FLEET MAY GOME

Mexican Trouble Barred Visit Here in Festival.

PLEADING TO CONTINUE

Captain Ellicott, of Maryland, Who Is Familiar With Channel, May Be Aid in Bringing Warships to River Next Year.

Few Portland residents knew that a quiet but strong campaign was inaugurated early this year to obtain the presence in the Columbia River of the Pacific fleet under Admiral Thomas, and that, had difficulties in Mexico and that, had difficulties in method not demanded the presence there of American troops and naval vessels, the Rose Festival of 1911 would have been featured by the Navy's participation. The same effort will be made again next year and unless urgent orders interfere, the Pacific fleet will have headquarters here for a fw days at least.

For that reason those interested locally in having the vessels in the river are keeping in close touch with moveare keeping in close touch with move-ments of the command. It was learned yesterday that the intended cruise to Honolulu has been postponed until Oc-tober 1, because repairs aboard the South Dakota cannot be completed be-fore them. In beginning the cruise the California, the South Dakota, Colothe California, the South parois, Colorado and West Virginia will rendez-vous with the torpedo flotilia at San Diego and will sail direct thence for the Hawalian harbor, the big fighting machines towing the torpedo-boats.

Towing Gear Improved.

In a similar towing test three years ago improvements in towing gear were found desirable and they will be tested on the coming voyage. The fleet will return to San Diego about November 15 for target practice. It was thought that as the Hawaiian cruise was postponed the cruiser Maryland could get into line for the run, but her repairs will not be completed until about, October 15, when the fleet will be at tober 15, when the fleet will be at Honolulu. The Maryland will have an Important mission in the Fall man-euvers as she has been assigned to convoy the huge targets, which are to be towed from Mare Island to San Diego by auxiliary vessels and tugs.

J. M. Ellicott, captain of the Mary-land, who previously had charge of the Seventeenth Lighthouse District and left many friends here, will supervise the preparation of the targets for prac-

Maryland Again Winner.

While the Maryland recently lost the gunnery trophy to the Michigan, her company has not by any means lost its as is sown in a ceremony that took place on the Maryland's quarter-fieck August 31, when Captain Eilicott and the officers and men, formally re-ceived from the citizens of Vallejo a silver trophy cup, won by the Mary-iand's track team in a contest between ship's teams in the Pacific fleet. Cap-tain Ellicott has received his commis-sion as captain, which is dated July 1,

It is understood that Admiral Thomas is willing to bring the fleet into the Columbia River and was ready early this year to make the trip. The fact that Captain Ellicott is with the fleet will prove valuable, as he knows the channel from the sea to Portland and with an abundance of water during June there is no reason why the powthat Captain Ellicott is with the fact will prove valuable, as he knows the channel from the sea to Portland and with an abundance of water during June there is no reason why the powerful vessels that have been making history in the war game on the Pacific Coast cannot participate in Portland's annual rose fete.

Chance and May Regret It.

Did the mate of the steamer Temple E. Dorr see ambergris floating off Cape Mears two weeks ago, or was he deceived by a loaf of bread discarded deceived by a loaf of bread discarded from the cruiser Boston? That ques-tion is bothering Captain Ravens, mas-ter of the Dorr. The skipper says he has never seen ambergris float, but when passing Cape Mears he was seated aft, discussing ship affairs with the chief engineer, and the mate called that ambergris was floating near the steamer.

Captain Ravens looked over the side and saw bread floating and told the mate. But the mate yelled that it was on the opposite side of the ship and did not resemble bread. In fact, there was bread everywhere. To port, starwas bread everywhere. To port, star-board, ahead and astern were loaves and it appeared as if a bread cargo had been jettisoned. It was all due to the energy of Dr. Louis J. Wolf and Dr. Ben L. Norden, of the medical depart-ment of the Oregon Naval Militla, who found that when the cruiser Boston was ready for sea at Astoria there was about 1000 loaves that had spoiled. A new supply was purchased at Astoria and on reaching the Pacific, Sunday, August 13, the old lot was consigned to However, Captain Ravens did not take the chance and may have passed up a small fortune.

BRIDGE WORK NOT STOPPED

Seltzer Says Broadway Contract Goes Ahead Encouragingly.

Usual exactions of Labor day played no part in the regulation of work on the Broadway bridge project yester-day. The full crew of sandhogs, numbering more than 90, continued the shifts for 24 hours, as on Sunday. The sinking work goes on day and night unceasingly and now the contractors are bent on getting the piers on a per-

unceasingly and new the contractors are bent on getting the piers on a permanent foundation in the low water period.

H. K. Seitzer, engineer of construction of the Union Bridge & Construction Company, reached Portland yesterday from Kansas City to remain about two weeks, inspecting the bridge work and keeping in touch with all details. Mr. Seltzer started the Broadway undertaking, as he was here during the building of the Harriman bridge piers, and is familiar with its many phases. He says the bridge headway is satisfactory. There has been a delay on the East Side approach because a house that must be moved from the street has been offered for sale and red tape over its disposition must be gone through before the site can be cleared.

Saulting Oregon City Man.

OREGON CITY, Or., Sept 4.—(Special.)—Frederick Hoffman, a carpenter, was seriously cut and stabbed in a Main-street saloon about noon today by Thomas Harding, a woodcutter, of Mount Pleasant. According to the police Harding was under the influence of liquor and is said to have dared Hoffman to fight.

A. L. Hughes started to jump between the men, but before he reached them Harding slashed Hoffman on the right side of the face. The cut extended from his eye under his chin. He then, according to witnesses, thrust the knife into the left side of Hoffman's face under the eye. Harding ran out of the saloon and started toward the hill. Sheriff Mass captured the fugitive and turned him over to the Chief of Police. Harding was locked up in the City Jali on a charge of malicious cutting.

Schooner W. H. Smith Bests Schoon-

er E. K. Wood in Race South. LOS ANGELES, Cal., Sept. 4 .- (SpeHauser, which left the northern port at the same time as the Smith.

Great rivalry has existed between Captain Hauser and Caresen for many years, and the 1500-mile voyage, ending today, afforded the first real con-test between the rival skippers. At dark tonight the E. K. Wood had

Marine Notes.

not been sighted.

To begin loading lumber for San Francisco the steamer Temple E. Dorr left the harbor last night for Prescott and will finish at Westport. In tow of the tug Oneonta the barge G. C. Tobey left Linnton last evening for Hill's mills, near Oak Point, to begin loading lumber for San Fran-

Aboard the steamer Roanoke, arriving from San Diego and way ports late Sunday, was a cargo of 1525 tons and 140 passengers were numbered on

Despite inclement weather steamer Balley Gatzert, leaving yes-terday for The Dalles, carried 250 passengers, exceeding the number acommodated Sunday.

On the arrival of the cannery ships Berlin and Levi G. Burgess, from Nushagak, tney will be towed here by the Port of Portland to discharge salmon at the Albina dock.

When the steamer Oregona left for the Willamette Valley hop fields yes-

STEAMER INTELLIGENCE.

	Due to Arrive,	
Nome City Rose City Bue H. Ein Golden Ga Alliance. Roanoke Anvil Beaver Falcon Ereakwate Tillamook Bear Geo. W. Ell Strathlyon Orteric	A THE RESERVE THE PARTY OF THE	Date. Isooin port In port Sept. 5 Sept. 5 Sept. 5 Sept. 7 Sept. 10 Sept. 11 Sept. 11 Sept. 12
The state of the s	Manila	
		Total .
Name	For	Date

Name	For	Date.	
	Tillamook.		
Sue H. Elmor	e. Tillamook.	Sept. 5	
Alliance	Eureka	Sept. 5	
Rose City	San Pedro	Sept. 5	
Rosnoke	San Diego	Sept. 6	
Anvil.	Bandon	Sept. 6	
Tillamook	Coguille	Sept. 8	
	Coos Bay		
Falcon	San Francis	co Sept. 8	
Nome City	San Franci	scoSept. 9	
	San Pedro		
Gen W Elder	. San Diego	. Sept 18	
	San Pedro.		
	. Hongkong.		
	Manila		
	Hongkong.		
	Manila		

terday she carried 370 passengers, some of whom were picked up at Sell-wood, Oswego and other points as far as Oregon City.

Al Chase, interested in the gasoline ochooner Anvil, which is due from Oregon harbors today, says that in the game of rate cutting that is under way, the Anvil will meet all reductions and stay in the fight.

When the steamer J. N. Teal ar-When the steamer J. N. Teal arrived down from the Big ddy last evening she brought part of the load discharged at Cellio from Upper Columbia points by the steamer Twin Cities, which consisted of 75 bales of scoured wool from Echo, that is destined for Boston, and 4900 sacks of new crop wheat that is routed to Portland.

cylinder oil was discharged yesterday, work ceased on the damaged steamer Saginaw and will be renewed today with the hope of having her in shape to be lifted on the Oregon drydock tomorrow. While some cement was jettisoned at Cos Bay, there is more in the held besides general cays on prac-

BREAD OR AMBERGRIS LOST

Street dock recounting days in plonner steamboating when the rain' fell heavier, when crops were larger, navi-Captain Ravens Did Not Take gation demands heavier and all things worse, for Mr. Oakley was purser on the steamer Ohio, the first lightdraft vessel to ply on the Upper Willam-ette. Later he was on the City of Salem, of which Captain U. B. Scott was skipper, and afterward on the City of Quincy, which Captain Bu-chanan navigated.

Movements of Vessels.

Astoria, Sept. 4.—Arrived down during the night—Steamers General Hubbard and Maverick arrived at 7:15 A. M.—Britiah sloop-of-war Shearwater, from Victoria, Sailed at 9 A. M.—Schooner Virginia, for San Francisco; sailed at 10 A. M.—Steamer Maverick, for San Francisco; sailed at 1 P. M.—Schooner Eric, for Redondo, Arrived at 8 P. M.—Schooger W. F. Jewett, from San Pedro; steamer Nome City, from San Francisco.

Pedro; steamer Nome City, from San Francisco.

San Francisco, Sept. 4.—Sailed at noon—
Steamer Bear, for San Pedro.

San Francisco, Sept. 4.—Arrived—Steamer Bear, for San Pedro.

San Francisco, Sept. 4.—Arrived—Steamer Bear, for San Pedro.

San Francisco, Sept. 4.—Arrived—Steamer Bear, for San Pedro.

Hedges and A. D. Davidson to Joseph Harrix, 25,000 pounds at 40 cents; J. M. Card to Louis Lachmund & Co., 8000 pounds at 10 Louis Lachmund & Co., 8000 pounds at 11 cents; W. H. Matney to Conrad Krebs, entire crop 1911, 1912 and 1913, at 12 cents.

Star, of India, from Nushagak, Sailed—Steamer Coronado, for Grays Harbor.

Hamburg, Sept. 4.—Arrived—Steamer Saite, from Tacoma and San Francisco.

Shanghal, Sept. 4.—Arrived—Steamer Steamer Chipo Maru, from San Francisco.

Hakedute, Sept. 4.—Arrived—Steamer Saite, from Tacoma and San Francisco.

Hakedute, Sept. 4.—Arrived—Steamer Saite, from Portland.

Half HOLIDAY ON FRONT STREET

Jobbers Make Concessions to Move Peaches.

Country Produce Steady.

The Front-street produce houses were open only in the forenoon and in that time did a vary fair business, in spite of the rain. Peaches were chiefly in demand, but the supply was heavy and consequently prices were shaded. The peach market was about 10 cents lower all around. Grapes and cantaloupes soid at Saturday's prices. The demand for melons was small.

Country produce receipts were light and

Tides at Astoria Tuesday. High Water. Low Water. 11:37 A. M....7.0 feet 5:05 A. M....04 feet 10:53 P. M....3.7 feet

ALLEGED SLASHER CAUGHT

Thomas Harding Charged With Assaulting Oregon City Man.

Warship Hits Steamer.

TOULON, France, Sept. 4.—The French battleship Brennus, while speeding towards the rendezvous of the naval maneuvers near here this morn-LOS ANGELES, Cal., Sept. 4.— (Special.)—The schooner W. H. Smith, Captain Caresen, arrived today out 11 days from Tacoma, carrying 750,000 feet of lumber for the Southern California Lumber Company, and won the laurels from the schooner E. K. Wood, Captain persons were injured.

Active Buying of Wheat in the Country Markets.

HIGHER PRICES ARE PAID

Eastern Dealers Taking Coast Barley at an Advance--Oats Are Selling at Strong Values in Eastern Washington.

Although yesterday was a legal holiday. operations were not suspended in the grain markets of the Northwest. There was little doing at Portland, Seattle or Spokane, but in the country trading was on a very active

than at any previous time. The buying was for account of Coast and interior millers, warehousemen, speculators and prob-50% and 81 cents and 85 cents was bid for bluestem. Private cables showed strong conditions in Europe, which will no doubt be reflected in advances on this side when the American exchanges reopen this morn-

Labor day did not stop barley trading, as telegraphic orders came from Eastern dealers at full prices. For the past few days Eastern barley has been sagging, but Coast barley in the Eastern markets, which has been quoted considerably under the

The oats market has been kept in a firm position by the high prices offered Eastern Washington growers. Sales were made in that section yesterday at equal to \$29 Coast and better. Willamette Valley farmers are strong in their views and holding for higher prices. In some parts of the valley the crop has not come down as heavy as expected. The strength of the eats mar-ket is in a large degree caused by the high price of feed bariey, which is held here at \$31 to \$82. Whether the present cats prices can be maintained remains to be seen. If Canada agrees to the reciprocity proposal, it is more than likely that Cana-dian cats will be shipped here and that prices will fail. In view of this uncerthere is no speculative buying of Late purchases are chiefly by the cereal mills.

Foreign crop conditions are summarised by the Liverpool Corn Trade News as fol-

able for harvesting and threshing returns are satisfactory.

France—Threshing returns are generally fregular, but are good where the acreage

France—Investing returns are generally irregular, but are good where the acreage is large.

Germany—New wheat is being freely offered. The fodder crops are very bad. The potato crop is rather poor. Plowing for the new crops is being hindered by unfavorable weather.

Austria-Hungary—New wheat is being freely offered. The corn and potato crops show no improvement and present indications are for poor crops.

Russia—In the southwest the weather continues rainy and there are continued complaints of the quality of the wheat being damaged. The outlook for the corn crop is excellent. Reports regarding the Spring wheat crop are poor to bad.

India—The outlook for the crops is generally more hopeful, as there have been further light rains. The government however, is carrying out famine relief work.

Australia—The outlook for the crops is mostly favorable.

New Zealand—Latest advices state that this country has oversold its supply.

Italy—Threshing returns continue satisfactory.

London, dated August 22, said:
"A few lots of new crop English hops "A few lots of new crop English hops were offered yesterday at 190 to 210 shillings, with the best held at 220 shillings,"
Another London letter of the same date said: "There has been a small trade in early varieties at 180 to 210 shillings, The market remains firm for all descriptions."
A Nuremberg letter dated August 22 said: "All of the 1910 crop has been sold. The last sales were made at 320 marks per hundredweight."

The following hop contracts have been try, 310 were killed and \$753 were intry, 310 were killed and \$753 were intry.

The following hop contracts have been filed at the Polk County Courthouse: Perle Hedges and A. D. Davidson to Joseph Harris, 25,000 pounds at 40 cents; J. M. Card to Louis Lachmund & Co., 8000 pounds at

The demand for melons was small.
Country produce receipts were light and sales were at last week's quotations

FEWER HOGS MARKETED

JULY MOVEMENT SMALLER THAN IN EARLIER MONTHS.

Total Livestock Receipts at Leading American Markets Are Greater Than Same Months Last Year.

A considerable decline in the commercial supply of hogs, as compared with the figures for the earlier months of the year, is shown by the July report of internal commerce movements, just made public by the Bursau of Statistics of the Department of Commerce

of Statistics of the Department of Commerce and Labor.

Livestock receipts during July at seven primary Western markets aggregated 3, 203,630 head, compared with 2,898,675 head received in July 1910, and 2,638,311 head in July 1909. Of the total, 699,775 head were cattle; 90,836 caives; 1,617,119 hogs; 875,474 sheep and 25,463 horses and mules. With the exception of caives the monthly inbound movement of food animals shows a larger volume than in the preceding two years, though the hog receipts during July mark a sharp decline from the heavier figures of the earlier months. The receipts of sheep on the other hand were well sustained and exceeded the July average for the preceding five years by about 24 per cent. The marketing of the livestock at the seven primary markets required the use during the month of 55,49 cars, compared with 64,361 cars in June and 52,224 cars in May of this year. Livestock receipts during the seven months of the present year—25,911,501 head, exceeded the corresponding figures of each of the five preceding years, the heavier re-

ceipts of sheep and hogs during the present year accounting for the larger total. July receipts of food animals at four leading Atlantic seacoast cities, 767,119 head, show a like decline from the higher June figures, though in this case the variation seems entirely normal and in accord with the smaller demand for higher grade meats at the larger cities during the midsummer season. Of the total received 77,381 head were cattle, 55,768 calves, 237,501 hogs and 373,519 sheep. The seven months' receipts at these cities aggregated 5,199,798 head, of which 612,427 were cattle, 498,661 calves, 2,229,945 hogs and 1,948,765 sheep. As compared with 1919 figures, substantial increases are shown for all animals, except calves.

North Portland.

caives.

July shipments of packing-house products from Chicago totaled 198,349,375 pounds, compared with 162,987,400 pounds in July, 1909. The principal gains over the earlier years figures appear under the head of fresh beef and canned meats. The shipments of packing-house products for the seven months of the present year, 1,277,985,725 pounds, compare favorably with the corresponding figures for 1908. The stocks of meats at the end of July at five principal packing-house centers show the relatively high figure of 308,073,581 pounds, which is shout 16 per cent in excess of the end-of-July average for the preceding five years. a Steady to Firm Market in All Lines - Cattle Come From Montana.

MOVEMENT OF GRAIN IN THE EAST July Shipments Much Larger Than in Two

July Shipments Much Larger Than in Two
Preceding Years.

According to the report of the Bureau of
Statistics of the Department of Commerce
and Labor, the combined grain receipts for
July at 15 primary markets, 72.855.794
bushels, were on a much larger scale than
for July, 1910 and 1909, when 53.081,174
and 46,006,913 bushels were reported. The
larger total is due primarily to the early
marketing of the month are given as 39.035.
572 bushels, compared with 72.875.445 bushels
during July, 1910, and 20,342.262 bushels
during July, 1910, and 20,342.262 bushels
during July, 1910, and 20,342.262 bushels
during July, 1909, Chicago showing particularly heavy gains of wheat receipts for the
month. A considerable gain is also shown
for the inbound traffic of cats, the July receipts at 15 market, 17,038.585 bushels, exceeding the 1910 receipts by almost 25 per
cent and being more than double the short
figures of two years ago. Corn and rye
receipts show but little change from the
corresponding monthly figures of the two
oarlier years, while the receipts of barley
show a considerable decrease. Grain receipts for the season beginning September
totaled 708,060,274 bushels, composed of
219,213,440 bushels of wheat, 235,783,524
bushels of corn, 178,764,980 bushels of cats,
03,590,725 bushels of barley and 6,418,755
bushels of corn, 178,764,980 bushels of cats,
03,590,725 bushels of barley and 6,418,755
bushels of rye.

Flour shipments for the month from 12
leading milling points aggregated 3,189,344
barrels—were almost 9 per cent below the
corresponding 1910 figures, the loss affecting
all the larger milling centers.

Owing partity to the larger export demand
for wheat, corn and flour, the July receipts
of grain and flour at the four leading Atlantlo ports, 16,519,673 bushels, show a considerable gain over the corresponding figtures of the two earlier years. The largest
gain is shown for wheat, the receipts of
which increased from 2,002,385 bushels in
July, 1910, to 7,397,107 bushels during the
month under discus

WASHINGTON RAILWAY OFFI. CER GIVES STATISTICS.

. W. Perley, of Public Utilities Department, Says State Has Been Frugal in Lives and Money.

VANCOUVER, Wash., Sept. 4.—(Special.)—'Conservation of human life is far more important than the conserva-tion of forests or of coal lands," said A. W. Perley, of the Public Utilities Commission, of the State of Washing-

commission, of the State of Washington, in this city today.

"The Railroad Commission, which costs the State of Washington \$23,000 annually, has saved the people more than \$2,000,000 in actual money. It has increased the railroad valuation in this state \$100,000,000, which means an increased taxation of \$1,000,000, which flows to the coffers of the State Treasurer every year. Besides doing this with an abundance of water during June there is no reason why the powerful vessels that have been making history in the war game on the Pacific Coast cannot participate in Portland's annual rose fets.

HOPPICKING FINISHED IN NEW YORK

Captain Buchanan, superintendent of the Open River Transportation Company, and R. S. Oskiev, of Spokane, pany, and R. S. Oskiev, of Spokane, septimated at 29,000; market year year of the pumps kept even with the flow.

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Than 20,000 Bales.

No business was reported in the Oregon hop market yesterday. The tone of the market continues steady.

The most important development of the day was the receipt of a wire from a well-known Eastern dealer to the effect that picking was over in New York State and that the crop had come down less than 20,000 bales. If these figures are comfirmed, they should have a strengthening effect on the market.

at all of what has been accomplished in safeguarding the lives and increasing the conveniences of the public.

"But what to me has always seemed to be the most wonderful results accomplished in safeguarding the lives and increasing the conveniences of the public.

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"But what to me has always seemed to be the most wonderful results accomplished by the Commission is not seemed to be the most wonderful results accomplished to be the most wo 20,000 bales. If these figures are confirmed, they should have a strengthening effect on the market.

No cables were received. A letter from life is surely by far the most import-

ant.
"Statistics show that in every two

ployed on the railroads in this country, 310 were killed and 8753 were injured. In 1900 out of 191,198 men employed, 188 were killed and 3803 were injured. In 1908, out of 281,645 mea employed, 197 were killed with 3116 on the injured list.

"If the accidents due to coupling and uncoupling, cars had increased in proportion to the men employed in 1908, there would have been 486 men killed and 13,724 injured, as against 197 who were killed and 3115 injured.

"Statistics compiled in the past year

"Statistics compiled in the past year show that in this country 95,864 were killed and 823,615 were injured. "It is my duty to investigate all wrecks in which anyone is killed or injured, and to inspect all of the equipment of the railroads in this state with power to throw out any equipment that is defective, if it is a menace."

AUTO CLUB AIDS POLICE

Active interest of the Automobile

Secretary to Get List of Offenders Arrested Daily.

Club in checking reckless speeding, both among its members and outsiders, is shown by an order of Chief of Police Slover issued yesterday, directing that the docket clerk at the Police Station shall transmit every day a list of the offenders against the sutomobile regulations to the secre-tary of the club. A record of the law violators will be kept by the club and a check will be put upon the illegal

practices. Less attention to technical violations and more to fast and reckless driving is enjoined by the order, which points out that of the arrests made about nine-tenths have been for minor in-fractions. Chief Slover wants to arrest the drivers who menace life and limb, but also urges the police to seize all who disregard the law. Motorcycles, says the chief, are more dangerous than automobiles and must be curbed. Motor trucks, on account of their weights, he holds more perflous at the same rate of speed, and he wants them held to the lawful maximum

CHICAGO, Sept. 4.—(Special.)—Visitors here from Portland today were: Congress, Neil Hood, F. W. Robinson; Auditorium, F. S. Belcher; Great Northern, J. A. Pettit; Hotel Sherman, C. L. Philliber, A. H. Consor, Mr. and Mrs. A. R. Stringer.

Edlefsen delivere Al cordwood, E 303,

Nearly 4000 Head Received at

HALF HOLIDAY AT YARDS

Deals Closed in the Forenoon Show

A hetter supply of livestock is promised for the local market this week. The week opened up well with a run of nearly 4000 head of all kinds.

There was only a hair day in which to do business, however, as because of the holiday the exchange closed at noon. The transactions carried through in the morning showed a steady to firm market.

A load of fair steers was sold at \$5.10 and cows ranged from \$4.40 to \$4.78. Among the arrivals were 10 loads of Montana cattle and calves. Most of the business was done in the mut-

ton department. The principal sale was a big bunch of 548 choice lambs at \$4.90. A load of cull lambs brought \$2.50. A load of 77 head of choice light hogs sold at \$8.35 and a few choice heavies

brought \$7.50. Receipts for Sunday and Monday were 478 cattle, 52 calves, 420 hogs and 2727

10 cars of cattle and calves; L. Short & Son, Cliffs, Wash, 1 car of sheep; D. Taylor, Haisey, 1 car of hogs; Henline & Son, Nebraska, 4 cars of hogs; D. T. Ketchum. The Dalles, 3 cars of sheep; Clough & Pat-tersono, Mitchell, 3 cars of sheep; Albert Morgan, Enterprise, 8 cars of sheep; Thomas Morgan, Enterprise, 1 car of sheep; H. C. Rooper, Shaniko, 1 car of cattle; C. S. Walker, Pendleton, 3 cars of cattle, and F. H. Howard, Baker, 2 cars of cattle.

The day's sales were as follows:	
Weight.	Price.
25 steers 949	
1 steer 980	5.25
4 cows 905	
	4.65
29 cows 980	
545 lambs 66	4.90
107 cull lambs 52	2,50
77 hogs 194	5.35
8 hogs 853	7.50
Prices current at the Portland	Union
Stockyards for the various classes of	stock
Good, average 1050 pounds. 4.000 Common cows 2.75 Choice helfers 4.900 Choice calves, 200 lbs. and under 7.256 Good to choice calves 5.550 Common calves 4.000	\$ 5.50 \$ 4.75 \$ 4.50 \$ 4.25 \$ 3.00 \$ 5.00 \$ 7.85 \$ 5.00 \$ 4.75
Extra aboles light hors 8.256	9 8 50

Sheep—
Choice yearlings, wethers ... 8.25@ 8.50
Choice two and threes ... 3.00@ 3.15
Choice mountain lambs ... 4.50@ 4.75
Choice Valley lambs ... 4.00@ 4.15
Choice killing ewes ... 2.25@ 2.30
The following quotations represent prices
on this market for the different classes of
horses: Drafters, extra heavy, \$300@500;
drafters, 1400 to 1700 lbs., \$150@250; chunka,
\$50@150; saddle horses, \$60 and up.

Chicago Livestock Market. CHICAGO, Sept. 4 .- Cattle-Receipts estimated at 15,000; market, steady to 100 up. Beeves, \$5,20@8; Texas steers, \$4,40@ 6,40; Western steers, \$4@7; stockers and feeders, \$3@5.50; cows and helfers, \$2.25@

London Financial Markets.

LONDON, Sept. 4.—Bar silver—Steady,
24 8-16d per cunce.

Money—114.6 % per cent.
The rate of discount in the open market
for short bills is 3 per cent; do three months
bills is 3 \$34 per cent.

LIVERPOOL, Sept. 4.—Hops at Lendon, Pacific Coast, new crop, 19@fil.

Steamer "Monarch" for Astoria Centennial leaves Washington-st. dock 7 A. M. Fare \$1.

"I wish to Most state to you durable that Fulton County thought enough of the Bitulithic pavement to purchase a complete plant from the Warren Brothers Company, and it is now in use. We have laid this payement, and we are very much pleased with From many years experience in road building I am satisfied that Bitulithic is the most satisfactory and durable pavement now known." - Clifford L. Anderson, Chairman Public Works Committee, Board of County Commissioners of Fulton County, Atlanta, Ga.

THE BARBER ASPHALT PAVING COMPANY Constructs Asphalt and other Bits-minous Pavements. 605-603 Electric bidg. Portland, Or. Oskar Huber, Manager.

TRAVELERS' GUIDE.

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