Custom-House Attache Tells Fallacy of Magnates' Complaint on Bonds.

REALLY SORE SPOT

Executive of Asiatic Fleet Himself Beclared He Would Not Accept Non-Negotiable Bills of Lading. Is Latest Assertion.

It probably will be a long time before It probably will be a long time before the commercial interests of Portland the case to discuss the statement of R. P. Schwerin, of the Harriman steamship service, that the Portland & Asiatic fleet lost business and prestige largely owing to the refusal of Collector of Customs Malcolm to accept a blanker. indemnifying bond to protect him on shipments arriving from the Orient and which duties were paid here, though they were then sent to the East for distribution

One attache of the Custom-House yes terday ventured the assertion that it was not because Mr. Schwerin objected giving individual bonds for shipments, it having been inferred that such a system would entail a large amount of labor, but it was the fee of \$1.50 charged for each by brokers that jarred his finer sensibilities. So that jarred his liner sensitimites to far us the individual bonds are con-cerned, it is said they would not have made the slightest difference in the business, as a number of them could have been printed and any clerk filled them out and filed them at the Custom-House, a transaction that would have required no greater time than to make ut a way bill.

Routing Scheme Disclosed.

It is also told that during the con-troversy between Mr. Schwerin and Col-lector Malcolm the former was asked and Chinese Herc. if, in the steamship business, he would accept a bill of lading for the delivery of goods such as he proposed for the collector to accept, one that was simply a copy of the original and marked not negotiable, and he replied that he

negotiable, and he replied that he would not.

It is told that because steamers of the Portland & Aslatic, when routed from the Orient by way of San Francisco frequently, so their cargoes could be handled by the Southern Pacific, heavy shippers of gunnles, ordered that their purchases from Calcutta, which were carried to Hongkong by other steamers and there transferred to the Portland & Aslatic, be routed over other lines. Often it was not known until steamers neared the Coast or actually reported at San Francisco whether reported at San Francisco whether they were on the way to the Columbia River or Golden Gate.

Extra "Service" Charged. Then, again, two or three carriers

Men familiar with the waterfront system say that when the bonded warehouse was maintained by the company on Montgomery dock No. 2, and at times 40,000 to 50,000 rolls of matting were stored there, consignees were presented with bills for extra service all the way from stenciling and trucking, and competing lines on Puget Sound were willing to perform some of the same acts gratis to get the pat-

DEPTHS AT COAST HARBORS

Grays Harbor to San Diego Are Boundaries of Soundings.

Depths at mean low water at variou

Commercial News:

Grays Harbor, July 1, 17 feet.

Willapa Bay, June 12, 24 feet.

Nehalem River, April 22, 8 feet.

Tillamcok Bay, October 29, 8 feet. Channel straight in from whistling buoy;

Yaquina Bay, July 26, 12 feet. Middle
ground formed on the range; channel north

of this. Studies River, July 26, 9 feet. Channel Studies River good shape. Umpqua River, July 28, 11 feet. Outer hay busy 1006 feet north of entrance channel shifting to south. Coos Bay, July 27, 17 feet. Bar shows slight shoaling. Coquille River. July 20, 81/2 feet. Chan-Coquille River, July 29, 815 feet. Chan-l straight. Rogue River, July 30, 315 feet. Channel next straight out, slightly to the northard Klamath River, July 3, 7 feet, Channe

west. mboldt Bay. August 5, 19 feet. Depth r straight channel. for straight channel. San Pedro Bay. July 2, 30 feet. Channel of feet wide, 30 feet deep, nearly to turnng basin. San Diego Bay, July 18, 21 feet, Channel just north of bar buoy. San Pablo Eay, October, 231; feet, Depth all Facility and Facility and Facility and Good width.

Alseya River, July 26, 7 feet. Channel straight and good width.

SILK RATE IS NOW REDUCED.

Japanese Lines May Lower Passenger Fares on Pacific.

Demand for flour, wheat and lumber at ports across the Pacific and the fact space is limited owing to the heavy shipments, is keeping rates high but east-bound cargo, that imported into on east-bound cargo, that imported into the United States, there have been some heavy cuts made this season, the latest being a stiff reduction by the Blue Fun-nei line on silk sent to the United States. The three Japanese lines, the Nippon Yusen Kaisha, Osaka Shosen Kaisha and Toyo Kisen Kaisha, first cut tea, lowering the tariff from \$6.50 to \$5:50 and the move of the Blue Fun-

nel is in retaliation.

Steamship men believe that a rate war of considerable extent will ensue among vessels plying the North Pacific and it is even hinted that the Japs will lower passenger fares as the next step. Portlanders are anxious to interest one of the Japanese lines in establishing service from this port, the reason being that they are the rate regulators of the Pacific, and as they operate with chesper crews, their sailors and most of the apany being Japs, it would be cheapentered into to pay the yearly losses.

United States in quantity is the fact that the price has fallen among users of it. At San Francisco such a stir has been caused by the smuggling operations that United States District At-

in the event oplum is found aboard a vessel the owners will be fined an amount equal to the value of the con-

COAST RATES REMAIN STEADY Two Steamers Engaged for Lumber

From River at \$4.75.

Lumber rates to domestic ports are not displaying the feverish upward tendency of those that have been quoted for several months on offshore voyages, as the engagements last week of the steamers Daisy and Daisy Freeman to load on the Columbia River for San Francisco were made on a basis of \$4.75.
In connection with the charter of the
British ship Colony, to load wheat at
Portland for the United Kingdom, it is Portland for the United Kingdom, it is announced that her rate was 42s 6d. The vessel was taken by G. W. McNear, being the first fixed by that house to work grain in the Northwest this sea-son. In another month the harbor should begin to be dotted with square-riggers of the grain fleet. There are

	e to Arrive.	
9.00		
Name.	From	Date.
Beaver	San Pedro.	In port
Roanoke	San Diego.	In port
Sue H. Elmer	e. Tillamook.	In port
Anvil	Bandon	
Bear	Coos Bay	
Dienkwater	Salina Cruz	Aug 2
Alliance	Eureka	Augir. 22
Rose City	. San Pedro.	Aug. 27
Geo. W. Eider	. San Diego.	Aug. 20
Isthmian	Salina Cruz	Sept. 1
Nevadan	Salina Crut	. Sept. 12
Lyra	Salina Cruz	Sipt. 26
T	o Depart.	
Name.		Date.
Beaver	San Pedro.	Aug. 20
Sue H. Elmo	re Tillamook	Aug. 20
Yale	S. F. to L. A	. Aug. 21
Roanoke	. San Diego.	Aug 2
Harvard	S. F. to L. A	Aug. 23
		TARREST OF
Breakwater	Euroba	Alter 124
Alliance	Eureka	Aug. 24
Alliance Nebruskan	Eureka Salina Cruz	. Aug. 24
Alliance Nebruskan Bear	Eureka Salina Cruz Sun Pedro.	. Aug. 24 . Aug. 25 . Aug. 25
Alliance Nebruskan Bear Anvil	Eureka Salina Cruz	Aug. 24 Aug. 25 Aug. 25 Aug. 28
Alliance, Nebruskan Bear Anvii Geo. W. Elde Rose City	Eureka Salina Cruz San Pedro. Bandon r. San Diego. San Pedro.	Aug. 24 Aug. 25 Aug. 25 Aug. 28 Aug. 28 Aug. 30
Alliance,	Eureka Salina Cruz San Pedro. Bandon F. San Diego.	Aug. 24 Aug. 25 Aug. 28 Aug. 28 Aug. 30 Sept. 3

none of the deep-watermen here at present, and but two are in the river, the British bark Battle Abbey and French ship La Perouse, both lumber

L......

PASSENGER DAYS RECALLED

and Chinese Here.

Immigration Inspector Barbour is gaining an insight into days that have passed through the perusal of records turned over to his department by Collector of Customs Malcolm, many of the papers being passenger lists appended to manifests of steamers coming

rival, so with the manifest passenger list to refer to his word need not be depended on. There are also old certificates turned over to Mr. Barbour, some of them 30 years of age, and instances have been found in which the name of the original Chinese was scratched and Then, again, two or three careers and the original Chinese was stratched and another substituted, but age has it certain that for a long time there would be no inbound vessels, as but four were maintained in the fleet.

Men familiar with the waterfront so long.

NEWPORT'S SKIPPER

Captain Thompson on Leave When Vessel Sinks at Balboa.

tour through Europe, to learn that his The members of the party that acvessel had been damaged and sunk at companied President Elliott from Bend Balboa Saturday. Captain Thompson has been on leave for some time and

bepths at mean tow the coast were harbor entrances on the coast were patches from Balboa stated that the shown as follows in the San Francisco Newport was at a dock after having Newport was at a dock after having completed working cargo and about 2 eral passenger agent. o'clock Saturday morning the dock col-lapsed, causing the vessel to sink. Maryhill yes None of the crew was lost, but she was to Portland. a total wreck, Captain Thompson prob ably will be given another ship.

Marine Notes.

Captain "Del" Shaver has returned after passing his vacation at Cannon Beach and Captain James Shaver, head of the Shaver Transportation Company, has departed for the shore of the Pa-cific on a brief respite.

On the arrival of the steamer Casco which is bringing a cargo of tanbark from Fort Bragg, consigned to Webber Bros. tannery, at Fulton, barges of the Diamond O fleet will be shifted alongside and the bark loaded on them to be towed upstream.

On the first trip of the new steamer America to Portland from St. Helens she made 42 landings and passed 15 minutes at St. Johns, yet arrived a few minutes ahead of the Iralda, from Rainier, which is rated the fastest of her class on the river. The America will steam at about 12 miles, one mile than the old boat of the name

Movements of Vessels.

PORTLAND, Aug. 12.—Arrived — Norwegian steamer Solveig, from Victoria; steamer J. B. Stetson, from San Francisco. Salied,
—steamer J. B. Stetson, for Aberdeen;
steamer Rainier, for San Pedro.
—Astoria, Aug. 19.—Arrived at midnight
and left up at 2 A. M.—Steamer J. B. Stetton, from San Francisco. Arrived at 6 and
left up at 19:15 A. M.—Norwegian steamer
solveig, from Victoria. Arrived down durling midnight—French bark La Perouse.
San Francisco. Aug. 19.—Salied at 19 A.
M.—Steamers Nebraskan and Willamette,
for Portland; steamer Rose City, for San
Pedro.

San Francisco, Aug. 19.—Sailed at 19 A.

M.—Steamers Nebraskan and Williamette,
tor Portland; steamer Rose City, for San
Pedro.
Coos Baj. Aug. 19.—Arrived—Steamer
Breakwater, from Portland.
Eureka. Aug. 19.—Sailed at 2 P. M.—
Steamer Alliance, for Portland,
San Pedro. Aug. 19.—Arrived — Steamer
General Hubbard and schooner King Cyrus,
from Columbia River; steamers Geo. W. Elder. Northland and Klamath, from Portland.
Sailed—Steamer Shasta, for Portland.
Rio Janeiro, Aug. 16.—Sailed — German
ship Terpischore, for Portland.
Port San Luis Aug. 18.—Arrived—Steamer
Catania, from Portland,
Monterey, Aug. 19.—Sailed last night—
Steamer W. F. Herrin, for Portland.
Suez. Aug. 18.—Arrived—Belerophon,
from Tacoma, for Liverpool.
Yokohama, Aug. 17.—Sailed—Titan, for
Vancouver.
Shanghai, Aug. 19.—Arrived previously,
Buffalo, from San Francisco.
Coronet, Aug. 17.—Arrived—Director, from
Tacoma.
San Francisco. Aug. 19.—Arrived—Steam-

San Francisco Official Proposes New

Law for Smugglers.

While no smuggling has been reported on vessels arriving at Portland from the Far East for several months, the Custom House inspectors have not ceased their vigilance and a particularly strong watch is maintained on trains arriving from Puget Sound, as opium has been taken ashore there and sent to this city in the past.

Some say that the best indication offered that opium continues to enter the United States in quantity is the fact that the price has fallen among the

Condition at the mouth of the river at ; P. M., smooth; wind northwest 18 miles weather cloudy.

Tides at Astoria Tuesday.

URGES ADVERTISING

Special Methods Recommend ed to Attract Eastern Settlers to Oregon Acres.

STATE FARMS ARE PRAISED

Visitor Guest of Joseph H. Young at Arlington Club-Party Will Spend a Few Days Looking Over Willamette Valley.

Special agents employed by the state to travel in the East and advertise Oregon was suggested yesterday by Howard Elliott, president of the Northern Pacific Railway, who arrived in Port-

land with his party on a tour over the Western field.

Mr. Elliott pointed out the work that had been accomplished by the repre-sentatives of the railroads in the East to influence people to come to the West and seek places to settle and declared that there is no reason why the state might not undertake the same line of work and accomplish equally good re sults.

"The two most interesting things saw when we made the run up to Bend yesterday." he said, "were the experi-mental farms at Redmond and Metolius. I spent an hour at each. They are doing a magnificent work and ought to be encouraged and increased in their scope as rapidly as possible, for they are valuable factors in the broad scheme to lead people to settle and cultivate the soil and build up the ountry districts.

Demonstration Farm Interests. "Our company had a hand along with the state in the founding of both of these farms and I feel a great interest in them. However, it appears that the state itself might properly extend its own influence in these various lines of development activity with profit to the entire commonwealth, not only in extending development work, but in many of the lines in which the rail-roads alone have been active up to this time, especially the demonstration

work in the East."

Mr. Elliott joined the Lakeview excursion party and accompanied it as far as Bend. F. H. Fogarty, assistant general freight agent, attached himself to that party from Mr. Elliott's party and went on to Lakeview.

President Elliott and his party will

President Elliott and his party will leave this morning for a two days' trip in the Willamette Valley. They will go by electric railway to Eugene, arriving there tonight. Side trips will be made through the surrounding country in automobiles and the return to Portland will be made by auto and electric. land will be made by auto and electric railway. They will reach here again Thursday

Young Host at Dinner. President Joseph H. Young, of the North Bank, who accompanied Mr. Elliott to Bend Sunday, was his host at dinner at the Arlington Club last night. The guests in addition to Mr. Elliott The guests in addition to Mr. Elliott were: B. S. Josselyn, A. D. Katz, Charles H. Perry, James B. Kerr, H. L. Pittock, A. L. Mills, T. B. Wilcox, Guy W. Taibot, Edward Cookingham, J. P. O'Brien, C. S. Jackson, D. W. Campbell, J. Q. Barlow, W. R. Scott, George M. Trowbridge, G. W. Luce, H. A. Henshaw, Ralph E. Moody, John F. Carroll, J. C. Ainsworth, H. L. Corbett, F. I. Fuller, Hugh Hume, Edgar R. Piper. all the way from stencing and trucking, and competing lines on Puget
Sound were willing to perform some of
the same acts gratis to get the patronage.

There was no joy in the home-comfuller, Hugh Hume, Edgar B. Piper,
A. D. Charlton, Zera Snow, Charles E.
Wolverton, R. B. Miller, John H. Harris,
reached Portland yesterday from a John H. Burgard and Mayor Rushlight. to Portland yesterday were: George T Reid, of Tacoma, assistant to the presi has been on leave for some time and passed much of his vacation in Norway and Sweden.

He will complete the last leg of his journey to San Francisco on the steam or Beaver, sailing this morning. Dispatches from Balboa stated that the Newport was at a dock after having Newport Newp

The party visited the Hill ranch at Maryhill yesterday before coming on

TAFT WOULD OPEN COURT

(Continued From First Page.)

it is passed, Mayor Rushlight yester day telegraphed a similar plea and telegrams were sent to the President from many of the larger business houses of Portland. "The Chamber of Commerce of Port-

land has warmly supported the Pana-ma Canal bill at all stages," said the message sent from the Chamber to the President. "For the first time there is an opportunity to break the monopo-listic transportation conditions be-tween the Eastern and Western secwe respectfully ask you to sign the same, if passed."

Mayor Telegraphs President. Mayor Rushlight's telegram was as

follows:

Portland, Or., Aug. 19. — (To His Excellency, William Howard Taft, President, White House, Washington, D. C.)—In behalf of the City of Portland, I join with the Chamber of Commerce and other public bedies in urging that you sign the Panama Canal bill. This measure will give an impetus to the commercial activities of the entire Pacific Coast, and will undoubtedly, benefit the shipping, lumber and manufacturing interests of this city, and the whole State of Orejon.

The Chamber of Commerce has taken up with the Collector of Customs and

with the Collector of Customs and will carefully investigate charges made by R. P. Schwerin, vice-president of the Pacific Mail line and the Portland-Asiatic Steamship Company, that the Portland Customs practice, in actual operation, is more rigid upon shippers here than in either San Fran-cisco or the Puget Sound ports. Mr. Schwerin made the statement that the Collector of Customs of Portland is-sued instructions that no import cargo destined by rail to interior points be permitted entry in bond at Portland afraid for such interior delivery, unless the original bill of lading is used for entry He asserted purposes at that port. He asserted that collectors in both San Francisco and Port Townsend accommodate ship-pers who bring copies of non-negotiable bills of lading, and exact no bond for

the service. Chamber Will Demand Justice. If inquiry reveals that the depart-ment is unable to standardize all port practices in real operation, the demand probably will be made that the Chamber take steps in conjunction with the railroads, to see that goods may be sent out of this port without the original bills of lading being presented. It is asserted by shippers of the city that Mr. Schwerin has formerly shown to discriminate against a tendency to discriminate against Portland in favor of other Pacific Coast ports. It is recalled that during the Russo-Japanese War he refused to permit the Portland-Asiatic steamships to sail, on the ground that they might be captured and their cargoes seized. On the other hand the Pacific Mail line on the other mand the Pacinc sail fine continued operations. As the Japanese increase in tariff on flour was soon to become effective and large shipments from this port had been booked for

that country, this action on the part of the Portland-Asiatic management was a serious blow to the port. At that time, in August, 1994, the Chamber of Commerce passed a resolution con-demning the action of the management of the line and in due time the service

President Knapp Offers Opinion. F. C. Knapp, president of the Port-land Chamber of Commerce, in a letter to O. M. Clark, chairman of the Oriental trade committee, gives his opinion of the attitude of Mr. Schwerin toward the Portland port and the statements Mr. Schwerin has made concerning the Customs Collector, as follows:

schwerin has made concerning toms Collector, as follows:

My Dear Sir: On page 8 of The Oregonian, of August 7, I note copy of letter written from Washington, D. C., by R. P. Schwerin, vice-president and general manager of the Pacific Mail line and the Portland & Asiatic Steamship Company.

If I correctly interpret Mr. Schwerin's words we are informed that he took over the management of a certain steamship line between Portland and the Orient and immediately stopped a loss which had averaged somewhere between \$125,000 and \$155,000 per animm.

If a man who, by his own testimony, has but one mission in life, and that is the helping of San Francisco forever to hold supremacy as a seaport, can run a line of boats from Portland to the Orient without loss, it would seem that a line of boats operated by some company under the management of a man working strictly for the interest of Portland and its people should be able to carry on this business at a profit.

Special Meeting May Follow.

Portland and its people should be able to carry on this business at a profit.

Special Meeting May Follow.

In another part of Mr. Schwerin's letter we are told that certain rulings of the Collector of Customs at the port of Portland created a different business custom at this port than at any other port of entry in the United States, this difference being entirely against our city.

Your committee has no time to discuss dead issues, as you are engeged in the establishment of a strictly Portland line of steamers to the Orient, but in connection with this work it may be well for you to investigate this statement relative to the action of the Collector of Customs at the port of Portland and should your investigation prove that there is a liability of this city's being discriminated against in the future I should be pleased to have you call my attention to the matter in order that a special meeting of the trustees of the Chamber of Commerce may be held with a view of taking steps to rectify the discrimination.

ASTORIA ALSO TAKES ACTION

Chamber of Commerce Backs Up Message of Portland Interests.

ASTORIA, Or., Aug. 19 .- (Special.)-ASTORIA, Or., Aug. 13.—(Special.)—On account of press advices received from Washington that there is danger of President Taft vetoing the Panama Canal bill recently passed by Congress and in response to a letter received from the Portland Chamber of Commerce, asking that all commercial bodies in the West urge the President to sign the measure, the Astoria Chamber of Commerce today sent a message to President Taft which reads as follows:

lows:

"We most carnestly urge the approval of the canal bill as passed. The West approves this by a large majority and it certainly means everything to the entire West Coast."

Chairman McLeod, of the Port of Astoria Commission, sent a similar teletoria Commission, sent a similar tele-gram to the President, urging that he sign the bill as passed.

ELEPHANT POACHER SLAIN

(Continued From First Page.) come out of Africa. Captain Fox' re-

him a non-commissioned subordinate and six Soudanese soldiers. Body carriers and mules for the transportation of supplies were part of his equipment. His instructions were plain-not to return until the outlaw was captured. With a soldier's disregard for red tape, Captain Fox in his report fails to mention dates in describing the man-

ago. Pursuit Leads Across Nile.

The pursuers then had spent weeks plunging through the jungle that almost defied passage, Rogers cunningly streams. Before the outlaw was overtaken he had crossed the Nile into the Belgian Congo.

ing starvation in the wilderness. The last 12 hours of the pursuit were

particularly trying. The chase led over a mountain, with Rogers' men a short distance in advance. As they fied, the ape-like native companions of the outlaw sent back taunts and jeers at their pursuers.

End of Chase Dramatic.

Dramatic in the extreme is Captain Fox' explanation of the death of Rogers in the jungle into which they had descended from the mountain his party came suddenly upon a camp. A native approached the English officer and

"The commander wants you to come in. He is sick and cannot come out." Entering the hut Captain Fox found himself in a room dimly lighted by a candle. A white man was lying on a couch and beside him sat a companion, tions of this country and to have real couch and beside him sat a companion, water competition. The entire Pacific class white. For a time there was a dead silence, Captain Fox believing he had been led into a trap. Then he "Which is Mr. Rogers?"

"Mr. Rogers has been shot," replied the outlaw's companion.

Quarry Found Dying. "Yes," interrupted Rogers, "and by

your men." "Come, stand right here so I can look at you," Rogers continued. His eyes were blazing and from beneath a blanket he drew a revolver and pointed it

at the officer.

"I am a dying man, I guess," he said. "I didn't think they could kill old Rogers, but they got him this time. Still, you are in Belgian territory and you stand more chance for arrest than Fearing that the revolver which

menaced him might be discharged at any time, Captain Fox argued with the outlaw to gain time. Finally, Rogers turned to his companion, whom he ad-dressed as "doctor," and said: "I want you to witness what I say, doctor. Captain Fox, I am a dying man, so would not lie about anything. This was my show and all my work. I am afraid I have brought you into trouble,

White Companion Shielded. "Well, I had my good times, as well as bad. I can't stand religious people. If you have religions, just live up

A noise in his throat interrupted the words of the old man.
"Say, did you hear that?" he ex-claimed. "That's the death rattle. I've

THE BOTTOM

PRICES ON PIANOS AND PLAYER PIANOS CUT TO THE LOWEST POINT EVER KNOWN.

Yesterday Was Another Record-Brenker in the Reed-French Closing-Ou ale-Buyers Coming From Far and Near - New Full - Sized Uprights, Splendid Planos, Only \$168, \$129 and Even as Low as \$96 -"Tis Surely Pinno-Buying Time.

Yesterday was another record-break-er in the Reed-French Piano Co.'s Closing-Out Sale. Up to the time of this announcement going to press, late yesterday afternoon, fourteen sales had been recorded on the books, with sev-eral more buyers coming in in the evening to select planos and player planos.

There are two reasons for this veritable stampede of plano buyers. First, the high quality of the many fine planos and player planos offered, and, secondly, the ridiculously low prices at which they are obtainable in this Quitting-Business Sale. Profit is out of all question now. Our lease expires on August 31st—only twelve days more. That's why our entire stock of pianos, and elegant player pianos, and splendid Knabe, and Lindeman, and Schubert, and Howard, and Starck, and Haines Bros., and others—baby grands, and all, have got to be sold.

ROCK-BOTTOM PRICES.

Just think of it. \$129 and \$168 will secure choice of several beautiful brand-new \$200 styles of new planos of well-known Now York makes, such as have never been sold, East or West, for less than \$265. Others will go for still less money. All are good, reliable, warranted planos.

warranted planos.

Have several strictly highest-grade, seven and one third octave planos, carved or plain panels, full swinging duet music desk, revolving lock board, continuous nickel hinges, and three pedals, for \$236. This is less than half price. A fancy mottled Circassian walnut, or a most brilliant figured Brazilian mahogany case costs \$24 extra.

Some little plainer, yet very beautiful instruments, are only \$224, and others \$197—this is at least \$200 below the lowest retail price of these or other same-grade instruments in this or any other city.

\$600 ONES NOW \$334.

The finest cabinet grand size, thoroughly reliable, highest-grade upright planos, in mahogany or oak, standing four feet nine luches high, with all latest improvements, instruments that we guarantee cannot be bought at the New York factory for less than \$600, go during this sale for \$334, and the ebonized cases for \$22 still less.

Another well-known make, recognized everywhere in the trade as the most durable and dependable make, the most perfectly-finished plano, but in a plain-case design—mahogany, oak or wainut cases, retail price \$325 and \$350 are now only \$172, \$177 and \$186.

PRICES IN PLAIN FIGURES. come out of Africa. Captain Fox' report in this respect resembles most nearly perhaps the tale of General Funston's dogged pursuit of Aguinaldo in the Philippines.

For the purpose of tracking the outlaw the English commander took with him a non-commissioned subordinate

You can wait on yourself if you choose. All prices are marked in plain figures. We ought to get all cash at these bare-cost prices, but, in order to sell out everything quickly, we will give everyone an equal opportunity. Payments of \$15, \$20 or \$25 down, and at the rate of \$6, \$8 or \$10 a month can be arranged.

be arranged.

Store and office fixtures, typewriters, desks, safes, rugs, carpets, shelving, cases, oil paintings—everything is for sale, and delivery right after sale closes. Make us a bid. Open day and night until everything is disposed of, Reed-French Plano Mfg. Co., established since 1906. Sixth and Burnside streets (Commonwealth building).

hunt. Apparently the denouement of heard that too many times to make any the jungle drama came three months mistake."

This prediction proved correct, for those were his last words.

Throughout his talk with Captain Fox, Rogers shielded his white companion and did not reveal his identity. Captain Fox' report also is singularly swamps and forests and across deep not know the doctor. It is thought streams. Before the outlaw was overprotect the man.

NEW PIANOS \$96.

Large, full size, new uprights, not \$129, \$117 and as low as \$96. lutely lowest prices ever known. We're positively quitting business. Reed-French Piano Co., Sixth and Burnside Open evenings.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 19.—Maximum temperature, 78 degrees; minimum, 54 degrees. River reading, 8 A. M., 5.9 feet; change in last 24 hours. —0.2 foot. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1911, 37.31 inches; normal, 44.80 inches; deficiency, 7.49 inches. Total sunshine, 10 hours 40 minutes; possible sunshine, 13 hours 50 minutes. Barometer (reduced to sea level) at 5 P. M., 30.02 inches.

STATIONS

State of Weather

Precipitation
past 12 hours.

Maximum tempt

WEATHER CONDITIONS. A weak high pressure area overlies the North Pacific States and the barometer is relatively low over California. A small disturbance is central over the Upper Mississippi Valley. Showers and thunder storms have occurred in Montana, Northern Wyoming, the Dakotas, Minnesota, Iowa, the

Have you been looking for a wholesome food, One that's healthful and nutritious? A suggestion, perhaps, will do some good, Try Post Toasties, they're delicious.

Written by E. P. DANZ, care Hart & Murphy, St. Paul, Minn.

One of the 50 Jingles for which the Postum Co., Battle Creek, Mich., paid \$1960.00 in June.

HOTEL CORNELIUS

House of Welcome Portland, Ur.

Our 14-passenger electric 'bus meets all trains. A high-class, modern hotel in the heart of the theater and shopping district. One block from any carline. 11 per day and up. European plan.

Fielder Jones, Vice-Pres.



HOTEL MOORE

HOTELS AND SUMMER RESORTS.

OPENED JUNE 1, WITH COMPLETE SUMMER CREW

steamers.

Many new and modern improvements. Electric lighted. Rooms with or without bath. Hot sait baths and surf bathing; pler for fishing. Steam heat and running water. Sea foods a specialty. The dining-room and kitchen will be in charge of John Lehner, who is well known through his connection with the Arlington Club for past six years.

"LATSOP BEACH, SEASIDE, OR. DAN J. MOORE, Prop.

HOTEL MULTNOMAH PORTLAND In size, appointments, service and fireproof quality of the building the leading hotel in Portland, the Multnomah, offers to the discriminating traveler every comfort and convenience found only in the best hotels of the East. Nine stories of steel and concrete, with 725 rooms and suites, palatially furnished, with rates from \$1.50 to \$5 per day. European plan. Motor busses meet all trains and steamers.

HOTEL OREGON,

Portland, Or., Wright-Dickinson Hotel Co., Props.

HOTEL SEATTLE,

Seattle, Wash.

Wright-Dickinson Hotel Co., Props.

modern in every respect, and conducted on the European plan.

Both hotels

centrally located.

H. C. BOWERS, Manager. J. M. BROWNELL, Ass't Mgs.

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Lake region, Middle Atlantic and New England States. It is warmer in Oregon and Washington. No precipitation has fallen at any reporting station on the Pacific Slope in the last 24 hours. The conditions are favorable for fair weather in this district Tuesday with higher temperatures except along the coast and in Southern Oregon,

FORECASTS. Portland and vicinity: Fair and warmer, Portland and variety.
Northerly winds.
Oregon: Fair, except increasing cloudiness southwest partion; warmer north and east portions. Northerly winds.
Washington: Fair, warmer, except near the coast. Northerly winds.
Idaho: Fair and warmer.
EDWARD A. BEALS.
District Forecaster.

SUMMER RESORTS. Mineral Springs Hotel
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unsurpassed for rheumatism, indigestion and skin diseases. Everything
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