

UNIONS WILL HAVE LABOR DAY PARADE

Between 7500 and 10,000 Men Expected to Be in Line for Annual March.

FIELD SPORTS TO FOLLOW

Celebration, Baseball, Speaking and Athletic Contests Will Be Held on Multnomah Field After Short March in Streets.

Members of about 60 labor unions in Portland affiliated with the Central Labor Council...

Announcement of the definite decision of Portland labor unions to parade, for the first time in three years...

The parade will start from Front and Morrison streets promptly at 1 o'clock on the afternoon of Labor day.

The line of march supposedly has been made a short one. This was done partly so that the celebration on Multnomah field can start promptly at 2 o'clock...

The celebration is expected to be the biggest thing of its kind organized in Portland has ever held.

After that there will be athletic events of various sorts, such as baseball jumping matches, throwing contests and feats of strength and skill.

The parade and celebration will be under the auspices of the Building Trades Council of Portland...

The parade and celebration will have the full approval of the Central Labor Council, and there will be between 7500 and 10,000 men in line...

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of large orchard lands in Hood River, is at the Carlton.

A. H. Clark and family, of Sioux City, Ia., are at the Oregon.

C. Y. Pratt, of Hood River, is registered at the Portland.

W. H. Nelson, of Newberg, is registered at the Cornelius.

H. M. Kerahaw, of Willamina, is registered at the Imperial.

G. V. Ban, of Pasadena, is registered at the Multnomah.

H. P. Williams, of Ottumwa, Idaho, is registered at the Perkins.

C. L. Baker, of the Hotel Julian at Corvallis, is at the Oregon.

H. M. Crooks, president of Albany College, is at the Perkins.

J. T. Magune and family, of La Grande, are at the Portland.

Mr. and Mrs. E. A. Moore, of Walla Walla, are at the Multnomah.

William Shuster, a business man of Pendleton, is at the Imperial.

Robert Ashland and party, motoring from Seattle, are at the Carlton.

Truman Butler, a banker of Hood River, accompanied by Mrs. Butler, is at the Oregon.

I. Waring, superintendent of the Great Northern Express Company, is at the Oregon, registered from Seattle.

L. H. Rose, Pacific Coast manager of the Loxier Company, is at the Oregon, en route for Seattle by automobile.

He is accompanied by his wife, and the following drill team of the Women of Woodcraft, of San Diego, headed by Mrs. C. J. Hinds, is in Portland to attend the grand lodge of the Women of Woodcraft, and is at the Imperial.

A party of 22 young persons from Chicago, en route for the Panama Canal were at the Portland Hotel yesterday. They are under the guidance of J. Gaston and J. P. Blickett and are accompanied by Mrs. Gaston and Miss Dorothy Grant, who entertained yesterday with a trolley sight-seeing trip by the Portland Commercial Club.

CHICAGO, July 30.—(Special).—The following from Oregon are registered at Chicago hotels: Auditorium, Mrs. James P. Ewing and two children.

GRAVELS CLEARED IN TWO BIG DREDGERS

Major McIndoe Makes Report on Improvements Completed by Government.

SHOALS ARE MADE DEEPER

Snags and Trees Are Removed From Paths of Vessels in Willamette, Columbia and Cowlitz Rivers and Their Tributaries.

The annual report of Major McIndoe, Corps of Engineers, U. S. A., concerning operations in the Second Oregon District for the fiscal year ending June 30, 1913, was finished yesterday and forwarded to Washington to be passed on by General Bixby, chief of engineers.

Major McIndoe's territory includes the Willamette River over its entire navigable length, and the Columbia from the mouth of the Willamette to the sea; also navigable streams flowing into both. He supervises improvement of the channel for deep-water ships from Portland to the sea, and the jetty and dredging operations carried on to increase the depth over the Columbia River bar.

A summary of operations and transactions embodied in the report is as follows: For a distance of 120 miles on the Upper Willamette between Green City and Harborsburg, snags and overhanging trees were removed and shoals portions of the river dredged between Albany and Oregon City.

In repairing the dam at Carey's Bend, 101 cubic yards of rock were placed and filling driven to repair damage resulting from the drift. The dredge Mathioma removed 28,481 cubic yards of material, 24,244 and 2422 overhanging trees.

Between Portland and Oregon City, 15 miles, a channel 200 feet wide was dredged at Jennings' Bar, being 700 feet long and with a low-water depth of 12 feet.

Work was also carried on at Meldrum's Bar, Clackamas Rapids and Copeley's Rock. The locks of Yamhill River were operated 91 times and closed 65 days because of high water.

The cost of maintenance was \$1200.35. On the Lower Willamette and Columbia Rivers the dredge Clatsop removed 224,402 cubic yards of material between Coffey Island and Astoria, making a depth of 26 feet over the shoals. The Port of Force Land Commission, operating three dredges between Portland and Eureka, dredged a channel to 28 feet, except at Slaughter's, Walker's Island and Eureka Bar, where 25 feet were obtained.

A Coos Bay revetment was extended. Minor surveys were made at Slaughter's Bar, Flavel Shoal and the St. Helens dike. On Skamokawa Shoal the depth was 23 feet, and it was dredged to 25 feet. A middle ground developed on Flavel Shoal of 2 1/2 feet, with a good channel on either side.

The new steel dredges Wahkiakum and Multnomah were 70 per cent completed June 30, and the dredges being built under contract with the Portland Iron Works were 62 per cent completed, six months of the 100 pontoons being built by Charles Nelson will be ready September 4.

During the year 729 feet of trestle on the south jetty at the mouth of the Columbia were built and 421,003 tons of material received from the Columbia Contract Company. No material damage was done to the jetty during the winter, and only one accidental death resulted among the laborers employed there.

90 per cent of a 2500-foot dock under way at Fort Canby was completed. The dock is 100 feet wide and 100 feet long and tracks laid, also one derrick erected and water supply tapped through the concrete pier. Decking for the dock is under way. Buildings for various purposes, including lighting, have been completed. The lighting system is nearly ready and main line sewers and telegraph lines are being laid.

The dredge Columbia was leased from the Port of Portland to dig a channel 11 feet deep and 100 feet wide and 1/2 mile long. Rock barges can be towed to Fort Canby and back to the mouth of the river.

The bar survey, completed May 12, 1913, shows the width of the channel between the jetty and the bar to be 6200 feet, with a pouring of 3200 feet over the 1912 survey. Between 24-foot contours the least depth is 12 feet across the bar range. The channel's greatest depth across the bar range extends in a southeasterly direction from 200 to 300 feet, and the depth along the bar range is 10 to 15 feet.

There is now a channel with least depth of 25 or 30 feet extending south from the jetty to the end of the jetty. Between this and the Columbia, vessels is a shoal with a least depth of 22 feet.

The distance between the 30-foot contours is 1000 feet. The bar range is about 5500 feet, the inside contour remaining in about the same position while the outside contour advanced about 500 feet; but at other points the distance between the 30-foot contours is less than last year. The 30-foot contours are now 2000 feet apart, a point just off shoremen then came to the rescue and 2000 feet apart, 1000 feet closer than in 1912.

Peacock Spit there has been a movement inward of the 24-foot contour along the outside western and northwestern limits a distance of 300 feet. The 24-foot contour on the south side of Peacock Spit the 24-foot contour has moved about 100 feet toward the entire distance. At the southwestern extremity the movement is about 250 feet. Over this area has been a filling of about two feet. South of the end of the proposed north jetty to buoy 67 there has been a heavy filling of the depth along the line of the proposed north jetty have advanced 100 or 150 feet.

On the Clatskanie River the dredge Cowlitz dredged the channel to a depth of six feet between Clatskanie and the railroad bridge. The dredge also worked on the Cowlitz River and on Lewis River, snags were removed, rock cut from the banks and considerable blasting done as far as La Center, on the east fork, and Hayes, on the north fork. Grays River, on the Washington side, received attention, snags and trees being removed. A number of additional gauges were established on the Columbia River.

MATE OF HORNELEN INJURED

Drunken Sailors Board Norwegian Steamer and Assault Officer.

ASTORIA, Or., July 30.—(Special).—Mate Knutsen, of the Norwegian steamer Hornelen, was severely injured yesterday by drunken sailors from the steam schooner Aurora. The Hornelen was lying at the wharf in Knappton when the Aurora came to the dock and members of her crew, who were badly intoxicated, went on board the Norwegian vessel, where they created a disturbance.

Mate Knutsen was trying to get the rioters to leave when one of them picked up an iron bar and struck him over the head. The mate fell and a gash of fully two inches long was cut in his scalp, but fortunately the skull was not fractured.

Longshoremen then came to the rescue and soon hustled the schooner's crew to the wharf. No complaint has been filed, Captain Nelson of the Hornelen, saying he could not afford to delay the departure of the vessel waiting for a trial.

CAPTAIN OBJECTS TO CARGO

Master and Charterers in Dispute Over Load on Hornelen.

ASTORIA, Or., July 30.—(Special).—A survey was held on the Norwegian steamer Hornelen today by Captain Veysse, representing the owners, and Captain Hoben, representing Davis & Fabon, the charterers. The steamer is on a time charter, and a dispute has arisen between the charterers and the captain regarding the loading of the cargo, the former contending the full

amount of lumber has not been placed on board. The captain asserts that not sufficient was stowed in the hold; that the steamer has the largest deck-load she ever carried, and is so top-heavy she has a decided list, and to put on more lumber would render her unseaworthy.

Just how the matter was adjusted will not be known until the surveyors' reports are filed. The Hornelen goes to sea tonight. She carries 2,395,768 feet of lumber for Australia.

FEW BARLEY CHARTERS MADE

Of 14 Ships Listed for Golden Gate Only Two Are Fixed.

Chartering for barley loading is not active at San Francisco, so far this season, as information from there is that of 14 sailing vessels on the way flying the French flag, but two have been fixed and unless there is a change in that regard it is presumed that a number of the vessels will be diverted to the Columbia River for grain cargoes to the United Kingdom.

There is a fleet of 15 sailing vessels and three steamers on the board at the Merchants' Exchange that will load grain here, Europe and during the next month a few more probably will be added, as owners are seeking engagements for one or two square-riggers and with the large fleet of cog-wheelers bound from the Atlantic side, there will be an increased amount of steam tonnage taken.

PAGELUND LOADED FOR CANAL

Grace & Co. Divert Considerable Business to Portland.

Next of the lumber cargoes to be floated by W. R. Grace & Co. from Portland for the Panama Canal project will move on the Norwegian steamer

STEAMER INTELLIGENCE. Table with columns: Name, From, Date, To, Date.

These Pagelund, according to the latest advices, the steamer is reported as having sailed from Nagasaki July 12 for Victoria, B. C., and thence here.

The British steamer Colusa, which was loaded early this month for the Canal Zone, also will return and it is the impression that Grace & Co. will divert considerable lumber business from Portland to the region of the big ditch, as well as many orders for the West Coast. The schooner Robert

is loading here for the West Coast, and under engagement to that firm.

LIFEBOATS FOR COLUMBIA

Of Ten Authorized Government Will Send Three to River.

Pacific Coast firms are to be given an opportunity to bid on three life-saving machines for the mouth of the Columbia River and one will replace a boat lost by the Cape Disappointment crew the day of the wreck of the steamer Peacock.

Another boat was damaged that day and it is evidently planned to give the crews new equipment of that class, as an order for 10 boats has gone forth and seven of the new boats are being used on the Atlantic coast, while the three remaining are reported to be intended for service at the mouth of the Columbia.

Marine Notes.

About 12,200 sacks of cement from San Francisco will be discharged on Couch-street dock today from the steamer Multnomah, and the steamer Willamette will discharge 10,000 sacks there also and the steamer Oliver J. Olson is due there tomorrow with 800 tons of cement, of which 700 will be delivered on Oak-street dock. The new steamer Aradne, due the last of the week, will have a full cargo.

In compliance with instructions issued by the United States Coast Guard, E. B. Budd, superintendent of the O. W. R. & N. river fleet, the steamer Spokane will be hauled out for a thorough examination at the Pacific Coast yard.

Reports from the Snake River region are that the harvest will net an exceptional crop of wheat, as men required for the work can be assembled. Reports from the Snake River region are that the harvest will net an exceptional crop of wheat, as men required for the work can be assembled.

To start working wheat for the United Kingdom the British bark Inverbreck is to shift today from Linnton to the Cascades, Shaver and Henderson, left down yesterday for Stella, where an expedition of eight-sailed log raft in tow last night and headed for the lower harbor, from where it will be towed to San Francisco.

Bound for Sydney, Seattle, the new British steamer Hawkhead, Captain Hand, cleared yesterday and will leave down today. She has aboard 1-

RESINOL SOAP

IMPROVES YOUR SKIN AND HAIR

There are few so fortunate as to possess skin and hair health that is beyond improvement, and to that great majority who do not, Resinol Soap has an especial mission.

Ordinary soaps can do little or nothing to overcome these defective conditions. Containing free alkali as many of them do, they rather tend to increase them. In fact, this use of harsh, drying soaps is one of the frequent causes of skin and scalp troubles.

But the Resinol medication in Resinol Soap tends to keep the complexion free from redness, roughness, pimples, blackheads and other annoying conditions, to prevent chapping and chafings, to clear the scalp of dandruff, and to maintain the lustre and health of the hair, while its absolute purity, clean, wholesome odor, and cleansing, refreshing lather suit it perfectly to regular use in the toilet, bath and nursery. Sold by all druggists, Trial Free; Dept. 1-B, Resinol, Baltimore, Md.

Steel Bridge Closed To Streetcar Traffic

Owing to the fact that the Steel Bridge has been closed as the result of a fire, the following cars will be routed temporarily over the Burnside Bridge:

Woodlawn, Alberta, Williams Avenue, Mississippi Avenue, Irvington, Broadway, St. Johns and Vancouver.

This arrangement will continue until the Steel Bridge is open for traffic.

Portland Railway, Light & Power Co.

300,000 feet of lumber loaded here and 2,678,794 feet loaded at Eureka.

Members of the Commission of Public Docks are to gather today and open bids for the construction of the first unit of Public Dock No. 1, which is to be located between Fifteenth and Eighteenth streets, on the West Side.

G. C. Westervelt, naval constructor, U. S. N., who is stationed at the Bremerton Navy-Yard and has supervised the construction of the dredge Col. P. S. Michie, which is to be used on Coos Bay, was in the city yesterday conferring with Major Morrow, Corps of Engineers, U. S. A., who awarded the dredge contract and will direct the operation of the vessel. Mr. Westervelt first came here on the cruiser St. Louis in June.

Reports from Vessels. (By Marconi Wireless.) Steamer Santa Rita, Port San Luis to Honolulu, 1147 miles out at 8 P. M. July 29.

Steamer Chanlor, Port San Luis to Honolulu, 737 miles from Honolulu at 8 P. M. July 29.

Steamer Sierra, Honolulu to San Francisco, 876 miles out at 8 P. M. July 29.

Steamer Hyades, Honolulu to San Francisco, 1119 miles out at 8 P. M. July 29.

Sonoma, San Francisco to Sydney, 60 miles out at 8 P. M. July 29.

Steamer Campino, Portland to San Francisco, 30 miles south of Cape Mendocino at 7 P. M. July 30.

Steamer Argyll, Port San Luis to Honolulu, from Honolulu; Carmel, from Honolulu; from Honolulu; Carmel, from Honolulu.

No Matter Where You Go—Take Hop Gold

Whether you spend the entire Summer in your own home—or go to the mountains or beach—don't fail to keep yourself well supplied with the best beer sold in Portland. If you'll take a glass with your meals and one at bedtime—you'll feel better for the use of

Hop Gold Beer

You'll have a keen appetite for every meal—and you'll know the blessing of easy, restful slumber. If you're going on a vacation trip—phone us first—we'll see that you're supplied while away. Phones East 46, B 1146.

STAR BREWERY Northern Brewing Company Portland Vancouver

DRUG USERS ARE PUZZLE

STATE ASYLUM IS CLOSED TO YOUTHFUL OFFENDERS.

Judge Stevenson, Compelled to Send Boys to Rockpile, Asks That They Be Kept in Open Air.

What to do with four young drug users, H. A. Dale, Archie Mason, Fred Schager and William Pope, is a problem the Municipal Court finds perplexing.

The County Commissioners have refused to send the boys to the asylum at Salem, and conferred with Judge Stevenson, who wanted them treated as weak-minded persons, in hopes that medical aid and right living would rid them of the cocaine and morphine habit. The judge has come to the conclusion that it does no good to send "dope fiends" to the rockpile or to jail for short terms.

Yesterday Judge Stevenson sent for Superintendent Ross, of the Linnton rockpile, and conferred with him on the subject. The boys are in the County Jail, where they were sent from a court pending their intended departure for the asylum. The refusal of the county authorities to send the lads to Salem is based on the fact that the asylum is full and cannot hold any more inmates.

Judge Stevenson told Ross that if the boys were sent to the Linnton rockpile, they would be given plenty of fresh air and kept at work as vigorously as their more or less enfeebled systems would permit.

Sam Wardle, arrested with the others, is a cousin of Patrolman Wardle, who has agreed to see that the youth is placed on a farm, where he can be kept in the open air and where he will be kept at work.

GIRLS KEEP FATHER BUSY

Amusing Situations Arise and Are Shown at Columbia.

Mark Marsh, a wealthy widower, thinks he knows enough about girls to take care of his two daughters who are just out of boarding school, but his sister Ruth warns him that he will have trouble with them. Her prediction comes true. The developments which follow and the many amusing situations resulting from the jealousy of the father to cope with the antics of his daughters and their sweethearts is shown in motion pictures on the bill opened yesterday at the Columbia Theater.

"The Greed of Osman Bey," a drama, is a story of the Orient. It is a remarkably interesting and beautiful story replete with beautiful and touching scenes. Osman's greed nearly ruins the happiness of his daughter when he attempts to force her to marry a wealthy merchant.

Another drama, entitled "The Treachery of a Sea," is full of gripping and spectacular scenes. The home of a banker is being destroyed by fire and a sneak thief who happens to be in the house rescues the banker's daughter. The thief turns from his evil ways for love of the girl and wins the girl through a series of touching scenes. Pathé's weekly shows many interesting happenings all over the world, including a number of entertaining songs. The orchestra furnishes an entirely new programme. The bill will continue the remainder of the week.

TIMBER FRAUD CASE HEARD

Hewitt Land Company Accused of Supplying Entrymen With Funds.

All the testimony in the case of the Government against the Hewitt Land Company was presented before Steve Brodie, examiner for the Federal District Court, yesterday. The testimony now will go to the court for consideration.

This suit was instituted by the Government to claim title to 26 timber claims in Baker County, which, the Government contends, came into possession of the defendant corporation through fraudulent means.

The Government holds that the 26 entrymen were loosed the money with which to prove up by Seymour H. Bell, who, in turn, had procured the money from the Hewitt Land Company.

WHEN YOUR FRIENDS

From outside of Portland visit you, be sure that you take them to lunch at the Watson Dairy Lunch Room.

They do not know Portland unless they see these features of the city. Besides, that you have entertained them in a manner that will bind closer their friendship for you. Nothing on Coast to equal these lunches in their appointments, service or cleanliness.

Look out for Jimmy Dunn's "final" announcement in this paper tomorrow.

PERSONAL MENTION.

M. C. King, of San Diego, is at the Perkins.

J. E. Hinton, of Shaniko, is at the Perkins.

Dr. F. Alden and wife are at the Multnomah, registered from Des Moines.

H. B. Garner, of New York, is at the Multnomah.

J. F. Teal and wife, of Spokane, are at the Carlton.