To the men and women associated with us in serving the public through the instrumentality of the railroads we represent, and to that other great body of fair-minded, right-thinking citizens who are also opposed to the confiscation of property or the abrogation of contract rights, we desire to voice our sincere thanks for the kindly good will expressed by their votes cast at the polls on Monday, defeating the attack upon the franchises of the Oregon-Washington Railroad & Navigation and Southern Pacific Companies on the East Side.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
By
L. Farrell
President

SOUTHERN PACIFIC COMPANY
By
D. H. Campbell
General Superintendent

(Paid Advertisement.)

FRESHET ON WAY

Snake River Falls but Rise Continues Here.

SEVERAL BASEMENTS HIT

Situation May Not Be Relieved for Week, Says Weather Man Beals. High Water Reported All Along Columbia River.

HIGHER WATER RECORDED AT VARIOUS RIVER POINTS.

Portland—Freshet may reach 24.3 feet by Sunday. Several basements affected by seeping water.

Vancouver—Columbia reaches 23 ft. 6 inches and is still rising. Some damage done.

Stevenson, Wash.—Columbia breaks up and floats away part of dock.

Hood River—Gardens and valuable pear orchard under water.

The Dalles—Columbia may reach 41-foot mark today.

Lewiston—Snake and Clearwater rivers show drop of three inches.

Unless the "medicine" District Forecaster Beals has obtained from the interior fails, as well as all other "Indian" signs, the 1913 June freshet will reach 24.3 feet Sunday. The next highest water in 10 years was June 18, 1903, when it climbed to 24 feet. In the 1899 freshet the highest stage was 24.2 feet and the record was in 1894, of 23 feet.

The river was 22.5 feet above zero yesterday and Mr. Beals has calculated that by 8 o'clock this morning an increase of half a foot will be shown, so he has allowed but one foot rise until Sunday on the expectation that the water will come up more slowly after today.

The Snake River has fallen three or four inches and, as cooler weather is being counted on to prevail in that region today, it may drop fully as much more, but the weather man says the Snake must recede one foot or more before the situation here will be relieved materially.

Basements Are Reached.

A number of basements in the downtown district were reached by the seeping waters yesterday and the clank of pumps was heard on every thoroughfare, some property owners being compelled to rig up two pumps in order to keep pace with the flow.

Sanitary conditions have been interfered with, and there is no hope that the situation will be relieved for a week. Mr. Beals estimates that a Sixth-street basement 22 feet above the zero level would not be affected for three or four days after the water reached a corresponding height, as it requires that much time in which to seep through the ground, so some would not be flooded until the water was 22.8 feet high.

Sewer mains are causing trouble, and at the entrance to the Custom-house a catch basin in the main court overflowed yesterday. Basements at Fourth and Washington street had water in them yesterday and some on Sixth street were reported in the same fix. Near the waterfront gangs of men were employed pumping out manholes to relieve the conditions somewhat.

Hurlburt Recalls Suggestion.

"We have not had many reports concerning sewers, as they were in fairly good shape before the freshet," said T. M. Hurlburt, City Engineer, yesterday. "Naturally the sewerage will back up to the level of the river. That cannot be helped, owing to the grades of the streets and heights of some basements. After the 1894 flood I recommended that the street grades be changed to meet just such an emergency, but the plan then was thought expensive, though the cost would be nothing as compared to what would have to be shouldered to relieve the situation today."

Paving plants along the river are to shut down as a consequence of the high water, their machinery being low, so that they will be unable to keep going long. At the Eastern & Western mill the water has not yet stalled operations and sawing may be continued unless more water is experienced than is in prospect.

The steamer Bailey Gatzert made her last trip to the Lower Cascades yesterday. She has been prevented from going through the locks since last week, but now she has been ordered tied up until Saturday, when she will carry excursionists, also Sunday.

Boatbuilding Is Suspended.

At Supple's yard, at the foot of Belmont street, boatbuilding has been suspended and men were at work yesterday raising tools and material in the machine shops above the floor, as they may be covered in a few days.

Captain T. F. Dillon, Corps of Engineers, U. S. A., in charge of the construction of the Celilo Canal under Major Morrow, returned yesterday in company with F. C. Schubert, assistant engineer, and they report that the river stood 20.8 feet above zero at Celilo. In 1903 it was 22.4 feet there.

In constructing the canal the aim has been to have it so regulated that it can be operated as long as the Cascade Locks remain open, and while the latter closes at a stage of 38 feet, it is equivalent to 18 feet at the canal. Of a force of 500 men employed on the ditch a short time ago only 150 remain and two of four steam shovels are working. It is thought that the force will not be enlarged for three weeks or a month.

CLARK FARMS UNDER WATER

Columbia's High Position Rushes Cattle to Higher Ground.

VANCOUVER, Wash., June 4.—(Special.)—The Columbia River still was rising, though it had reached 23 feet 5 inches. A drinking fountain at First and Washington street is several inches under water, and a person to get a drink would have to wade knee-deep in water.

Considerable damage is being done by the high water, several farms below the city being nearly covered with water, the crops ruined and stock driven to higher ground.

It is believed that the water will be checked tomorrow, owing to the cooler weather.

Snake and Clearwater Falling.

LEWISTON, Idaho, June 4.—(Special.)—The Snake River at 6 o'clock tonight registers 18.5, a drop of three inches from yesterday. The Clearwater registers 21, a drop of three inches from last night. The weather is cooler tonight and both rivers are falling. It is now thought that all danger from high water is past.

No person need hesitate to take Foley Kidney Pills on the ground that they know not what is in them. Foley & Co. guarantee them to be a pure curative medicine, specially prepared for kidney and bladder ailments and irregularities. They do not contain habit forming drugs. Try them. Huntley Bros., Fourth and Washington sts.

SPEZIA SAILS JULY 4

European Cargo to Be Brought for Portland.

SAXONIA BOOKINGS PLEASE

Interest Shown in Support That Will Be Forthcoming During Fall and Winter for Two Lines Plying to Orient.

Fifth of the steamers the Hamburg-American Company has officially announced for the European-Oriental-Pacific Coast service is the German steamer Spezia, which is to sail from Hamburg for Portland July 4, arriving here the latter part of September. Fritz Kirchhoff, representing the line here, says that the Spezia will have some European cargo for this city.

Bookings are fully up to expectations on the Saxonia, which is to be here June 26, and space has been engaged for flour and other cargo on the steamer C. Ferdinand Laeisz, which is expected July 29, while the Brisgavia, due September 11, will probably have a little new crop wheat and there may be flour remaining to go on her.

By the time the Spezia gets to the Columbia the early Fall trade will be opening up and from then until Spring Portland will be given an excellent opportunity of showing what can be done to support two lines to the Orient.

The Hamburg-American has issued schedule No. 4, the plan being to publish a new card every 15 days, so that dates are made more dependable. Few changes have been made, one instance being that the Brisgavia will sail from here September 15, instead of September 1, as she arrives September 11 instead of August 27.

The Royal Mail steamer Flintshire, which finished loading at the Crown flour mill yesterday, hauled across the harbor to the Albina dock and she will make a few more moves before being cleared on her first voyage from the city.

The British steamer Harpagus, the first the Royal Mail dispatched, arrived at Kobe June 2, according to a message received at the Merchants' Exchange yesterday. She will not load here again. From now on the vessels of that fleet will be in the service regularly, except the Harpaylce, which is due next month to load for a single voyage.

MONARCH TO TOW FOR PORT

Rainier Lumber Concern Buys Steamer State of Washington.

Pending repairs to the steamer Ocklahama, towboat for the Port of Portland, the steamer Monarch has been leased from the Monarch Lumber Company, and will go into service today. The Ocklahama will be lifted on the public drydock today and she may be out of service a week.

It was reported yesterday that the steamer State of Washington, owned on Puget Sound, has been sold to the Rainier Lumber & Shingle Company, and she is being outfitted preparatory to the trip from Seattle to the Columbia River. The State of Washington was offered to Portland firms for $10,000. She was built in 1889, and Joshua Green, a widely-known steamboatman, appears as the managing owner. She has a length of 170.4 feet, beam of 31.3 feet and depth of seven feet. She is reputed to have been speedy in her early days, and may yet show the Columbia River fleet some class in that respect.

NEW GRACE LINER IS LISTED

Atlantic-Pacific Service May Reach to Portland Soon.

W. R. Grace & Co. will send their new West Coast liner, the British steamer Colusa, here early in July to load about 4,000,000 feet of lumber for the Panama Canal and she may be followed by regular steamers of the Atlantic-Pacific Steamship Company, also operated by the Grace interests, as J. E. Cushing, of San Francisco, representing the firm, reached the city yesterday to investigate the field with a view to maintaining a monthly service from New York via the Straits of Magellan.

In company with representatives of the Chamber of Commerce Mr. Cushing called on shippers and said last night that he was encouraged with the prospect. The steamer Santa Cruz, a carrier of 7500 tons, deadweight, made her first trip into San Francisco in April and the Santa Clara is to sail from New York in July, the Santa Catalina in August and the Santa Cecelia in September. Mr. Cushing says if 2000 tons of inward cargo is allotted the line each month a steamer will call, though a smaller amount will be accepted for the first sailing.

The company has established a lumber yard at New York and ships from there to South America, so it would be advantageous to be able to buy on the Columbia River as well as on Puget Sound.

While in competition with the American-Hawaiian the Grace line promises to deliver cargo here without rehandling. Mr. Cushing will be here two or three days and on the support promised so far it is felt he will get the required amount of business.

ST. LOUIS STARTS TOMORROW

Cruiser Due in Portland Sunday for Rose Festival Week.

To arrive in Portland Sunday the United States steamer St. Louis, which will represent the United States Navy at the 1913 Rose Festival, will leave Bremerton Navy-yard tomorrow morning. She will enter the river by 3:45 P. M. Saturday when the tide will be highest.

Captain Archie Pease, of the Columbia River Pilots' Association, has been selected by Admiral Alfred Reynolds, commander-in-chief of the Pacific reserve fleet, to guide the St. Louis to Portland and return and it is probable she will proceed as far as Rainier Saturday night, continuing here Sunday morning so as to arrive in the harbor about noon. Unless high water interferes she will be anchored at the Victoria dolphins. Arrangements are being made to obtain a mushroom anchor to be dropped astern of the cruiser. She will remain in port until June 15, when she is to leave with members of the Oregon Naval Militia on their annual cruise.

Bulkhead Change Sought.

ASTORIA, Or., June 4.—(Special.)—At a meeting today of the interested property owners, with Major McIndoe, of the United States Engineers, a project was agreed upon, and will be submitted to the Board of Engineers for approval to change the location of the bulkhead line along certain portions of the Astoria waterfront so that it will be outside the railroad track at all points. The object of this change is to permit the making of extensive waterfront improvements planned by the Port of Astoria Commission.

No Lights; Boat Owners Fined.

ASTORIA, Or., Jun 4.—(Special.)—As the result of a recent checking up of the motorboats plying on the Columbia River made by Inspector Haddix, in the neighborhood of 25 operators of motor fishing boats have been fined $250 each by Collector of Customs McGregor, for failure to display the proper lights while drifting at night with their nets. The regulations require that each boat shall display a red and white light, the former being above the latter.

Marine Notes.

Her trial trip eliminated, the new steamer Sarah Dixon, of the Shayer fleet, which replaces a vessel of the same name that virtually was destroyed through an explosion of her boiler January 18, 1912, left the harbor yesterday, and after taking on fuel oil proceeded to Lake River to bring up a log raft. After a lengthy period, the Shayer interests once again have the original fleet in operation, it including the steamers Sarah Dixon, Henderson, Wauna, Cascades, Shaver and No Wonder, with the gasoline tug Echo.

Carrying 1000 tons of wheat and barley the steamer Siskiyou cleared yesterday for San Francisco and left last night to load a deckload of lumber at Prescott, Rainier and Wauna. The steamer Johan Poulsen cleared for San Francisco with 670,000 feet which she will take on at St. Helens, Oak Point and Westport.

Longshoremen are being worked until dark each evening discharging the Danish steamer Kina at North Bank dock. Heavy steel beams she brought are responsible for slow dispatch being given.

On arriving in the river yesterday from Los Angeles the schooner Resolute was towed to Westport to load lumber for Honolulu. The schooner Beulah was towed to the lower harbor from St. Helens with a full lumber cargo.

Last of the wheat cargo of the British ship Port Caledonia may go aboard today. The vessel is loading for the United Kingdom and is the only squarerigger in the harbor working cereal.

After having discharged cargo from San Francisco handled in the interest of Swayne & Hoyt, the steamer Stanley Dollar sailed last night for Hoquiam to load lumber for the South.

Milton C. Smith, who resides at Oakland, Cal., congratulated himself yesterday on receiving passage to San Francisco on the steamer Klamath, for on arriving here by rail he was without funds, having been robbed after the train left Drain. The Klamath is at Linnton and after loading 200,000 feet of lumber there is to proceed to St. Helens for 850,000 feet additional. The steamer Thomas L. Wand cleared for San Francisco via Tacoma with 8000 sacks of wheat.

Joseph Supple tested a 50-horsepower gasoline tug yesterday that has been completed at his yards for service on Bear Lake, Ida., the Phoenix Construction Company, of Salt Lake, being the owners. The vessel towed a barge at the rate of eight miles an hour and that was deemed speedy transportation for one of her class. The tug will be loaded on a flatcar and shipped tonight. It is possible two or three others will be ordered.

Movements of Vessels.

PORTLAND, June 4.—Arrived—Steamer Klamath, from San Francisco; British steamer M. S. Dollar, from Muroran, via Los Angeles. Sailed—Steamer Sue H. Elmore, for Tillamook; steamer Roanoke, for San Diego and way ports; steamer Breakwater, for Coos Bay; steamer Stanley Dollar, for Hoquiam.

Astoria, June 4.—Left up at midnight—Steamer Klamath. Sailed at 9:40 A. M.—Steamer W. S. Porter, for Monterey. Arrived at 11:50 A. M. and left up at 2:50 P. M.—British steamer M. S. Dollar from Muroran via San Pedro. Sailed at 11 A. M. Schooner Beulah, for San Pedro. Sailed at 3 P. M.—Schooner Alert, for Honolulu. Left up at 2 P. M.—Schooner Resolute. Arrived down at 3 and sailed at 5:15 P. M.—Steamer San Francisco, June 4.—Arrived at 4 A. M.—Steamer Navajo, from Portland. Sailed at 11 A. M.—Steamer Olympic, for Portland. Sailed last night—Steamer O. M. Clark, for Portland.

Coos Bay, June 4.—Sailed last night—Steamer Alliance, for Portland.

Astoria, June 3.—Arrived at 5 and sailed at 8 P. M.—Steamer El Segundo with barge No. 93 in tow, for San Francisco.

Honolulu, June 4.—Sailed at 6 A. M.—U. S. transport Logan, for San Francisco; at 10 A. M.—Steamer China, for San Francisco.

Kobe, June 2.—Arrived—British steamer Harpagus, from Portland.

Port San Luis, June 3.—Arrived—Steamer Roma, from Portland.

er Breakwater, for Coos Bay. Sailed at 10:40 A. M.—Steamer Jim Butler, for Puget Sound.

Sydney, May 27.—Arrived—British ship Nectefield, from Portland.

Seattle, Wash., June 4.—Arrived—Steamers Prince Rupert (British), from Prince Rupert; Virginian, from Salina Cruz; Delhi, from Southeastern Alaska; Captain A. F. Lucas, towing barge 91, from San Francisco; Col. E. L. Drake, from Port Wells. Sailed—Steamers Olcum, for Port San Luis; Prince Rupert (British), Prince Rupert.

Port Gamble, Wash., June 4.—Arrived—Steamer Tiverton, from San Francisco.

Kobe, June 2.—Arrived—Steamer Harpagus, from Portland, Or.

Port Said, June 4.—Arrived—Steamer Bellerephon, from Liverpool, for Tacoma.

Suez, June 4.—Arrived—Steamer H. O. Henry, from Seattle.

San Francisco, June 4.—Arrived—Steamers Daisy, from Willapa; Nome City, from Everett; Honoluluan, from Honolulu; Navajo, from Astoria; Elizabeth, from Bandon; Boe, from Everett; Fifield, from Bandon; schooner Lizzie Vance, from Ludlow; Saturn, from Guaymas. Sailed—Steamers Jason (Norwegian), for Aberdeen; Oberon (British), for Tocipilla; Wilhelmina, for Honolulu; Olympic, for Astoria; Shinyo Maru (Japanese), for Hongkong; A. M. Simpson, for Coos Bay.

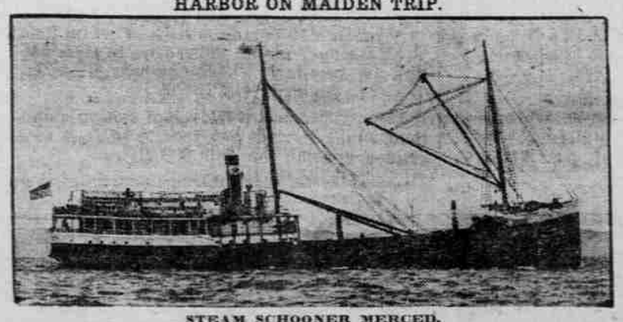
Coumbia River Bar Report.

Condition at the mouth of the river at 1 P. M., smooth, wind northwest, 24 miles; weather, clear.

Tides at Astoria Thursday.

High.	Low.
0:28 A. M....9.4 feet	7:50 A. M....1.3 feet
2:31 P. M....7.0 feet	7:27 P. M....3.9 feet

MOST RECENT ADJUNCT TO M'CORMICK FLEET REACHES HARBOR ON MAIDEN TRIP.



STEAM SCHOONER MERCED.

Captain Edward Jahnsen, commodore of the Charles R. McCormick, Lumber Company's coterie of coasters, has brought his latest charge, the new steamer Merced, into the harbor from San Francisco. The vessel was built at St. Helens and her machinery was installed at San Francisco. The Merced is a sister ship of the steamer Multnomah, but has a few more new ideas for the benefit of passengers. Like all of the McCormick vessels, the accommodations are superior to many of the steam schooners, and the Merced bids fair to take rank with the Multnomah and Klamath in popularity.

Yell Defiance at Blood Disorders

A Remedy That Has Shown a Most Remarkable Purifying Effect.

At Last You Can Get Rid of Blood Troubles—S. S. S.

The word medicine is one of the most abused in our language. There are certain medicinal properties just as necessary to health as the food we eat. Take, for example, the well-known tonic medicine S. S. S. This famous blood purifier contains medicinal components just as vital and essential to healthy blood as the elements of wheat, roast beef, the fats and the sugars that make up our daily ration.

As a matter of fact, there is one ingredient in S. S. S. which serves the active purpose of stimulating each cellular part of the body to the healthy and judicious selection of its own essential nutriment. That is why it regenerates the blood supply; why it has such a tremendous influence in overcoming eczema, rash, pimples, and all skin afflictions.

And in regenerating the tissues S. S. S. has a rapid and positive antidotal effect upon all those irritating influences that cause rheumatism, sore throat, weak eyes, falling hair, loss of weight, thin, pale cheeks, and that weariness of muscle and nerve that is generally experienced as spring fever. Get a bottle of S. S. S. at any drug store, and in a few days you will not only feel bright and energetic, but you will be the picture of new life. S. S. S. is prepared only in the laboratory of The Swift Specific Co., 137 Swift Bldg., Atlanta, Ga., who maintain a very efficient Medical Department, where all who have any blood disorder of a stubborn nature may write freely for advice and a special book of instruction. S. S. S. is sold everywhere by drug stores, department and general stores.

COOS BAY and EUREKA

Steamer Alliance Sails Saturday, June 7, at 6 P. M.

NORTH PACIFIC STEAMSHIP CO., 122-A Third St., Near Washington.