INTERSTATE WATER OFFERS PROBLEMS

States and Nation Must Find Way to Solve New Conditions, Says Lane.

CELILO FALLS IS EXAMPLE

Washington, Oregon and Federal Government All Interested in Development of Power, but Jurisdiction Is in Question.

That an entirely new situation confronts the Government in the handling of interstate waterpowers, and that it will probably be necessary to handle it in an entirely new way, is the opinion of Secretary of the Interior Lane.

The Oregon phase of this new situation was called to the attention of Secretary Lane by State Engineer Lewis as they came down the banks of the Columbia on the return from the trip to Redmond Monday.

They had been discussing the possibilities of power development of the river below Celilo Falls, near The Dalles.

No fixed authority exists that could permit the development of the vast power there. Both the States of Oregon and Washington are interested in and have a certain authority over the water and power of the Columbia, which, as a navigable stream, is also under the jurisdiction of the Federal Government.

Power Commission Suggested.

State Engineer Lewis suggested to Secretary Lane that the solution of the problem could be reached by the formation of a Federal water and power commission, to have jurisdiction over all questions where interstate rights, or the right of any state and the right of the Government, are involved.

"This problem confronts the United States for the first time," said Secretary Lane, "and some method should certainly be devised for meeting it."

To show that the Government is capable of meeting new situations in new ways, Secretary Lane cited the case of an irrigation project in the Lake Fend d'Oreille district of Idaho, where the Government owns the dam and reservoir, but leases it to a private company. The company, however, is limited in the charges it may make to water-users, as the Government bases the amount of its leasage on that charge.

He cited cases in the Flathead Lake district of Montana and near Helena, as involving new questions of policy as to the handling of water and power development.

Columbia Holds Vast Power.

"A great power will some day be developed here on the Columbia, whether by the State of Oregon, the Federal Government, or by private enterprise, acting under certain policies that will insure the greatest benefit to the user of water or power," he said.

"This Columbia River power, produced, as it can be, at a low cost, may be used to pump water to irrigate vast tracts of land now useless."

State Engineer Lewis gave as other instances of the need of a Federal Commission on water and water power the conditions that exist on the Snake River, between Oregon and Idaho, also a navigable stream, and the Jordan Creek irrigation problem. The creek rises in Idaho, and a reservoir in that state is designed to irrigate 50,000 acres in Oregon. He also said that interstate complications are likely soon to arise between Oregon and California over the Klamath River.

"These are just a few of the many problems that will be pressing in the near future," said Mr. Lewis, "that would come under the jurisdiction of such a commission as I have suggested."

Secretary Lane expressed himself as being favorably impressed with the idea of such a commission, whose powers would be parallel to those exercised by the Interstate Commerce Commission in the matter of the Country's transportation.

Estimate Is Prepared.

Engineer Lewis has prepared a tentative estimate which indicates that 300,000 horsepower may be developed on the Columbia below Celilo falls at a cost of $23,000,000, or about $77 a horsepower. After the power is developed he believes that it can be produced so cheaply that low tension power may be sold for $7 a year per horsepower.

The last Oregon Legislature appropriated $15,000 for the purpose of making investigations as to the feasibility and cost of the project. The act making the appropriation provided that it, or as much of it as should be necessary, should be expended under the supervision of a commission composed of the State Engineer and two members each from the Senate and the House. Speaker McArthur appointed Representative Abbot, of Multnomah, and Forbes, of Crook, to the commission. President Malarkey appointed Senators Day, of Multnomah, and Burgess, of Umatilla. Senator Burgess has declined to serve, and President Malarkey has not yet made an appointment in his place.

PERSONAL MENTION.

A. T. Van Riper, of Seattle, is at the Carlton.

George S. Beatty, of Astoria, is at the Cornelius.

Earl Parsons, a Eugene lumberman, is at the Oregon.

R. Winkleman, a Tacoma merchant, is at the Oregon.

W. C. Pease is registered at the Imperial from The Dalles.

John Conboy, business man of Seattle, is at the Multnomah.

D. J. Kenny, of North Bend, Or., is registered at the Imperial.

Mr. and Mrs. E. C. Kirkpatrick, of Dallas, are at the Imperial.

Mr. and Mrs. O. O. Sletten, of Whitefish, Mont., are at the Annex.

B. J. Barnum and A. Wilson have taken apartments at the Annex.

Dr. W. L. Ellerback and family, of Salt Lake City, are at the Portland.

Mr. and Mrs. H. C. Miller are registered at the Portland from The Dalles.

H. A. Littlefield and H. R. Morris are registered at the Cornelius from Newberg.

J. W. Caskell and Charles S. Todd are registered at the Annex from Seattle.

Mr. and Mrs. B. Pundt registered at the Cornelius yesterday from The Dalles.

John A. Taylor and family arrived from Riverside, Cal., yesterday and are at the Cornelius.

Mr. and Mrs. Stephen Toben, of Casper, Wyo., registered at the Oregon yesterday afternoon.

R. A. Bartholomew, of Montreal, is at the Portland. He is seeing Oregon with a view of locating.

Mr. and Mrs. A. Victor and daughter Bessie, of Erlanger, Ky., are at the Oregon. They are seeing the West.

Mr. and Mrs. J. W. Condon, of The Dalles, are at the Carlton. Mr. Condon is the owner of a telephone line at The Dalles.

Mrs. M. Ackerman, her son Herbert and daughter Rose and Miss Eda Mann are registered at the Multnomah from Spokane.

Among those staying at the Multnomah are C. A. Luster and his son, of Duluth, Minn. Mr. Luster is an iron manufacturer.

F. E. ("Pop") Dillon, manager of the Los Angeles baseball team, and the members of that organization are registered at the Carlton.

Mr. and Mrs. J. A. Campbell and child and Mr. and Mrs. Paul C. Murphy and child, of Seattle, are at the Portland. They have been at Seaside.

Mr. and Mrs. B. Geistlich, of San Francisco, and Mrs. Pearl Underwood, of Oakland, are at the Annex. They are touring the Coast in an automobile.

Mr. and Mrs. C. D. P. Hamilton and Miss Florence and Miss Nina Hamilton compose a party of tourists who are at the Multnomah. Mr. Hamilton is a shoe manufacturer of St. Louis.

R. N. Stanfield, of Stanfield, is registered at the Imperial. He is a leading stockman of that district and was a member of the House of Representatives of the last Legislature from Umatilla County.

CHICAGO, Aug. 19.—(Special.)—Miss E. Kelley, of Portland, Or., registered at the Congress hotel today.

CASHIERS ARE RETAINED

WATER PAYMENT PLAN TO BE DECIDED FRIDAY.

Commissioner Daly Issues Statement Regarding Proposal to Make Change.

At two meetings yesterday it was decided to retain the cashiers in the three water offices, in the City Hall, on Russell street and at East Alder and East Seventh street. Present at the session were City Commissioners Daly and Bigelow, Superintendent Dodge and Chief Clerk Seibolt, of the water department; City Treasurer Adams and Mr. Holton, of the bureau of municipal research.

Other matters in connection with the change in the making of water payments will be definitely decided at a meeting at 2 P. M. Friday.

Because the proposed changes have been the cause of much speculation and of considerable bewilderment, the following statement was issued from the office of Commissioner Daly, of the department of public utilities, yesterday:

For the first time in the history of Portland the water consumers are being given a voice in a measure providing a change in the method of paying water rates.

When municipal research experts, now engaged in the work of devising more economical plans for the administration of the affairs of the city, suggested that a considerable saving could be effected in the Water Bureau by substituting quarterly for monthly payments of water rates the Commissioner gave the matter his attention, was impressed with its possibilities and decided to put the question to a vote of the people.

Though convinced that the new plan would save thousands of dollars annually in the operating costs of the Water Bureau, I was unwilling to adopt the innovation arbitrarily, as I realized that there are many persons who might find the quarterly payment in advance a strain on their slender finances.

In order to ascertain the sentiment of the water-using public, something like 60,000 blank ballots were sent out.

These ballots are being received daily by the Water Bureau and as soon as all have been filed a count will be made. The decision will be guided by the result of this count. I wish to emphasize the fact that I have no personal interest in the quarterly-payment method other than that of a public official who seeks to economize wherever possible in the conduct of public affairs.

Whether or not the quarterly plan is adopted, considerable saving will be effected in the water bureau by the reduction of the force of clerks now employed. Commissioner Daly has decided that the accounting system can be greatly simplified and at the same time made more efficient. Probably a dozen clerks will be dropped from the payrolls soon. Should the quarterly payment plan be adopted, he says, the force of clerks in the water bureau can be reduced to half the present number.

The Water Bureau has decided to turn water into the pipes of the South West Side Water Company, which supplies that portion of the county southwest of the city. One dollar will be charged for the installation of each tap outside the city limits.

Cans of Salmon Alone Do Not a Grocery Make

Therefore Mayor Albee Will See That S. Brunn's "Grocery-Saloon" License Is Revoked.

WHEN is a grocery store not a grocery store?

(Answer.) When its stock consists only of a few cans of salmon.

That is all the grocery store of S. Brunn, 223½ Alder street contains, except the stock in trade authorized by Brunn's possession of a grocery liquor license.

Brunn applied to Mayor Albee some time ago for a grocery liquor license, which costs only $400 a year, half as much as the saloons have to pay. The Mayor granted the license and recently received reports that the grocery part of Brunn's establishment was only a bluff and that Brunn was selling firewater all ready to drink, a la saloon.

Now you aren't supposed to sell liquor in a grocery store except when it's bottled, to be carried away. You mustn't drink it in the store.

When the Mayor received the complaints he went out on the job himself, in his auto. Arriving at Brunn's place he viewed the wee supply of salmon cans which was supposed to make the place a grocery. He also viewed two customers who had been drinking. One protested that he merely had been sampling some of Brunn's liquors with a view to buying a supply for a Marshfield saloon. But he couldn't give the address of the saloon.

So at this morning's meeting of the Council Mayor Albee will see that Brunn's license is revoked.

Now you know when a grocery isn't a grocery.

PARKS URGED AT ST. JOHNS

Four Tracts Recommended and Roadway Is Considered.

ST. JOHNS, Aug. 19.—(Special.)—The St. Johns Commercial Club will consider tomorrow night the matter of acquiring park and playground tracts, the construction of a roadway to the Monarch Sawmill and the approach to the proposed interstate bridge across the Columbia River. The committee on parks has recommended the purchase of four park tracts and the City Council has appointed a special committee to report on the recommendations.

A decision by the Supreme Court, on the widening of Willamette boulevard through Minar's Addition, is not expected until this Fall. The matter was submitted some time ago, but the judges are taking a vacation. On the result depends the paving of the St. Johns end of Willamette boulevard. Portland has provided for its part of the improvement.

WHALE IS BEACHED

Carcass, 85 Feet Long, on Sand at Cranberry Station.

MANY VISITORS ATTRACTED

All Sightseers at Ocean Resorts to Be Given Chance to See Monster. Disposition of Body May Be Big Problem.

One really and truly dead whale, measuring 85 feet from tip to tip, lies on the sand of North Beach, his exact resting place being at Cranberry Station, on the "Clam Shell" route, which is seven miles north of the Rocks. It began to imbed itself slightly in the sand before lieutenants of "Captain" Ed. Budd, superintendent of the fifth division of the O.-W. R. & N. Co., got the wires hot with bulletins of the find.

In 1893 a huge whale came in at about the same place and his bones were fastened together with wire so the frame could be displayed at the Chicago World's Fair. At that time the same question confronted the beach populace that is said to be staring them in the face at present, regarding what should be done to prevent the atmosphere being permeated with the acrid odor of blubber.

The first whale was dissected by a band of Chinook Indians and all parts disposed of but the bones. It proved a lengthy job, and one that gave beachers their first view of the king of fish being reduced to a commercial state. "Captain" Budd says there has been a rush from all parts of the beach to see the whale and already debates have been started as to how Jonah could have resided within such a denizen of the briny deep.

As there is a whaling station on Grays Harbor and steam whalers are operated from there every season, it is possible the plant will seek to secure the trophy on the beach, but its removal will be contested until sightseers have had an opportunity for close inspection.

LONG BEACH, Wash., Aug. 19.—(Special.)—Pioneer residents along the beach say that a whale that came ashore this morning at Cranberry Station, measuring 85 feet long, is the fourth to be washed on the beach since the region became a Summer resort. The first was reported in 1886 and was 60 feet long. It came ashore on Klipsan Beach. The second floated in the Summer of 1892 and was more than 100 feet long. The skeleton was sent to the Chicago World's Fair.

About 15 years ago another washed on the beach at Seaview and a huge bonfire was built around it and the carcass burned. Men who have been along the Oregon coast recently report that a 60-foot whale's carcass is on the beach between Newport and Waldport and another between Waldport and Yachats.

PIONEER MARINER IS DEAD

Captain Z. J. Hatch Once Identified With Steamboating Here.

Portlanders of long residence have been reminded of early steamboat days through the receipt of word that Captain Z. J. Hatch died Friday at San Francisco. He was born at Monticello, N. Y., in 1846, and came to Portland in 1872, first being employed in the engineering department of the Northern Pacific. In 1874 he was employed by Captain U. B. Scott and L. B. Seeley as purser of the steamer Ohio, then new and the first light draft carrier on the Willamette. He obtained an interest in the company the following year and others in the corporation were S. H. Brown and M. S. Burrell.

The company also built the City of Salem and Captain Hatch remained in the line until 1879. After a year or two he built the steamer Yaquina, but she was destroyed by fire the next year. He also built the stern-wheel steamer Coeur d'Alene when mining excitement in the Coeur d'Alene district ran high. On retiring from that undertaking he formed a partnership with Frank E. Smith and built the steamer Fleetwood, which he took to Puget Sound and she ran there and he retired when the Columbia River & Puget Sound Navigation Company was formed. He completed the Monticello in 1891.

MINOR DEFECTS NOT BARRED

Navy Enlistments Aided Though Physical Standard Preserved.

Uncle Sam has concluded that young men applying for admission to the Navy are entitled to speedy decisions as to their fitness and hereafter they will not be subjected to delays while official Washington is petitioned for permission to pass one with ingrowing toenails, poor teeth, minor deformities and the like. An order has emanated from the headquarters of the Surgeon-General that to eliminate obtaining waivers from the department in such cases the examining surgeons shall exercise discretion, being certain always that the defects will not interfere with the performance of duties and that the men will consent to treatment if necessary.

"Officers of the Bureau are not lowering the standard of physical fitness by any means," said Lieutenant W. H. Toaz, U. S. N., in charge of the Portland recruiting station, yesterday, after receiving the new order. "There are numerous cases in which men suffer from such minor defects that require a special order from the department before they are enlisted, which means time lost in telegraphing. The new system will expedite enlistments and save considerable trouble."

During the present year there have been 28 enlistments in excess of the number for the same period last year, and ten men were accepted last week alone.

STEAMER INTELLIGENCE

Due to Arrive.

Name.	From.	Date.
Bear	Los Angeles	In port
Yucatan	San Diego	In port
Rose City	San Pedro	Aug. 20
Breakwater	Coos Bay	Aug. 21
Sue H. Elmore	Tillamook	Aug. 23
Roanoke	San Diego	Aug. 24
Alliance	Eureka	Aug. 24
Beaver	Los Angeles	Aug. 25

To Depart.

Name.	For.	Date.
Bear	Los Angeles	Aug. 20
Yale	S. F. to L. A.	Aug. 20
Camino	San Francisco	Aug. 20
Yucatan	San Francisco	Aug. 20
Tamalpais	San Francisco	Aug. 20
Merced	Los Angeles	Aug. 21
Harvard	S. F. to L. A.	Aug. 22
Multnomah	San Diego	Aug. 23
Breakwater	Coos Bay	Aug. 23
Rose City	Los Angeles	Aug. 23
Sue H. Elmore	Tillamook	Aug. 26
Alliance	Coos Bay	Aug. 26
Roanoke	San Diego	Aug. 27
Beaver	Los Angeles	Aug. 30

European and Oriental Service.

Name.	From.	Date.
Cr'nof C'stle	Antwerp	In port
Brisgavia	Hamburg	Aug. 27
Vestalia	London	Sept. 3
Uckermark	Hamburg	Oct. 1
Name.	**For.**	**Date.**
Uckermark	Hamburg	Sept. 1
Brisgavia	London	Sept. 4
Vestalia	Hamburg	Oct. 8

OPENING OF SLOUGH URGED

St. Helens Citizens Argue for Channel for Ships.

Commercial interests of St. Helens have proposed to the Federal authorities that if steps are taken to dredge a bar in front of the entrance to Willamette Slough to a depth of 27 feet, so that deep draft vessels may be navigated there, a share of the expense will be borne by them. The cost is estimated at $10,000. The length of the dredged cut will be one mile.

In support of the move it is asserted that St. Helens has grown from a town of 300 population to a city of 2000 in five years; that two sawmills cut 250,000 feet in ten hours; that a creosoting plant, shipyard and other establishments are located there, while it is a distributing center for the Lake and Lewis River territories. In a year, it is set forth, that 80,000,000 feet of lumber has been shipped from there and 144 steamers were dispatched with cargo. The matter was taken up with United States Senator Chamberlain, referred to General Bixby, chief of engineers, and in turn to Major McIndoe, Corps of Engineers, U. S. A., in charge of the Second Oregon District improvements, who will compile and forward a report.

SURVEY DUE NEXT MONTH

Examination of Bar Will Decide Dredging Question.

Before the first week in September ends a crew from the force directed by Major McIndoe, Corps of Engineers, U. S. A., will be at work on the Columbia River bar, making a second survey this season to ascertain what benefits have been derived in the way of depth from the operations of the dredge Chinook, which resumed work there about June 19, after a year's idleness.

The survey will not be as complete as that made each June, because the annual investigation of depths includes a large area inside the bar and on both sides of the main channel, while the forthcoming undertaking will be centered on the bar and have to deal largely with the ranges on which the Chinook has dredged. At it was understood when the Chinook was returned there that she would be in service about three months to prove whether the channel would be helped by her assistance, the survey is expected to decide whether recommendations be made to Washington that dredging be continued in advance of the completion of the north jetty.

TWO WHEAT SHIPS ARRIVE

Wandsbek Gains Nearly a Month on Thielbek at Sea.

In the arrival yesterday of the German barks Thielbek and Wandsbek to load wheat here for Europe, another example was available of how fortune favors some vessels in getting away from Santa Rosalia, while others are detained, as the Thielbek was on the way 61 days and the Wandsbek but 35 days.

The Thielbek sailed June 19 and the Wandsbek July 15 and the latter was towed into the Columbia River at 2 o'clock yesterday and the Thielbek at 10 o'clock. The Wandsbek is consigned to M. H. Houser, who also has the Milverton, which has been in the harbor since August 7, and the Thielbek will load for Kerr, Gifford & Co. The three are to work cargoes in September and from now on new crop wheat will move more rapidly to tidewater.

The British bark Hinemoa has been out from Newcastle, N. S. W., since June 9, and the British ship Glenesslin left Santos May 28, so they probably will be the next arrivals.

PORTLANDERS TO BUY BONDS

Sale of Dock Commission Securities to Be Popular.

Inquiries directed to the office of the Commission of Public Docks as to the $1,000,000 bond issue authorized, of which $250,000 will be in small denominations, $200,000 of $100 bonds and $50,000 of $500 bonds, indicate that the $100 bonds will be taken largely on popular sales to Portlanders. Bids are to be opened September 4.

The $750,000 issue is for bonds in the denomination of $1000. Both issues will be dated September 1 and are payable in 30 years. The rate of interest was increased to 5 per cent and is payable March 1 and September 1 each year. All legal details connected with the issues, such as the charter amendment of November 8, 1910, the adoption of the commission form of government and records generally having anly relation to the issues, are being passed on by the firm of Storey, Thorndike, Palmer & Dodge, of Boston, Mass., recognized by bond buyers as authorities in such matters.

GERMAN BARK AT ASTORIA

Wansbek Makes Good Run Up North and Will Load Grain.

ASTORIA, Or., Aug. 19.—(Special.)—The four-masted German bark Wansbek, Captain Burmeister, arrived this morning, 34 days from Santa Rosalia, in ballast, and is under charter to load grain for the United Kingdom.

The Wansbek was 14 days in the Gulf of Lower California, being delayed by calms, but when she got outside she struck favorable winds and made a remarkably fast run up the Coast. During nine consecutive days she covered 240 miles a day. On Sunday the Wansbek passed the German bark Thielbek that left Santa Rosalia 18 days ahead of her.

Marine Notes.

Movements of Oriental liners reported yesterday showed that the Falls of Orchy, dispatched by the Royal Mail from Portland, had arrived at Hongkong, August 18, and the same day the Den of Ruthven sailed from Yokohama for Portland, coming via northern ports.

To load for San Francisco the steamer Rochelle, which has been under repairs at the plant of the Vulcan Iron Works, left last night for Rainier.

In the latest schedule of the Hamburg-American line the steamer Brisgavia is listed to sail today from Yokohama for this port by way of British Columbia and Puget Sound, and is looked for here September 12. The Uckermark will sail from Manila for Portland tomorrow, and the Andalusia sails from Hamburg August 28 and is due here in December.

With 2,500,000 feet of Japanese oak, loaded at Otaru, the British steamer Baron Napier arrived in the river yesterday morning and reached Banfield's dock last night. She is to begin discharging there this morning, and when unloaded will take on a cargo of fir for North China.

To have her hull caulked in a few places the steamer Sarah Dixon, of the Shaver fleet, was hauled on the ways at the plant of the Portland Shipbuilding Company yesterday.

Martin Higley, of the North Pacific Steamship Company, estimated that 200 persons applied for accommodations to California ports yesterday morning. As the steamer Yucatan was sold out Saturday, there were no berths available. At the office of the San Francisco & Portland fleet the same conditions existed, the steamer Bear having been filled last week for her voyage beginning tomorrow, while the independent vessels are being sold out equally as far in advance.

O. P. Graham said yesterday that he had no difficulty speeding a 32-foot launch, built for Dr. F. A. Bird, of Kelso, to 18 miles an hour, which had been guaranteed when the contract was let. The craft will be used for carrying sick and wounded men from Lower Columbia River logging camps to hospitals, as present facilities are not sufficiently fast.

Coming from San Francisco, the schooner Irene has been towed to St. Helens to load lumber for the return voyage.

G. A. Brown, of 832 East Twenty-ninth street, has been complained against to Collector of Customs Burke for having been apprehended in a rowboat Sunday night without a light. He carried six persons. The boat is the property of Albert Johnson, employed on Ainsworth dock.

United States Inspectors of Steam Vessels Edwards and Fuller have departed for Yaquina Bay to reinspect vessels in that district.

"Finest water in the world and the cheapest," was the verdict of officers of the Norwegian tramp Thode Fagelund yesterday, when Harbormaster Spier ordered a hose connected with the ship's tanks to supply Bull Run aqua. Though it was intended to take all water that could be received, as some of the tanks were full it was estimated less than 5000 gallons would be piped aboard, for which the charge is $1.

For the construction of a concrete wall at the Cascade Locks, which was omitted when the canal and locks were built, the Consolidated Contract Company, of this city, filed a tender of $77,839 at the office of Major Morrow, Corps of Engineers, U. S. A., where bids were opened yesterday morning. There were seven bids and the highest was $107,945.

Movements of Vessels.

PORTLAND, Aug. 19.—Arrived—Steamer Multnomah, from San Francisco; British steamer Baron Napier, from Otaru. Sailed—Steamer Sue H. Elmore, for Tillamook.

Astoria, Aug. 19.—Arrived down at midnight, barkentine Lahaina. Arrived at 2 A. M., German bark Wandsbek, from Santa Rosalia. Arrived at 10 A. M., German bark Thielbek, from Santa Rosalia. Arrived at 10 A. M., and left up at 2:30 P. M., British steamer Baron Napier, from Otaru. Arrived at 12:40 and left up at 2 P. M., steamer Multnomah, from San Francisco.

San Francisco, Aug. 19.—Arrived at 9 A. M., steamers Northland and Saginaw, from Portland. Sailed at noon—Steamer Beaver, for San Pedro; British steamer Rothley, for Portland.

Coos Bay, Aug. 19.—Arrived—Steamer Breakwater, from Portland.

Monterey, Aug. 19.—Arrived—Steamer W. F. Herrin, from Portland. Sailed yesterday, steamer J. A. Chanslor, for Portland.

Huasco, Aug. 17.—Sailed—British bark Birkdale, for Portland.

Hongkong, Aug. 18.—Arrived—British steamer Falls of Orchy, from Portland.

Yokohama, Aug. 18.—Sailed—British steamer Den of Ruthven, for Portland, via Puget Sound.

San Pedro, Aug. 18.—Arrived—Steamer Shasta, from Portland. Sailed—Steamer Geo. W. Fenwick, for Portland.

Seattle, Wash., Aug. 19.—Sailed—Steamers Umatilla, Watson, for San Francisco; City of Seattle, for Skagway; Mariposa, for Southwestern Alaska.

Vancouver, B. C., Aug. 19.—Arrived—Steamer Niagara, British, for Sydney.

Raymond, Wash., Aug. 18.—(Special.)—Steamer John A. Hooper left at noon today for San Francisco.

San Francisco, Aug. 19.—Arrived, steamers Santa Barbara, from Willipa; Saginaw, Northland, from Astoria; Jaqua, from Coos Bay; Buckman, from Seattle; Harlow (British), from Baltimore; F. S. Loop, from Everett; Temple E. Dorr, Dorris, from Grays Harbor. Sailed—Steamers Santa Monica, for Willapa; Davenport, for Port Gamble; Maverick, for Seattle; City of Puebla, for Victoria; Shna Yak, for Puget Sound; Fifield, for Bandon; schooner Lily, for Umpqua.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 30 miles; weather, clear.

Tides at Astoria Wednesday.

High.	Low.
2:33 A. M.....7.5 feet	9:01 A. M.....1.3 feet
3:04 P. M.....7.9 feet	9:33 P. M.....1.9 feet

To The Young Expectant Mother

Women of Experience Advise the Use of Mother's Friend.

There is some trepidation in the minds of most women in regard to motherhood.

The longing to possess is often contradicted by the fear of distress.

But there need be no such dread in view of the fact that we have an effective remedy in what is known as Mother's Friend. This is an external application that has a wonderful influence and control over the muscular tissues of the abdomen. By its daily use the muscles, cords, tendons and ligaments all gently expand without the slightest strain; there is no pain, no nausea, no nervousness; what was dreaded as a severe physical ordeal becomes a calm, serene, joyful anticipation.

In almost every community there are women who have used Mother's Friend, and they are the ones that recovered quickly.

Mother's Friend is prepared after the formula of a noted family doctor by the Bradfield Regulator Co., 238 Lamar Bldg., Atlanta, Ga. Write them for their instructive book to expectant mothers. You will find Mother's Friend on sale by all drug stores at $1.00 a bottle.

"BACK EAST" LOW FARE EXCURSIONS

Tickets on Sale Daily to September 30th

To New York or Boston

Also to Niagara Falls, Thousand Islands, St. Lawrence River, Adirondack Mountains, New England, White Mountains, Canadian Resorts, Atlantic Seashore and Jersey Coast Points.

Stop over privileges at all points of interest en route.

New York Central Lines

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Ask for a copy of our "Guide to New York City." It contains valuable and interesting information about the Metropolis, sent on receipt of five cents in stamps. Address New York Central Lines Travel Bureau, 1225 La Salle Street Station, Chicago.

Apply to your local agent for tickets and sleeping car reservations, or for complete information, call on or address our

Portland Office, 109 Third Street

W. C. Seachrest, General Agent, Passenger Dept.

NEW YORK CENTRAL LINES

Back East Excursions

ROUND TRIP

from Portland to

New York $108.50
Or Philadelphia

Washington $107.50
Or Baltimore

Boston $113.25
Via New York

On many dates in August and September. Good over Diverse Routes.

LIBERAL STOPOVERS —LONG RETURN LIMIT

Via Chicago or via St. Louis through Pittsburgh

PENNSYLVANIA LINES

For full particulars about sale dates, fares, return limits, diverse routes, etc., apply to Local Ticket Agents, or communicate with

F. N. KOLLOCK, District Agent
Railway Exchange Building, 105 Third Street
PORTLAND, ORE.

Great Northern Railway

Summer Excursions to the East

Tickets on sale daily until September 30.
Going limit fifteen days from date of sale.
Return limit October 31; stopovers allowed in each direction.

Atlantic City and return	$111.30	Detroit and return	$ 83.50
St. Louis and return	70.00	Pittsburg and return	91.50
Boston and return	110.00	Montreal and return	105.00

Baltimore and Washington and return	$107.50
New York and Philadelphia and return	108.50
Chicago and Milwaukee and return	72.50
Denver, Colorado Springs and Pueblo and return	55.00
Toronto, Buffalo and Niagara Falls and return	92.00
St. Paul, Minneapolis, Duluth, Winnipeg, Omaha, Council Bluffs, Kansas City and St. Joe and return	60.00

Go East on the ORIENTAL LIMITED; leaves Portland daily at 7:00 P. M. Through Standard and Tourist Sleepers to Chicago in 72 hours. Return same way or any other direct route if desired, without extra charge.

Ticket and Sleeping Car Reservations at City Ticket Office, 122 Third St., or at Depot, 11th & Hoyt.

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