SMUGGLING IS HIT

Ruse Used by Japanese Vexes Immigration Agent.

INVESTIGATION IS DUE

J. H. Barbour Complains That Oriental Seamen "Desert" When Entering American Ports and Some Are "Drowned."

That the Japanese laborer has discovered a new way to enter the United States, contrary to the treaty agreements between the two countries, has become fixed in the mind of Special Agent J. H. Barbour, of the Immigration Bureau. Under the treaty a Japanese laborer cannot come into this country unles he has a passport from his own country, and the Japanese government has frowned upon so many of its laboring class going away from home, so the granting of passports is not frequently done.

Since this law has been operative it has been noticed that whenever a Japanese vessel reaches an American port there are several desertions of the seamen. The penalty for this desertion is a head tax of $4, which is collected from the captain of the vessel, and who usually complains of his crew being depleted, but as a matter of fact it is believed the owners of the vessels receive a much larger amount from the American resident friends of the deserter.

With the payment of the $4 the incident is closed as far as the Immigration Bureau is concerned, and often this small amount is escaped payment by the statement the missing man had jumped overboard and was drowned.

Believing that these alleged desertions is really a subterfuge for carrying on a traffic in smuggling Japanese laborers into the country, Mr. Barbour proposes to take the matter up with the head of the department at Washington, in an effort to have some means adopted to thwart this growing illicit business.

CANOEIST NARROWLY ESCAPES

Amateur, Capsizing After Run of 100 Yards, Rescued Just in Time.

The name "Suicide Club" that has been jocularly placed on the amateur canoeists by the water front habitues gives promise of being a correct one in the near future unless some regulation is placed on the use of these boats by the inexperienced.

At noon yesterday Frank Smith, a young farmer whose home is near Vancouver, hired a canoe at Merrill's boathouse and started to initiate himself into its mysteries. He had never been in one before, but succeeded in going about 100 yards down the river before capsizing.

He could not swim, but, grasping the bottom of the overturned canoe, tried to climb up on it. His cries for help attracted the attention of Clarence Gilliland, engineer of the harbor patrol launch, and, quickly running out the boat, reached Smith just as he was exhausted and had given up his efforts to save himself.

PORTLAND GETS MORE SHIPS

American - Hawaiian Company to Send Four Vessels Here.

SEATTLE, Wash., June 18.—(Special.)—Definitely adopting the plan of sending the four vessels of its fleet to Portland and turning them south from that point instead of from Puget Sound, except during the season when salmon shipments are heavy, the American-Hawaiian Steamship Company now has the freighter Nevadan loading at the Oregon port, and will maintain that vessel, with the Isthmian, Nebraskan and Lyra, in the Salina Crux-San Francisco-Portland service, while the six larger liners will continue their three-cornered schedule from Salina Cruz to Seattle to Honolulu and back to Salina Cruz, as formerly.

The Oregon port will have a regular 11-day freight service to and from New York and Europe, via the Isthmus of Tehuantepec.

RIVER ARRESTS ARE NUMEROUS

Inspectors of Customs Determined to Enforce Regulations.

Continuing their efforts to enforce the Government regulations with reference to small boats on the river at night, customs inspectors made the following arrests Monday night: E. J. Bloomenthal, 281 Morrison, operating launch Busy Bee, carrying six passengers without life preservers; L. Blum, foot of Ellsworth street, no lights in launch Van, and the following for having no lights in their canoes: L. Anacher, Seventh and Oak; J. W. Coughlin, 66 Sixth street; R. Wright, Kohler & Chase; John Collins, Nineteenth and Lovejoy; A. Stewart, 450 Columbia; T. H. Russell, 1688 East Seventh.

The names of these, with their offenses, have been forwarded to the secretary of Commerce and Labor, who will assess the penalties against them.

STEAMER MAKES QUICK TRIP

Joseph Kellogg Goes to Kelso in Three Hours, Five Minutes.

The steamer Joseph Kellogg made a run Sunday between Portland and Kelso that is believed to have been a record-breaker. She took several automobile parties that far on their return to Puget Sound after they had taken in the Rose Festival. The distance is 58 miles and the run was made, slowing up in the Willamette to comply with the regulations, in three hours and five minutes.

There was back water in the Willamette and a strong current to face in the Cowlitz, but the swift water in the Columbia assisted. The return was made in three hours and a half, and in this is included a stop at Rainier to discharge freight.

ALASKA BOAT SAILS JUNE 28

Indications That More Than Enough Freight Will Be Secured.

The second sailing of the Portland-Alaska Line, operated by the E. J. Dodge Company, will be June 28 from the Oak-street dock, the receiving of freight commencing on June 26. The recent volcanic disturbances in Alaska have no effect on the operations of this line as its points of call are in the far northern part of Alaska in the Behring Sea.

From present inquiries of the agent of the line for space, more than the guaranteed amount of freight will be offered and there is every indication that from this small beginning, through the efforts of the shipping committee of the Chamber of Commerce, this line will become permanently established.

Floating Spar Seen.

The Portland branch United States Hydrographic office in its Notice to Mariners, issued yesterday, says that Captain J. A. Anderson, of the American schooner Ludlow, reports that on May 22 in latitude north 47.05, longitude west 127.50 he passed a spar 60 feet long and on June 5, in latitude north 43.45 and longitude west 137.59 he passed the root of a large tree.

Captain Mareno Heads Chinook.

ASTORIA, Or., June 18.—(Special.)—Captain Covington, of Fort Stevens, received word from Washington today that Captain John Mareno has been appointed as master of the Government dredge Chinook. Captain Mareno has been master of the steamer Fornance for several years, and prior to that time was in command of various steamers plying along the coast.

Tug Samson's Men in Portland.

ASTORIA, Or., June 18.—(Special.)—The officers of the tug Samson are in Portland attending the investigation of the recent collision between a barge in tow of the tug and the gasoline schooner Tillamook. During their absence Captain Copeland is acting master of the Samson and Henry Binder is her chief engineer.

Marine Notes.

The steamer Sue H. Elmore sailed last night for Tillamook with a full cargo of general merchandise.

The steam schooner Northland will finish loading lumber at Rainier tonight and sail for California tomorrow.

The steam schooner Johan Paulson arrived yesterday from San Francisco to load lumber at Westport for a return.

The oil tank steamer Maverick arrived yesterday from California with a cargo of fuel oil for the Standard Oil Company.

The British steamship Indravelli, belonging to the Indra Line, and well-known at this port, has been sold to the Japanese for £29,000.

The French bark Buffon, which arrived at Falmouth on June 12 from the Columbia, was ordered to Havre to discharge, where she arrived on June 15.

The lighthouse tender Heather will sail tomorrow for Destruction Island with material for the new fog signal that is being erected at that light station.

The lighthouse tender Manzanita, which is being repaired at Eagle Harbor, will be ready to assume her regular duties by the latter part of the present week.

The Japanese steamship Unkai Maru finished discharging her cargo of hardwood at the Banfield dock yesterday and was shifted to the Inman-Paulson mill to take on a cargo of lumber for China.

The British ship Gaithloch, Captain Phillips, holds the record passage from the Pacific Coast to Queenstown. In 1879 she completed the run from the Columbia River in 89 days, and no other sailing vessel ever came near equaling this record.

The sight-seeing trips up the Columbia are attracting many tourists, and the steamer Bailey Gatzert carries large parties every morning. Without exception, those who have traveled extensively, say that the scenery is grander than the trips up the Hudson or Rhine.

One hundred fir ships' knees arrived from Winlock, Wash., yesterday, and are intended for the new McCormick shipyards at St. Helens. The knees are gotten out by Andrew Johnson, who makes a specialty of the business, and they are considered to be equally as good as the oak knees.

There is some talk of the quartermaster department steamer James Fornance being transferred from its service at the forts at the mouth of the Columbia to Puget Sound to take the place of the mine-laying steamer Major Ringold, which is soon to be transferred to the California district.

The investigation by Inspectors Edwards and Fuller of the circumstances surrounding the collision between the Samson and Tillamook came to an unexpected and early end yesterday. The inspectors will announce later what disposition they will make of the case.

The oil tank steamer Rosecrans, which is due this evening from Monterey with a cargo of oil for the Associated Oil Companies, is making her first trip since she was wrecked in Monterey Bay three months ago. When she first struck on the rocks it was believed that she would be a total loss.

Movements of Vessels.

ASTORIA, June 18.—Arrived at 4 and left up at 7:30 A. M.—Steamer Westerner, from San Francisco. Arrived at 8:30 and left up at 10 A. M.—Steamer Maverick, from San Francisco. Sailed at 10:30 A. M.—Steamers Carmel and Olympic, for San Pedro. Arrived at 2:15 and left up at 3.40 P. M.—Steamer Johan Poulsen, from San Francisco. Sailed at 4 p. m.—Steamer W. F. Herrin, for Monterey. Left up at 2 A. M.—Steamer Oleum; at 4 A. M.—Barkentine Kohala.

San Francisco, June 18.—Arrived at 10 A. M.—Steamer Rose City, from Portland.

Coos Bay, June 18.—Arrived—Steamer Breakwater, from Portland.

Eureka, June 18.—Arrived at 11 A. M.—Steamer Alliance, from Portland.

Havre, June 15.—Arrived—French bark Buffon, from Portland.

Redondo, June 17.—Arrived—Schooner Annie M. Campbell, from Columbia River.

San Francisco, June 18.—Arrived—Steamships F. S. Loop, Port Blakeley; Brooklyn, Bandon; San Pedro, Coos Bay; Sonoma, Honolulu; Rose City, Portland; Riverforth, Newcastle, Australia. Sailed—Steamships Coronado, Grays Harbor; George Loomis, Seattle; Queen Victoria; Schooners—C. S. Holmes, Puget Sound; Zampa, Grays Harbor; Barkentine S. G. Wilder, Grays Harbor.

Seattle, Wash., June 18.—Arrived—Barge 95, in tow of tug Hercules, from San Francisco. Sailed—Steamers Sado Maru and Minnesota, from Yokohama; City of Puebla, Montara, from San Francisco; M. S. Dollar, from Manila.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind northwest 16 miles; weather, cloudy.

Tides at Astoria Wednesday.

High.	Low.
3:27 A.M....8.6 feet	10:26 A. M. ....0.8 feet
4:38 P. M....7.9 feet	10:36 P. M.... 3.0 feet

SURVEYORS MOVE CAMP

Railroad Engineers Find Grades on Humbug and Little Fishhawk.

ASTORIA, Or., June 18.—(Special.)—What is known as crew No. 2 of the Southern Pacific surveyors, the force which has been at work for several weeks on the Humbug River, is moving its camp to a point on the Little Fishhawk, near the Wooden ranch. The surveyors are believed to be seeking a route for a railroad down the Little Fishhawk from the Humbug River to the Nehalem, near Jewel, which would be much shorter than a route down the Humbug via Elsie. The engineers are reticent regarding their work, but it is known that those in charge have received orders to employ all the men they can use to advantage, and to spare no expense in hurrying the surveys to completion.

The 17 engineers, who have been making surveys along the Lewis and Clark River and have been encamped for several days in the vicinity of the Peterson & Frye Logging Company's camp, moved today to a point near Clatsop station and will continue their work in that vicinity.

LONGS DUMP WHEAT

Unloading Has Depressing Effect on Chicago Market.

SHARP LOSS AT CLOSE

Rain in Missouri and Texas Sends Corn Prices Down—Oats Sympathize With Backset in Other Cereals—Provisions Higher.

CHICAGO, June 18.—Belief that Eastern longs were unloading to escape threatened large deliveries next month had a depressing effect today on wheat. The market closed at a net decline of ½@⅝ to ⅞c. Corn finished the same as last night to ⅛@1c lower and oats off ¼@⅜c to ½@⅝c. Provisions closed 7½@10c to 12½c higher.

It was said that 1,000,000 bushels of July wheat had been sold out in the pit today for the second largest interest in the market.

Rain reports from Missouri and Texas, removing fear of crop losses, weakened the corn market.

Oats sympathized with the backset to other cereals, but showed steadiness for a while, in consequence of reports of rank growth in Iowa.

The hog run west turned out to be lighter than expected and furnished a basis for lifting provisions.

Leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT.				
July	1.06⅝	1.06⅝	1.05⅝	1.05⅝
Sept.	1.04⅝	1.04⅝	1.03½	1.03⅝
Dec.	1.05¼	1.05½	1.04½	1.04⅝
CORN.				
July	.72⅝	.72½	.71⅛	.71⅛
Sept.	.71⅝	.71⅝	.71⅛	.71⅛
Dec.	.62⅝	.62⅝	.62¼	.62¼
OATS.				
July	.49	.49	.48	.48⅛
Sept.	.40½	.40⅝	.40⅛	.40⅛
Dec.	.41⅝	.41⅝	.40⅞	.40⅞
PORK.				
July	18.55	18.70	18.55	18.60
Sept.	18.80	19.02½	18.80	18.92½
LARD.				
July	10.90	10.95	10.90	10.92½
Sept.	11.05	11.15	11.05	11.12½
Oct.	11.17½	11.22½	11.17½	11.20
SHORT RIBS.				
July	10.47½	10.50	10.45	10.47½
Sept.	10.57½	10.67½	10.57½	10.67½

Cash quotations were as follows:

Flour—Steady.

Rye—No. 2, $7c.

Barley—Feed or mixing, 65@70c; fair to choice malting, 98c@$1.08.

Timothy Seed—$4@9.

Clover Seed—$14@20.

Mess Pork—$18.62½@18.75.

Lard—In tierces, $10.90.

Short Ribs—Loose, $10.45.

Grain statistics: Total clearances of wheat and flour were equal to 257,000 bushels. Primary receipts were 206,000 bushels, compared with 288,000 bushels the corresponding day a year ago. The world's visible supply, as shown by Bradstreet's, decreased 669,200 bushels. Estimated receipts for tomorrow: Wheat, 41 cars; corn, 483 cars; oats, 203 cars; hogs, 19,000 head.

Minneapolis Grain Market.

MINNEAPOLIS, June 18.—Close: Wheat—July, $1.09⅛@1.10; September, $1.03½; December, $1.04½. Closing: Cash—No. 1 hard, $1.2½; No. 1 Northern, $1.12; No. 2 Northern, $1.10½. No. 3 wheat, $1.08½@1.09.

Barley—55c@$1.

Flax—$2.23@2.24.

Corn—No. 3 yellow, 71@72c.

Oats—No. 3 white, 49½c.

Rye—No. 2, 75½@76c.

Bran in 100-pound sacks, $20@20.50.

Flour—First patents, $5.40@5.65; seconds, $5.10@5.35; first clears, $3.80@4.05; second clears, $2.70@3.

Grains in San Francisco.

SAN FRANCISCO, June 18.—Spot quotations—Walla Walla, $1.62½@1.63⅝; red Russian, $1.62½@1.63⅝; Turkey red, $1.70@1.72½; bluestem, $1.70@1.72½; barley, feed, $1.55@1.57½; do, brewing, nominal; white oats, $1.85@1.90; bran, $26.50@27; middlings $33@34; shorts, $31@32.

Call board sales: Wheat—December, $1.55. Barley—December, $1.14⅝; May, $1.19½.

European Grain Markets.

LONDON, June 18.—Cargoes, quiet. Walla Walla, September and October shipments at 57s. English and country markets, firm.

LIVERPOOL, June 18. — Close: Wheat, July, 7s 9⅝d; October, 7s 6½d; December, 7s 5⅝d. Weather, cloudy.

Puget Sound Grain Markets.

TACOMA, Wash., June 18.—Wheat—Export: Bluestem, 90c; club, 95c. Milling: Bluestem, 95c; club, 92c. Yesterday's car receipts—Oats, 3; hay, 10.

SEATTLE, Wash., June 18.—Wheat—Bluestem, 95c; fortyfold, 90c; club, 90c; fife, 90c; red Russian, 88c. Yesterday's car receipts—Wheat, 13; hay, 27; flour, 3; corn, 1.

Changes in Available Supplies.

NEW YORK, June 18.—Special cable and telegraphic communications received by Bradstreet's show the following changes in the available supplies, as compared with previous account:

	Bushels.
Wheat—	
U. S., east of Rockies, decreased	2,256,000
U. S., west of Rockies, decreased	287,000
Canada, decreased	395,000
Total, U. S. and Canada, dec.	2,938,000
Afloat, for and in Europe, dec.	2,000,000
Total American and European supply, decreased	4,938,000
Corn—	
U. S. and Canada, increased	1,152,000
Oats—	
U. S. and Canada, decreased	1,456,000

The leading increases and decreases this week follow:

Increases: Goderich, 60,000 bushels; Cleveland, 57,000 bushels. Decreases: Manitoba, 461,000 bushels; Louisville, 90,000 bushels.

The visible supply of wheat in Canada Saturday, June 15, was 12,177,000 bushels, a decrease of 3,950,000.

Stocks at Boston.

BOSTON, June 18.—Closing quotations:

Allouez	46¼	Mohawk	66⅝
Amalg. Copper	54⅝	Nevada Con.	21⅞
A. Z. L. & Sm.	31⅝	Nipissing Mines.	7⅝
Arizona Com.	5⅝	North Butte	31⅝
B. & C. & S. M.	8	North Lake	6⅛
Cal. & Arizona	74⅞	Old Dominion	57¼
Cal. & Hecla	515	Osceola	122
Centennial	24⅝	Quincy	90
Cop. Ran. Con. Co.	58	Shannon	14⅝
E. Butte Cop. M.	18¼	Superior	37⅞
Franklin	12⅝	Sup. & Bos. Min.	2¼
Giroux Con.	5⅝	Tamarack	43
Granby Con.	55	U. S. S. R. & M.	38⅞
Greene Cananea	5⅝	do preferred	48⅝
I. Royale (Cop.)	31⅝	Utah Con.	22
Kerr Lake	2⅝	Utah Copper Co.	63⅞
Lake Copper	38½	Winona	8½
La Salle Copper	7	Wolverine	40
Miami Copper	28		

Chicago Livestock Market.

CHICAGO, June 18. — Cattle—Receipts, 3500; market, steady to shade lower. Beeves, $6.10@9.40; Texas steers, $6.60@8.20; Western steers, $6.50@8.25; stockers and feeders, $4.25@6.75; cows and heifers, $2.90@8.25; calves, $5.50@8.25.

Hogs—Receipts, 15,000; market, strong to 5c higher. Light, $6.90@7.32½; mixed, $6.95@7.37½; heavy, $6.95@7.40; rough, $6.95@7.15; pigs, $5@6.75; bulk of sales, $7.25@7.35.

BATTLE RAGES ALL DAY

(Continued From Page 9.)

Mingled cheers, hoots and hisses greeted the statement.

The rollcall proceeded, however, the Pennsylvania men finally taking their seats.

Rhode Island's ten votes were cast for Root. South Carolina's 18 were divided, Root 11, McGovern 7. The ten Roosevelt delegates from South Dakota voted solidly for McGovern.

One vote out of Tennessee's 24 went to McGovern; the other 23 to Root.

The Texas vote of 40 was divided, 31 for Root, eight for McGovern, and one not voting.

Halleran Makes Root Safe.

C. E. Loose, the National committeeman, was the only Utah delegate who voted for McGovern. The Utah vote was Root 7, McGovern 1.

The Vermont delegation gave Root 6, McGovern 2.

Virginia's 24 votes were divided, Root 22, McGovern 2.

Cheers greeted the announcement of Virginia's vote, as it seemed to place Root safe.

The final vote that gave Root a majority for temporary chairman was cast by Patrick Halleran, of the first district of Washington, at 5:42 o'clock. When the solid delegation was recorded for Root, giving him the full 14 delegates, pandemonium broke loose in the hall. The New York delegation yelled and cheered and endeavored in vain to raise the heavy iron standards bearing the state banner. With the Washington vote recorded, Root had 544 votes, four over a majority. Immediately afterward, West Virginia's 16 votes went to McGovern, just too late.

Wyoming cast her six votes solid for Root.

The Wisconsin delegation divided its vote between three men, two of whom were not candidates. Walter L. Houser and eight others of the more ardent La Follette men cast their votes for Judge W. S. Lauder, of North Dakota, an action which brought hisses from Roosevelt enthusiasts when the result was announced.

McGovern Does Not Vote.

Governor McGovern got only 13 votes out of his own delegation. He did not vote himself. The Wisconsin vote was: McGovern, 13; Lauder, 9; Walter L. Houser, 1; Senator Gronna, of North Dakota, 1; not voting, 1.

Root got Alaska's two votes and two from the District of Columbia.

Hawaii voted with California, registering six votes for McGovern.

The Philippines and Porto Rico each gave Root two votes. This closed the roll call. The total vote was announced by Secretary Hayward as follows: Root 558, McGovern 50½, Gronna 1, Lauder 9, Houser 3.

Immediately after the vote was announced Senator Root appeared on the platform. The crowd yelled, while the band swung into a lively tune. Sergeant-at-Arms Stone had the utmost difficulty in restoring order, and the cheering broke out anew as Chairman Rosewater, after a brief speech which could not be heard, handed the big gavel to Root.

Flinn demanded attention from his place in the Pennsylvania section, but was disregarded.

A minute later Senator Root stepped to the front of the platform to begin his speech. A storm of catcalls and jeers broke out.

Acknowledgment Met by Jeers.

"Haw, haw, haw!" came in raucous tones from the floor and galleries as he referred to his "appreciation" of the "honor" accorded.

Senator Root prefaced his prepared speech by a few extemporaneous remarks.

"I thank you," he said, "and I beg you to believe that I deeply appreciate this expression of your confidence."

"Haw, haw, haw!" came a guffaw from the floor.

Cries from members of the Pennsylvania delegation took a group of policemen in that direction.

Sergeant-at-Arms Stone called upon the chief of police to restore order in the front rank of the Pennsylvania delegation, but Richard R. Quay, sitting in the front, put his hand to his mouth and called out, "Receiver of stolen goods," while officers about him called for order.

Root had scarcely begun his address before hundreds of spectators on the floor and in the galleries began to leave the hall noisily and hurriedly.

Senator Root suspended his speech and requested Sergeant-at-Arms Stone to ask those who wished to leave to go out at once.

Spectators Begin to Leave.

"As soon as those desiring to leave have gone, the Senator will continue," shouted Stone through the megaphone, and the spectators began to crowd out. Root, scowling, resumed his place at the table.

Senator Root's voice could not be heard half way down the hall. As the Senator sat there, "Bill" Flinn, with a cigar stub in the corner of his mouth and his straw hat jammed down on his head, climbed over the stage railing. He stepped up to Senator Root and shook hands and conferred with him for several minutes, leaving just as Root resumed speaking.

When Mr. Root resumed the entire rear part of the floor and gallery were empty. Those who remained crowded to the front, and the empty seats were emphasized by the sharpness of the contrast.

Minor Officials Appointed.

Senator Root concluded his speech at 7:35 P. M., and was applauded. The formal appointment of the minor temporary officials followed.

Senator Clark, of Wyoming, moved that until rules were adopted the convention be governed by the rules of the previous National convention. The motion was adopted unanimously.

Mr. Watson, of Indiana, offered the formal motion for a roll call of the states for selection of the various standing committees.

Governor Hadley, who had again taken a place on the stage, renewed his motion to substitute a Roosevelt list of delegates for the temporary roll made by the National committee. An agreement had been reached that after this motion was made the convention should adjourn with the Hadley substitute list the unfinished business, to be taken up immediately upon convening.

The Roosevelt list asked for the substitution of 92 Roosevelt delegates for 92 Taft men now sitting in the convention as follows: Alabama 2, Arizona 6, Arkansas 2, California 2, Indiana 2, Kentucky 6, Michigan 6, Oklahoma 2, Tennessee 4, Texas 26, Washington 14, Virginia 18, District of Columbia 2.

It was 7:45 P. M. when the convention adjourned until tomorrow at 11 A. M.

THREE CHARTERS MADE

COASTWISE VESSELS TO CARRY LUMBER TO CALIFORNIA.

French Sailors Have Near-Monopoly on San Francisco Trade Handled by Canvas-Propelled Boats.

SAN FRANCISCO, June 18.—(Special.)—Three coastwise charters have just been announced as follows: Steam schooner Shna Yak, lumber from Puget Sound to San Francisco, at $5; schooner John A. Campbell, lumber from Grays Harbor to San Pedro, at $5.50; schooner Ethel Zane, lumber from Puget Sound to San Francisco, at $4.75, with the option of San Pedro at $5.50.

The French bark Bourbaki has been chartered by Balfour, Guthrie & Co. to load general cargo at Rotterdam for San Francisco.

There are 15 sailing vessels, 14 of which are French, under charter to load at European ports for San Francisco, of which number 11 are consigned to Meyer, Wilson & Co. and four to Balfour, Guthrie & Co. Virtually all the sailors carry now is coke and pig iron, the regular line steamers getting the bulk of the general cargo and consequently the list of sail tonnage coming this way is becoming smaller each year.

British sailors virtually have retired from this trade and the French have assumed almost full control. Four of the well-known Strath steamers were chartered today by A. F. Thane & Co., of this city, to load lumber on the Columbia River, Puget Sound or San Francisco for Australia. They were taken at 6 shillings 9 pence and 7 shillings, exceptionally high rates. The vessels are the Strathmore, Strathnarian, Strathardle and Strathspey, all coming to this port with coal for the Government.

The British steamer River Forth, arriving from Sydney today, is under charter to J. J. Moore & Co. to load lumber at one of the coast ports for Australia. The steamer Rose City arrived from Portland and the Saginaw sailed for Portland.

The steamer Roanoke has been chartered by the Elks of Southern California for a trip to Portland during the Elks' convention.

LIGHT "Kills" Beer Even Pure Beer

Every brewer knows this and covers even the hand-holes of the case to keep out light.

We do more. We put Schlitz in Brown Bottles.

Schlitz will not spoil when the case is open—even though it be for months.

It is only natural that Schlitz in Brown Bottles should be the home beer.

The Brown Bottle protects Schlitz purity from the brewery to your glass.

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Schlitz The Beer That Made Milwaukee Famous.

14

250 GIRLS TO GO ON PICNIC

Trip Will Be Made on Friday to Sucker Lake.

Chaperoned by the Women's Annex of the Multnomah Athletic Club, the junior girls of the club will leave Friday for Oswego and will pass their annual picnic at Sucker Lake. Basket dinners will be taken and swimming and athletic exercises will be the programme of the day. Dow Walker, superintendent of the club, has made arrangements to secure free use of boats for the picnic party at the lake.

Many of the club members will drive out to the lake in the afternoon to witness the sports, in response to a general invitation from Professor Krohn. In the athletic contests medals will be given as prizes. Arthur Cavill will have charge of the swimming and in the other athletic sports, Professor Krohn will be assisted by Edgar Frank, Eddie O'Connel and Ralph Knight.

The party will consist of about 250 girls. The train that is to bear them to Oswego will leave from the station at the foot of Jefferson street.

According to L. Meerson Clancey, of St. Louis, who is now in London, there is more mud in the British metropolis than in any other of the big cities he has been in, and his record includes Paris, Berlin, Vienna, New York, Washington, Baltimore, St. Louis and Milwaukee.

Motherhood

The highest point of woman's happiness is reached only through motherhood. Yet the mother-to-be is often fearful of nature's ordeal and shrinks from the suffering incident to its consummation. In Mother's Friend is to be found a medicine of great value to every expectant mother. It is intended to prepare the system for the crisis, and thus relieve, in great part, the suffering through which the mother usually passes. The regular use of Mother's Friend will repay any mother in the comfort it affords before, and the helpful restoration to health and strength it brings about after baby comes. Mother's Friend is for sale at drug stores. Write for our free book for expectant mothers which contains much valuable information.

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