bond, was filed yesterday. In the petition the defendants set forth that they are residents and citizens of the State of Oregon, while the plaintiff is a citizen of Oregon, thus entitling the case to trial in the Federal Court, as it is a controversy between citizens of different states.

ELK TRAINING FOR 1912
Fair of Fine Animals to Be Brought to Parade by Aberdeen Lodge.

ABERDEEN, Aug. 31.—(Special.)—Two elk are now in training at a Quinnalt Lake farm for a time when they will be brought to the city and will be held in Portland next year when the grand lodge of the order meets there in annual convention. The elk will be taken to Portland, it is present plans are carried out under the care of the Aberdeen lodge, No. 592, B. P. O. E. They will be tamed for six months on the Quinnalt farm when they will be brought to the city and accustomed for the next six months to the sights and sounds of town, to street cars, autos and people.

Theft of Grain Costs \$50.
EUGENE, Or., Aug. 31.—Farmer R. F. Bradley, of Hayden's Bridge, who was arrested a few days ago, charged with stealing a neighbor's grain, the crime having been fastened upon him because the track of a peculiarly-

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HOP-PICKERS TOO MANY

GROWERS FORCED TO TURN AWAY APPLICANTS BY SCORE.

For the First Time Employers Find Hands a-Plenty Early—Krebs Train to Leave Saturday.

The hopgrowers have obtained all the pickers they need to harvest the Oregon crop this year and yesterday the doors of the Portland offices were closed against applicants. It is the first year that the hop farmers have not been embarrassed by lack of help.

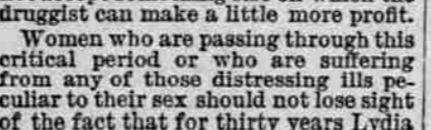
Men and Women Cured

SHE GOT WHAT SHE WANTED

This Woman Had to Insist Strongly, but it Paid

"I suffered from a female weakness and stomach trouble, which was cured by Lydia E. Pinkham's Vegetable Compound, but the clerk did not want to let me have it, so I insisted and finally got it, and I am so glad I did, for it has cured me."

"I know of so many cases where women have been cured by Lydia E. Pinkham's Vegetable Compound that I can say to every suffering woman if that medicine does not help her, there is nothing that will."—Mrs. JANETZKI, 2908 Arch St., Chicago, Ill.



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WARNING!

THE CHINESE DOCTOR. Through the relief afforded to suffering humanity in this Northwest, C. Geesey, his Chinese doctor, has been heralded by his patients as the greatest of his kind. He has cured all manner of ailments with powerful remedies, compounded from Roots, Herbs, Barks and Bolls, many of which are not known in this country and their healing properties familiar only to the Chinese.

DR. A. G. SMITH. I am a registered and licensed physician, and I should not be classed with medical companies. It is impossible for a medical company to attend to cases where a specialist is needed. I never advise any patient to go to a medical company. I would not entrust a sick child in care of a cheap medical man, and you should use the same care in your own case.

Dr. Lindsay

THE OLD RELIABLE SPECIALIST, Corner Third and Bond Streets, Entrance 123 1/2 Second Street, Portland, Or. Office hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M.

J. KEEFE

DR. P. H. G. M. D. DOCTOR FOR MEN. I publish my own photograph, personally conduct my own office, have no connection with any "medical company," "institute" or "museum," but am a thoroughly reliable up-to-date scientific specialist in all ailments of men. No hired substitutes to treat you. If I accept your case for treatment and do not effect a quick and lasting cure, you need not pay one cent of my small fee. Let the prove to you, at no cost to you, my obligation, that I will cure you to stay cured, before paying out one penny.

BLOND POISON

"606" \$25.00. 313 1/2 Washington St. CORNER SIXTH, PORTLAND, OREGON.

SHEPARD PETITION FILED
Defendants in \$100,000 Allegation Suit Ask Federal Trial.

The suit of Mrs. Georgia Shepard against Alfred Shepard and Mary Shepard, parents of her husband, and multi-millionaire social leaders of