

STATE TICKET IS MET UNCERTAINTY

Washington Bull Moose Are Discussing Plans for Campaign.

COUNTY TICKETS LIKELY

Opposing Factions in New Party Anxious for Harmony Which Seems Far Distant—Convention Call Held Up.

SEATTLE, Aug. 12.—(Special.)—While some uncertainty still exists over the proposal to nominate a Progressive party ticket, the new party is reasonably certain that it will be put in the field in Washington and that most of the counties of the state will name local candidates.

In Eastern Washington there is serious opposition to the full new party ticket plan. Many of the Progressive leaders on the East Side fear that if a complete new party ticket is named the Democrats will sweep everything east of the Cascades. They hold that, as they are in control of the Republican organization in their part of the state, there is no reason why they should surrender all of the local offices for the sake of a National principle. They believe, or profess to believe, that the Roosevelt electoral ticket would run as well in Eastern Washington without a complete new party ticket as it would if every place on the ballot was filled.

According to the best advice obtainable the real sentiment in the Farmers' Grange favors a new ticket, but the Grangers like the politicians, are interested in local offices, particularly the Legislature and those that have to do with local taxation. So the Grange is discouraging the complete ticket proposal in Eastern Washington.

But there is no question that the sentiment for a complete ticket is growing in Western Washington. The rank and file of the so-called Progressives undoubtedly want to cut loose. Every day word comes in to the leaders in the independent movement that some local chieftains have heard the call and are ready to break away from the regular Republican organization.

Something New Expected.

It is whispered in inner circles that the John C. Lawrence organization has something new in store for this week which will hurt the new party movement. If anything of this kind is held in reserve it is an advice from Portland and other local politicians, an indication of the National organization of the Progressive party. However there is no reason to believe that the Lawrence people have anything later or more explicit than the delegation that attended the Chicago convention last week will bring home with them. This delegation will be home Tuesday, and out of courtesy to the men who made the midsummer trip to Chicago the new party enthusiasts will not issue their convention call until the returning delegates can be consulted.

The delegation asked in a telegram from Chicago that all action be deferred and intimate that they would suggest a convention call that would permit the delegates, in attendance, to decide the question of nominating a complete ticket.

Of course the radicals do not feel like assenting to this. They want a programme for a complete ticket outlined in the convention call and want nobody admitted to the party who will not agree to name a ticket. As state laws probably give anybody a right to call a convention the radicals may have the upper hand in this matter that may be sent back from the East.

It has been claimed for some time by some of the more conservative Progressives that their opposition to a complete new ticket is based on the fact that nominations would have to be made in convention rather than in a direct primary and that the new party would be criticized at the outset for violating one of the progressive principles. The Washington primary law compels new parties or minor parties to poll less than 10 per cent of the total vote, at the last general election, to nominate in convention held on the regular primary day.

Primary Obstacle Disappears.

This talk of a primary obstacle is disappearing. Some suggestions have been made that a so-called soap box primary can be held and in other conservative Progressives are making indications that the demand for a primary may be waived altogether. An intimation from the source of the R. T. Hodge and O. A. Chase gubernatorial support was sent yesterday that if anything like a primary could be arranged Hodge and Chase would be ordered to abandon their Republican affiliations and go into a new party convention. This is the most significant indication of the rapid collapse of opposition to a complete ticket that has been revealed.

There have been other notable converts recently to the new ticket plan, the most prominent addition to the ranks are W. H. Packman, of Sumner, who finally decided not to file for any office as a Republican, but to join the new party. Paulhamus has stated he would accept a nomination for governor if one is tendered him and the leaders in the new party fight declare that he is the logical choice for that office.

Former Mayor George W. Dilling, of Seattle, has openly joined the full-fledged Bull Moose. W. J. Biggar, of Bellingham, who was prominently mentioned as a Republican congressional candidate, has announced that he decided not to file with that party, but would accept a new party nomination. Equally as significant was the statement yesterday of Lorenzo Dow, of Tacoma, endorsed for Roosevelt National committee from this state and a candidate for Prosecuting Attorney in his home county. Dow, heretofore, has opposed the new party, but yesterday he indicated that he was ready to join it on the ground that the Progressives wanted an independent fight and that the naming of a complete ticket would strengthen the chances of the Roosevelt electors.

Candidates Are Unlimited.

Assuming that a new party ticket is named by convention next month there are almost unlimited possibilities in the selection of candidates. Despite the claim that Hodge and Chase can be pulled out of the Republican primaries as gubernatorial candidates, the fact remains that both have insisted they will not take chances on nomination in a convention. They might, however, try for nomination in both parties, though it is hard to understand how the direct primary law sanctions such action. Some of the Progressives think it possible to "double shoot the turn," but the law seems to recognize the necessity for party regularity.

Obviously W. H. Paulhamus is the logical gubernatorial candidate of the independents, for he cut loose from the Republican organization immediately

after the first Chicago convention and though tempted to go back and file for Governor or Lieutenant-Governor, did not. The use of Paulhamus' name undoubtedly has strengthened the independent movement and he has some right to expect recognition in return. One element in the new party wants to inject A. J. Falconer, or Everett, now a Congressional candidate, into the fight for Governor. This is a move directed at Paulhamus and the latter's friends resent it. They are willing to concede Falconer a place on the ticket, preferably as Congressman from either the First District or at large, but they will bitterly oppose any effort to name him for Governor.

Many Factions Ambitious.

There is one faction which wants to nominate ex-Mayor George W. Dilling, of Seattle, and Gordon Corbally, of Spokane, as candidates for Congressman-at-Large. Tom Corkery, of Spokane, who made the fight in the Aberdeen convention for a plank demanding the recall of judges, wants to be named for Lieutenant-Governor and R. E. Young, of Tacoma, would like to be State Treasurer, but in view of the Paulhamus candidacy is not apt to be seriously considered.

A powerful Progressive element in Seattle is fighting Dan Landon, the present Progressive candidate against Congressman Will E. Humphrey in the

PORTLAND IS LOSER

Credit for Foreign Cargoes Goes Elsewhere.

STEEL FOR CELLS ARRIVES

Harriman Coasters Deliver Large Lots of Freight Here but in Trans-shipment City Gets No Mention.

Part of the cargo brought by the steamer Rose City and discharged yesterday at Almsworth dock comprised 75 tons of steel for the new cells now

lammets would not be started at 2 o'clock in the afternoon, as some of the smaller machinery parts required attention, Manager Talbot, of the Port of Portland, informed members of the Commission, and visit to the digger will be made in a few days. As she is also to undergo a harbor test, when the pumping facilities will be demonstrated thoroughly, a plan is being considered of having the inspection by the Commission then.

Rain of last week failed to tighten the deck seams of 40 pilot pontoons for the new derrick barges that was returned to the Portland Shipbuilding Company's yards for reworking, also one of the new derrick barges that was damaged and they will have to be ready before the harbor test is started in order to hold the discharge pipe line.

FIRE AT NORTH BANK DOCK

Harbormaster Saves Jim Hill a Few Shekels in Blaze.

Benefits arising from the practice of carrying Babcock extinguishers on Government and city launches were shown yesterday when the launch of the Harbormaster Speler quashed a blaze that was making rapid headway on the lower deck of the North Bank dock. The fire had apparently started in a pile of sulphur and spread to the planking of the dock.

The harbor launch was en route down the harbor on the Columbia river, and as she passed through the Broadway bridge piers Captain Speler and Engineer Gilliland noticed a strong odor of burning sulphur and seeing the launch was headed full speed for the North Bank dock, where the harbormaster jumped to the lower deck with an extinguisher and headed off a probably serious fire. As the dock doors on the riverside were closed, the workers being at lunch, the fire could not have been seen from the land side until it gained a firm start.

PILOTAGE MAY DROP AGAIN

Independents Say They Have Plan to Eliminate Tonnage Fees.

Independent pilots maintain that the action of the Columbia River Pilots' Association Sunday in lowering the rates for handling offshore vessels on the Columbia and Willamette from \$2 a foot draft and 2 cents a ton net register to \$1.50 a foot draft and 14 cents a ton net register, was in retaliation for the independents having dropped the tonnage charge to 1 cent last week. They made no change in the draft feature.

Even as the regulars have reduced rates, the independents aver that on a 3000-ton steamer the charge of the latter is less by approximately \$12. They say if they do not get business on the existing tariff they will make a further cut, even eliminating the tonnage charge, a decided best and simple charging vessel \$2 a foot draft, so the round trip would net them more than is being received now for handling coasting vessels in the river.

WATERHOUSE HOLDS SCHEDULE

Officially Shown That He Will Send Fall Steamers.

In the weekly bulletin issued by Frank Waterhouse, president of the Portland Waterhouse Association, referring to the position of the fleet mentions that the steamers Fitzcarrald and Oakley will load at this port during the Fall for the Orient. The complete list is as follows: Fitzcarrald—To load at Portland for Oriental ports about middle September. Oakley—To load at Portland for Yokohama August 9. Lord Derby—To load at Portland about middle of October for Oriental ports. The steamer to be loaded for Comox July 8.

33 Vessels Carry Lumber.

ASTORIA, Aug. 12.—(Special.)—During the month of July, 33 vessels loaded at the mills of the Lower Columbia River district and their combined cargoes amounted to 23,354,023 feet of lumber. Six of these vessels carried cargoes of \$25,000 to \$50,000 worth of lumber to foreign ports, while the others sailed for points in California. In addition to these five rafts, containing 45,000,000 feet of piling and logs were towed to California.

Marine Notes.

Inward cargo having been discharged from the steamer Johan Poulsen she shifted last evening to Kalama. To have minor repairs made the tug Wallua, of the Port of Portland bar, was shifted from the Kalama dock to the Vulcan Iron Works last evening. Orders have been given for the light-tug tender Heather, which has reported to the harbor, to receive supplies for lightstations on the Oregon coast.

Officers of the steamer Geo. W. Elder, arriving late Sunday night from California, report that the only fog encountered was on southern waters, there being none on the Oregon coast. As the Japanese tramp Kokuto Maru finished loading lumber at Linton Point, she shifted through the bridges at 5 o'clock and berthed at St. Johns to complete her cargo. She will be cleared for San Francisco by the U. S. S. Co. of San Francisco, has chartered the schooner William Olsen, now at Opa, Samoa, to load lumber here in September for the West Coast and the steamer Koko and Head, here chartered for November loading lumber to Australia.

Reports at the office of Major Melendee, Corps of Engineers, U. S. A., at Astoria, during the day at the deliveries have reached approximately 4000 tons daily and the jetty crew is distributing that amount along the coast. Lumber for San Francisco will be loaded at Linton by the steamer Coaster, which will get away with 650,000 feet. The steamer Daisy will load 750,000 feet of lumber and the steamer Klamath 1,000,000 feet for San Pedro.

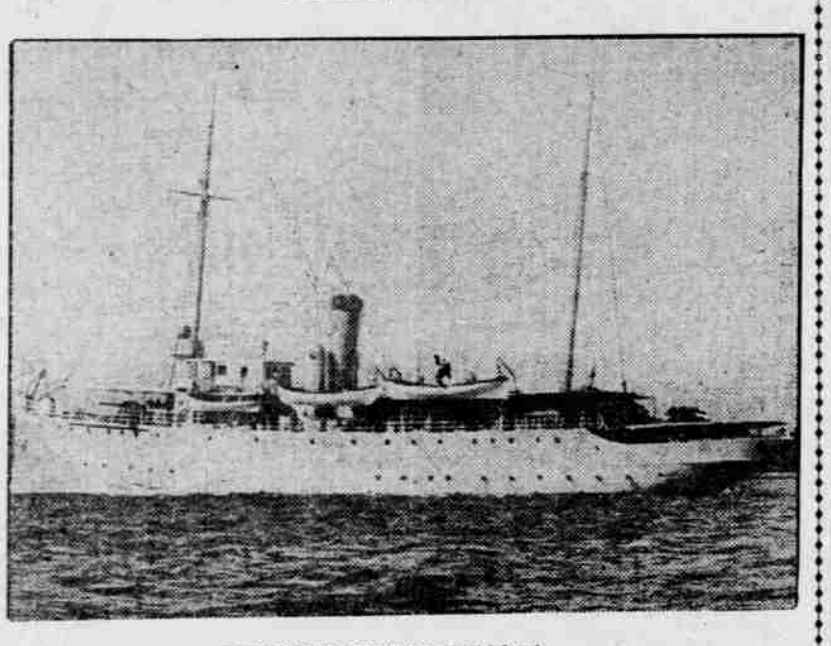
According to yesterday's bulletin of the Merchants' Exchange here was the movement during the day at the mouth of the Columbia. The schooner Mathew Turner, which the Pacific Electric Light and Power Company will load, arrived up in tow of the steamer March and the steamer Lyra, of the American-Hawaiian fleet, sailed for Salina Cruz, otherwise there were no movements to or from Astoria.

Workers have begun preparing the old Steel bridge for demolition, as all electric and other cables that were strung across the river on supports from the bridge are being lowered. The draw remains open at all hours for the passage of vessels and barricades at each approach prevent the public from passing over the bridge. The O. W. R. & N. has six months from the date the bridge was closed in which to remove all spans from the river.

Movements of Vessels.

PORTLAND, Aug. 12.—Arrived—Schooner Mathew Turner, from Santa Rosalia, Salina Cruz, for Salina Cruz, via San Francisco. San Francisco, Aug. 12.—Arrived at 6 A. M.—Steamer Lyra, from Portland. Sailed—Steamer Lyra, for Salina Cruz, via San Francisco, Aug. 11. Sailed—Steamer Lyra, for Salina Cruz, via San Francisco, Aug. 11. Sailed—Steamer Lyra, for Salina Cruz, via San Francisco, Aug. 11.

NEW REVENUE CUTTER WILL MAKE 19,000-MILE TRIP TO JUNEAU, ALASKA.



REVENUE CUTTER UNALGA.

Carl S. Kelly, of the Lumbermen's National Bank, who is en route home from Washington and other Eastern cities, has forwarded interesting details concerning the new revenue cutter Unalga and her prospective cruise of 19,000 miles from Baltimore to Juneau, Alaska, where she will replace the cutter Bear. The new cutter is a vessel of that type and is to be begun as soon as Congress adjourns and it is known what appropriations have been made for the various Government departments.

The Unalga will have a crew of about 70 and on the voyage she is to call at seven coaling stations. She will first proceed to Gibraltar, then to the Suez Canal, to Colombo, to Singapore, Manila, Yokohama, Honolulu and Puget Sound, then on to the northward. She is of 1600 tons burden and 120 feet long, with a beam of 32 feet, and will make 11 knots on the cruise. Her armament consists of three six-pounders, while the old Rush has only one gun of the rapid-fire type, and is of but 550 tons. Second Lieutenant Frank L. Austin has been assigned to the Unalga as navigating officer.

First District. This element would demand somebody other than Landon be nominated by the new party. Probably this demand would succeed, for Landon obviously is not as strong as he was a month or so ago. There is no dearth of new party Congressional material in the Second and Third districts.

However, there are comparatively few active candidates backing the move for a new party organization. Most of the candidates prefer to run as Republicans in the hope of getting both progressive and regular support. It is the rank and file that wants to break in on this dream of security and the altogether probable success of the new party will be made clear whether or not the rank and file will control. There is a new party committee meeting tomorrow and a conference on the following day. Decisive action is expected from these gatherings.

being installed in the Oregon Penitentiary at Salem. The steel was shipped from New York and came via the Panama. There is considerable cargo handled by the Harriman coasters that originates beyond California and is destined for foreign ports from here, but particularly in much of the stuff that goes foreign through trans-shipment from San Francisco does Portland lose credit. The American-Hawaiian vessels are often so crowded on leaving Salina Cruz that much of the cargo coming in bond from Europe is turned over to the South American liners of the Pacific Mail, the American-Hawaiian steamers usually bringing about 200 tons here and not having much more for Sal Francisco. The greater portion of their cargo space being occupied with shipments from New York.

For that reason large lots of freight are delivered here on the coasters that come from the Atlantic side. On the other hand there are regular shipments made from Portland to South and Central America that are sent to the Golden Gate on the Bear, Beaver or Rose City, and handled south of that port by the Pacific Mail, but Portland does not receive official mention for such exports.

BIG LUMBER ORDER IN AIR

New Yorkers Said to Want Oregon Fir in Quantity.

Evidence is reported to have been offered to show that Portland and Oregon are known on the Atlantic Coast and the products and manufactures tested through the receipt of a proposition from New York corporation that if a Portland fir will guarantee to supply 2,000,000 feet of lumber daily a contract will be executed for one year or more. That quantity cannot be supplied, 1,000,000 feet will be accepted on the same basis. While the business alone is large and means that three or four mills would

STEAMER INTELLIGENCE.

Name	From	Date
Rose City	San Pedro	In port
Bear	San Pedro	In port
Sue H. Elmore	Tillamook	In port
Geo. W. Elder	San Diego	In port
Alliance	Eureka	In port
Avril	Hanford	Aug. 13
Albatross	San Pedro	Aug. 13
Boanock	San Diego	Aug. 13
Bear	San Pedro	Aug. 13
Nevadan	Salina Cruz	Aug. 21
Isthmian	Salina Cruz	Sept. 1
Lyra	Salina Cruz	Sept. 20

have to be set to work on the one order, the benefits in a maritime way would be great, as the New York body will agree to supply all vessels required to handle the material. Some lumber dealers admit having heard of the proposal, while others scout at the idea of such a heavy delivery and say that it would require the mills of Portland and vicinity to cut it. Also, they point out, a tremendous fleet would be needed to transport the stuff, even though a carrier sailed every two days, besides new ideas in loading lumber would have to be adopted over those now in vogue here.

WILLAMETTE'S TEST LATER

All Mechanical Parts of New Digger Not in Place.

Ascertaining yesterday morning that the dock trial of the new dredge Wil-

amette would not be started at 2 o'clock in the afternoon, as some of the smaller machinery parts required attention, Manager Talbot, of the Port of Portland, informed members of the Commission, and visit to the digger will be made in a few days. As she is also to undergo a harbor test, when the pumping facilities will be demonstrated thoroughly, a plan is being considered of having the inspection by the Commission then.

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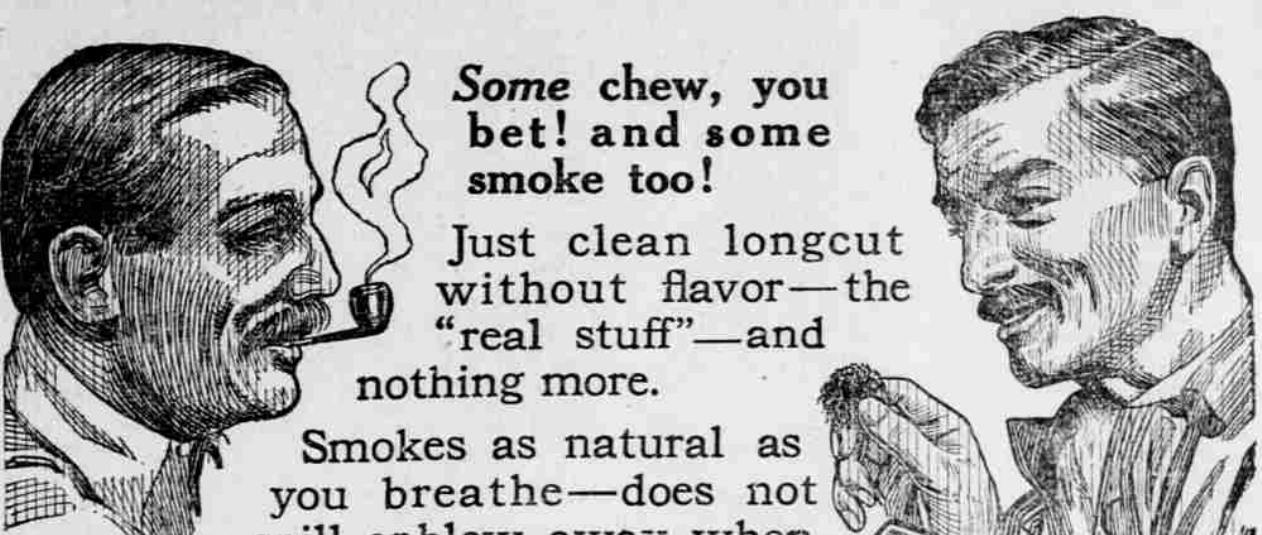
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Some chew, you bet! and some smoke too! Just clean longcut without flavor—the "real stuff"—and nothing more. Smokes as natural as you breathe—does not spill or blow away when you fill your pipe. It's longcut. And, as a chew—well you don't know what the smooth, real natural tobacco taste is until you try it. A 5c package of old reliable Peerless will give you more satisfying smokes and more good chews for the money than any other tobacco. Sold everywhere

Chew or Smoke

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(Special)—Advices from the railroads indicate 200 in the delegation for the Lakeview meeting on August 30 of the Central Oregon Development League. Preparations are made for handling a large crowd. The tentative programme shows many unique features, including a visit to the High-grade new gold camp as one of the side trips. It is expected a delegation of 100 will come from Portland. A large crowd will come from General Oregon.

Albany Mayor Orders Cleanup.

ALBANY, Or., Aug. 12.—(Special.)—Mayor Gilbert has notified all store-owners and warehouse proprietors that any spirituous or malt liquors on their premises will be destroyed. It has been reported that large shipments have been handled by storage concerns of Albany for local parties, who have drawn off this supply as needed, and this will not be tolerated from store-rooms, warehouses, freight depots or any other place. The Albany officials are determined to clean out the illicit sale of booze in their city.

Warrant Out for Welch.

OREGON CITY, Or., Aug. 12.—(Special.)—A warrant charging W. E. Welch, owner of a hotel on the Harlow Road, at Mount Hood, with serving trout out of season was issued today. The complainant is Frank Erwin, a game warden. Erwin alleges that the fish were served to him by the hotel man August 7. The case will be heard Friday. Welch's place is a favorite one with automobile parties from Portland.

Hundreds Expected at Lakeview.

NEW PINE CREEK, Or., Aug. 12.—

MALARIA—BLOOD POVERTY

Malaria is a species of blood poverty known as Anaemia; the circulation becomes so weak and impure that it is unable to supply the system with sufficient nourishment and strength to preserve ordinary health. In the first stages of Malaria the complexion grows pale and sallow, the appetite is affected, the system grows bilious, and there is a general feeling of weakness. As the circulation becomes more thoroughly saturated with the malarial infection, the digestion is deranged, chills and fever come on, skin diseases, boils, sores and ulcers break out, and the entire health becomes impaired. Malaria can only be cured by removing the germs from the blood. S. S. S. destroys every particle of malarial infection and builds up the blood to a strong nourishing condition. Then the system receives its proper amount of nutriment, sallow complexions grow ruddy and healthful, the liver and digestion are righted and every symptom of Malaria passes away. S. S. S. cures in every case because it purifies the blood. S. S. S. is a safe and pleasant remedy as well as an efficient one. Book on the blood and any medical advice free.

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FOR WOMEN ONLY.

That is the nature of Dr. Pierce's Favorite Prescription—the one remedy for women which contains no alcohol and no habit-forming drugs. Made from native medicinal forest roots. Dr. Pierce tells its every ingredient on the bottle-wrapper. Prominent physicians and some of the best medical authorities endorse these ingredients as being the very best known remedies for ailments and weaknesses peculiar to women.

This is what Mrs. GENNETT E. COPPEY, of Longstreet, Ky., says: "I feel it my duty to write and tell you what your medicines have done for me. I was a great sufferer for six years from a trouble peculiar to women, but I am thankful to say, after taking four bottles of your Favorite Prescription I am not bothered with that dreadful disease any more. I feel like a new woman. When I first wrote you for advice I only weighed 115 pounds—now I weigh 135. I thank you very much for your kindness. You have been as a father to me in advising me what to do, so may God bless you in every effort you put forth for good. I hope his testimonial will be the means of some poor suffering woman seeking health."

Dr. Pierce's Medical Adviser, newly revised up-to-date edition, answers hosts of delicate questions about which every woman, single or married ought to know.

CANADIAN FARM LANDS

With the idea of meeting the needs of limited means, we have just placed on the market a limited number of British Columbia 40-acre farms. The soil is rich, the climate mild and the markets big. Fifty dollars cash and fifteen dollars per month puts you in possession of one of these farms, the total cost of which is \$640. Prices are steadily advancing. Write today for descriptive booklet showing actual photos of land.

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Limited.
HEAD OFFICE: VANCOUVER, B. C.
FINEST AGRICULTURAL LANDS IN BRITISH COLUMBIA
Assets \$2,484,071. Surplus \$250,000. Reliable Agents Wanted.

WOMAN SICK TWELVE YEARS

Wants Other Women to Know How She Was Finally Restored to Health.

Louisiana, Mo.:—"I think a woman naturally dislikes to make her troubles known to the public, but complete restoration to health means so much to me that I cannot keep from telling mine for the sake of other suffering women. I had been sick about twelve years, and had eleven doctors. I had dragging down pains, pains at monthly periods, bilious spells, and was getting worse all the time. I would hardly get over one spell when I would be sick again. No tongue can tell what I suffered from cramps, and at times I could hardly walk. The doctors said I might die at one of those times, but I took Lydia E. Pinkham's Vegetable Compound and got better right away. Your valuable medicine is worth more than mountains of gold to suffering women."—Mrs. BERTHA MUFF, 503 N. 4th Street, Louisiana, Mo.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotic or harmful drugs, and to-day holds the record of being the most successful remedy for female ills we know of, and thousands of voluntary testimonials on file in the Pinkham laboratory at Lynn, Mass., seem to prove this fact.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.