Defense Guns Daily at Fort Stevens.

NIGHT DRILLS THRILLING

Ability Shown in Handling Range-Finding Instruments Trained on Presumed Fleet - Submarine Mines Used in Lessons

FORT STEVENS, Or., Aug. 26 .- (Special.)—Under the careful tutelage of Captain Collins, assisted by Captain Casey, of the California Reserves, and the entire force of officers and enlisted men at Fort Stevens, the Oregon Re-serves are rapidly approaching most commendable efficiency in the opera-tion of the heavy coast defense guns at Fort Stevens. Hours each day are at Fort Stevens. Hours each day are consumed in careful study of the many intricate artillery problems that must be solved before target practice can be undertaken. The regulars are elated over the progress displayed by their pupils and the most cordial relations exist between the two organizations.

Before the close of Monday's training Before the close of Monday's training many of the Oregon Reserves were displaying such efficiency in the handling of the range-finding instruments that all doubt as to record-breaking practices at the end of the week has been eliminated. Their ability on the big 10-inch rifles was particularly apparent. They attribute their success in that branch largely to the actual experience they have obtained in their competition target practices. competition target practices.

Night Drills Are Held.

Monday night they engaged in night drill. This is a most spectacular per-formance. Huge 60-inch searchlights play over the entire river and ocean play over the entire river and ocean waterfront. These lights flash to and fro, illuminating the smallest fishing craft that attempts to enter the river. Some are stationary, others movable. All seemed gifted with almost human intuition, throwing their bright rays into every nook and corner of the lower Columbia harbor.

Part of the day's training consisted of an explanation of the effects of

A presumed fleet approaches one of these salvo points. Instantly all batteres are notified by the command: "Commence firing! Salvo point No. 1" The sharp command is heard in all batteries, "Load" The guns are set, an instant elapses, when the command, "Fire!" is given, A combined roar of sound, a flash of flame and hundreds of tons of steel are presumed to be falling in a veritable maeistrom about that narrow strip of water where the attacking fleet is passing. A presumed fleet approaches one of

Submarine Mines Used. Should the night happen to be foggy and the efficiency of the searchlights nullified, the submarine mines become nullified, the submarine mines become the principal safety factor. They are large steel hollow balls containing over 100 pounds of dynamite and a detonating charge. No ship is provided with adequate hull protection, hence its destruction is inevitable if it comes in contact with one of these silent agents of warfare. In practice these mines blow a column of water nearly 100 feet in diameter 150 feet into the air.

Mine fields are protected with rapid

Mine fields are protected with rapid fire three-inch guns to prevent the enemy from cutting the connecting electrical cables. These rapid-fire guns practice with a target six by ten foot. On one occasion should be feet. On one occasion shooting at 10 P. M. one night with a target illuminated only with a small lantern, one of the companies on the lower Columbia perforated this small target 13 times out of 16 shots fired in 58 sec-

Among the many interesting phases Among the many interesting phases of training prepared for the Oregon Reserves is what is termed sub-caliber practice. A smail gun is inserted in the large rifles and mortars, is loaded with a light shell and fired under exactly the same conditions as prevail in actual target practice. This practice accustoms the troops to the methods of handling the guns almost as well as if larger and more destructive forces as if larger and more destructive forces were utilized. Since some of these shells weigh as high as 18 pounds each, it is not child's play even at that.

SISTER THERESA APPEALS

Tuberculosis Sanatorium in Need of Aid to Continue Work

Sister Theresa, superior of St. Theresa's Sanatorium for tuberculosis patients, is making an appeal to her friends and the public in general for funds to help carry on the work of the institution. The sisters say that they are paying high salaries to their chief and to nurses and assistants and are receiving no state or city aid and have but a small income from a few of their patients; many of those in the hospital are received free of charge and no one in need is ever turned from ther door. They say that they have visited the poor, secured work for those whom them have befriended and in all their efforts have received but little assistance from the public.

Sister Theresa is anxious that friends

Sister Theresa is anxious that friends Sister Theresa is anxious that friends should call and uspect the sanitorium, which is at St. Theresa's station on the Oregon City carline. She feels that if visitors see the clean rooms, each with its private bath and healthful appointments, they will be glad to give some assistance to the cause. At present the total income of the institution does not pay half of the salaries, let alone the living expensee, gas, fuel, lighting and other regular bills that have to be met every month. Communications may be every month. Communications may be sent to Sister Mary Theresa, Box 67, Portland.

BILL AT PEOPLES CHANGES World-Renowned Talleyrand Films to Show New Peatures.

The International Mechanical Motion Pictures which began a week's engage-ment at the Peoples Theater last Sunday, have been playing to capacity at every performance and will today ef-fect a complete change of programme. Madams Talleyrand, the world-re-nowned artists in motion picture education, is in direct charge of these pictures, and in her tour of the globe she has surrounded herself with ex-pert picture interpreters and mechan-ical effect men who assist in the real-

OREGON RESERVES

BECOME EFFICIENT

So varied and contains so many interesting subjects wonderfully depicted, that the beholder is transported to the realm of the incident.

Owing to the brief engagement of Mme. Talleyrand and the success of her programmes, it has taxed the capacity of the theater and it is safe to predict that those who have already witnessed the performance during the first half of the week will also take advantage of the change of programme.

Mile. Montague, presenting her Parisian Noveity Transformation; adds a delightful tone.

Astoria Buys Dock Site.

ASTORIA. Or., Aug. 26.—(Special.)— The Port of Astoria Commission at its meeting today purchased a tract of 1700 feet of water frontage in the west end of the city near Smith's Point, from



Mrs. Anna M. Patterson. Mrs. Anna M. Patterson.
Brief funeral services were
conducted last night by Rev.
Harry L. Pratt, of Forbes Presbyterian Church, in memory of
Mrs. Anna M. Patterson, who died
August 23. Mrs. Patterson was 38
years of age and a native of Bedford, Pa. She is survived by her
husband, Wallace W. Patterson,
to whom she was married two
years ago. She had been a prominent member of the Good Govinent member of the Good Gov-ernment League and of the Forbes Presbyterian Church Her-husband and sister, Mrs. Blanche Strousse, leave today with the body for Tiffin, Ohio, for inter-

PORTLAND, Aug. 26.—Maximum temperature, 74 degrees; minimum, 59 degrees. Total rainfall (5 P. M. to 5 P. M. to 5 P. M. to 5 P. M. to 5 P. M. total rainfall since September 1, 1912, 39.40 inches; normal rainfall since September 1, 1912, 39.40 anchor was down caused the tramp to swing to starboard about half a point 44.98 inches; deficiency of rainfall since September 1, 1912, 5.58 inches. Total sumshine August 26, 9 hours, 41 minutes; possible sunshine, 13 hours, 36 minutes, possible sunshine, 13 hours, 36 minutes, Barom, etc (reduced to sea-level) at 5 P. M., 30.14 inches. THE WEATHER.

IN BISID

	STATIONS.	aximum temp	recipitation past 24 hours	elacity	freetion	State of Weather.
1	Boise		0.00		W	Cloudy
9	Boston		0.00		SW	Clear
41	Calgary		0,00		1 544	Pt. cloudy
1	Chicago		0.00		NE	Clear
Я	Colfax		9.10	13.4	W	Clear.
Ш	Denver		0.00	12	S	Clear
П	Des Moines		0,00		120	Clear
ı	Duluth		0.00		W	Cloudy
Ш	Eureka		0.00		N	Clear
1	Galveston		0.00		SE	Pt. cloudy
ш	Holena		0.00			
ш	Jacksonville		0,18		S	Cloudy
Ш	Kansas City		0.00		NE	Clear
3	Laurier Los Angeles		0.00		SW.	Clear Clear
Ш	Marshfield		0.00		NW	Clear
Н	Medford		0.00			
Ш	Montreal	200	0.36	370	SE	Cloudy
91	New Orleans		0.00		SE	Pt. cloudy
Ш	New York		0.00		O.B.	Clear
П	New TORK		0.04		w	
9	North Head		0.00			Cloudy
а	North Yakima		0.00		W	Clear
a	Phoenix		6.03		w	Pt. cloudy
1	Pecatello		0.01	1 6	sw	Cloudy
1	Portland		0.00		N	Pt. cloudy
П	Roseberg		0.00		N	Clear
я	Spokane		0.00	135	Sw	Clear
ı	Tacoma		0.00			Pt. c.oudy
1	Tatoosh Island	612	0.10		SW	Pt. cloudy
ı	Walls Walls	88	0,00			Clear
4	Washington		0.00		8	Clear
1	Weiser		0.00		SE	Cloudy
9	Wenntchee		6,00			Clear

WEATHER CONDITIONS, WEATHER CONDITIONS.

The pressure is moderately high over the valley of the Red River of the North and along the Atlantic Coast; a marked high-pressure field is advancing inland over Washington. Moderate depressions are central over Southern Saskathewan, the St. awrence Valley and Interior portions of Yallfornia and Arizona. Showers have fallon in the Washington Coast, in Northern and fouthern Idaho and Afizona and moderately to heavy rains in portions of the Lakes Region, in the St. Lawrence Valley and South Atlantic States. Thunder storms were sported from Tucson, Modera, Winnemucca

STEAMER INTELLIGENCE

D	ue to Arrive.	
Name.	From.	Date.
Breakwater. Sue H. Elmos Bear. Yucatan Alliance	Los Angeles Los Angeles Los Bay Tellamook Los Angeles San Diego Euroka San Pedro	In port In port Aug. 30 Aug. 30 Aug. 31 Sept. 3
	And the second second	

	471000000	100	47 M C C
No. of the Control of	Yale. Breakwater Harvard Beaver San Ramon. Klamath Sue H. Elmo Yucatan Bear Rose City.	San Diego. S. F. to L. Coos Bay. S. F. to L. Los Angele San Pranci San Diego. re Tillamook, San Franci Los Angele Los Angele Los Angele Coos Bay.	A. Aug. 27 Aug. 28 A. Aug. 20 F. Aug. 30 Sco Aug. 30 Aug. 31 Sept. 2 Sco Sept. 3 F. Sept. 4 F. Sept. 4
	Name.	and Oriental From.	Date.
	Brisgavia Uckermark. C. Ferd Lasi Andalusia	London Hamburg Hamburg Mantla Hamburg Hamburg Hamburg Hamburg	Sept. 12 Oct. 2 Nov. 4 Dec. 4
	Name.	For.	Data
	Brisgavin	London	Sept. 16

and Abliene. The weather is warmer in Northern California, Eastern Washington, Northern Idaho, Northern College, Novthern Idaho, Northern Montana, Southern Colorado, New Mexico, Missouri, the Middle Atlantic States and St. Lawrence Valley. It is cooler in interior Western Washington, Northern Abberta, Wyoming, the Dakotas, Misnesots, along Leke Michigan and in Arizona. Temperatures are above normal in nearly all portions of the country, the greatest departures being in Central, interior Wastern Canada and in the Northern Rocky Mountain, Platean and Plains States.

The conditions are favorable for generally fair weather in the district Wednesday, except in Southeastern Idaho, where showers and cooley weather will probably occur. Northwesterly winds will obtain.

ism of these productions, which emportant and vicinity—Fair; northwest-brace subjects and places as far-reaching as the Antipodes. Cleverly interspersed with the educational numbers are comedies. The programme is probably cooler in southwest portion, is me

Steamer Thode Fagelund May Not Be Drydocked.

PILOT TO GO FOR CRIPPLE

Captain Nolan, in Report on Accident at Astoria, Declares His Danger Blasts Drew No Reply From Bark's Tow.

Arrangements were made yesterday for a pilot to start from Astoria today with the damaged Norwegian steamer Thode Fagelund, which was in collision Sunday morning with the German bark Thielbek, in tow of the steamer Ocklahama, and her repairs will be made here. Her deckload of piling, as well as blasting powder she carried aft, were

as blasting powder she carried aft, were discharged at Astoria.
Captain W. C. McNaught, surveyor for the San Francisco Board of Marine Underwriters, has gone to Astoria to make a survey so far as the cargo figures in the damage, and a representative of the Norwegian insurance interests also is there to pass on the vessel. As a survey was held on the Thielbek before she was towed here, the next steps will be to call for bids for repairs, and the work will be hurried on the Fagelund so she can get to sea soon. Her frames forward are

be raised forward through discharging more cargo it may not be necessary to prepare her to be drydocked.

Captain M. Nolan, of the Port of Portland pilots, who was in charge of the steamer at the time of the accident, has filed a report with United States Inspectors Edwards and Fuller, and they will begin an investigation of the case tomorrow. In his report Captain Nolan says that the Thode Fagelund was moving at half speed, and had been under way about 12 minutes when the crash came. He points out that the channel was obscured because the Government dredge Chinook out that the channel was obscured be-cause the Government dredge Chinook was swinging across it, she being an-chored off the center of the O.-W. B. & N. dock. When within a ship's length from the Chinook, he says, he saw a sailing vessel under tow about a quar-ter of a point on his starboard bow and he sounded two whistles to pass to starboard but received no answer. Part of the day's training consisted of an explanation of the effects of concentrated firing on selected points. The channel is carefully mapped out, all narrow points being specially noted and numbered. It is pointed out that these points must be passed for a fleet to enter the harbor, hence the necessity of preparing all batteries to fire on such places at the word of command.

A presumed fleet approaches one of the effects of on a total of \$51,000. The consideration is \$30 a foot, or a total of \$51,000. The answered then by the steamer Ockia-ham. He then signalled for full speed to starboard, but received no answer. He stopped the engines and gave the whistle signal a second time, being sance to validate to passed to starboard, but received no answer. He stopped the engines and gave the whistle signal a second time, being sance and passed to passed to starboard, but received no answer. He stopped the engines and gave the whistle signal a second time, being sance and passed to passed to starboard, but received no answer. He stopped the engines and gave the whistle signal a second time, being subject to starboard, but received no answer.

Sweet as harbormaster to fill the vactories of the proposition of the late of the proposition of the starboard that the stopped the engines and gave the whistle signal a second time, being subject to starboard, but received no answer.

By the stopped the engines and gave the whistle signal a second time, being subject to starboard, but received no answer.

By the stopped the engines and gave the whistle signal a second time, being subject to starboard, but received no answer.

By the stopped the engines and gave the whistle signal a second time, being subject to starboard, but received no answer.

By the stopped the engines and gave the whistle signal a second time, being subject to fill the vactories of the proposition of the late of the starboard that the stopped the engines and gave the whistle signal a second time, being subject to starboard the stopped the engines and se

LONDON GRAIN MAN DIES

LONDON GRAIN MAN DIES

Major Webb Helped in Eliminating

Grain Freight Differential.

Major William Bridges Webb, of the London firm of Dewaar & Webb, rated among the largest grain exporters in the United Kingdom, died Monday, news of his demise having been received here by the Kerr brothers, of Kerr, Gifferd & Company, who are nephews of Mr. Dewaar. Major Webb was personally known to many residents of this city, as he visited here frequently, besides he was particularly well known to the grain trade, as the firm has handled Oregon and Washinston cargoes for almost 40 years.

According to E. W. Wright, of the Merchants' Exchange, who represented Portland, shipping interests several years ago on a trip to England that resulted in the differential in grain freights against Portland being lifted and charter rates made the same as from Puget Sound, Major Webb did more than anyone else abroad to profrom Puget Sound, Major Webb did more than anyone else abroad to pro-tect Portland in the matter. He not only personally interviewed shipowners and men of influence, but gave letters and men of influence, but gave letters of introduction to others that paved the way for successful negotiations. He was president of the Baltic, the big grain and marine exchange of London, and held that office when its immense

SAMAR REACHES ASTORIA PORT

home was erected.

Schooner From Auckland Believed to Have Made Record Run.

ASTORIA, Or., Aug. 26 .- (Special.)-The schooner Samar arrived this morning from Auckland and after being fumigated will go on a drydock in Portland to be cleaned and painted.

The Samar has made what is believed to be the record round trip, as she sailed from here for Auckland with a cargo of jumber on April 1 and was thus four months and 28 days on the round trip. The Samar left here on the same day that the schooner Eldorade salled for Antofogasta and the latter vessel has never been heard from since being spoken about two weeks later a short distance below San Francisco. She is supposed to have been lost with all on board.

SPITEHEAD REACHES COAST

Colliers Being Fixed for Cargoes in Pacific Trade.

Kerr, Gifford & Co. paid 41s 3d for the British steamer Spitchead, which Mother's Friend in Every Home

Comfort and Safety Assured Before the Arrival of the Stork.

In thousands of American homes there is a bottle of Mother's Friend that has aid-



In thousands of American homes there is a bottle of Mother's Friend that has aided many a woman through the trying ordeal, saved her from suffering and pain, kept her in health in advance of baby's coming, and had a wonderful influence in developing a lovely disposition in the child.

There is no other remedy so truly a help to nature. It relieves the pain and discomfort caused by the strain on the ligaments, makes pliant those fibres and muscles which nature is expanding and soothes the inflammation of breast glands.

Mother's Friend is an external remedy, and not only banishes all distress in advance, but assures a speedy recovery for the mother. Thus she becomes a healthy woman with all her strength preserved to thoroughly enjoy the rearing of her child. Mother's Friend can be had at any drug store at \$1.00 a bottle. Write to Bradfield Regulator Co., 228 Lamar Bidg., Atlants, Ga., for their free book. Write to-day. It is most instructive.

will be loaded with wheat for the United Kingdom. The vessel has reported at San Francisco from Norfolk with a coal cargo with which she was 85 days on the way. The British steamer Boveric, also carrying coal, but from Newcastle to San Francisco on private account, has been taken for lumber and will return to Australia under engagement to Davies & Febon. She gets a rate of 5s 3d for the round

voyage.

Besides the big fleet of colliers the Government is dispatching from the Atlantic side the sugar business from Atlantic side the sugar business from Hollo is diverting more tonnage to the Coast for wheat and lumber engagements. So far three tramps have been fixed to carry sugar to San Francisco, the latest listed being the British steamer Indrawadi. She was taken by Balfour, Guthrie & Co. Sugar is coming from Cuba for British Columbia refineries as well and the Craighall is looked for next week with a cargo, the Glenedin is on the way 23 days and a second Glen ship has been taken for the trade but not announced. The British steamer Queen Louisc, which left Coronel August 20 for San Francisco on the way from Norfolk Francisco on the way from Norfolk with coal, has not been chartered for outward loading.

OREGON CHERRIES GO SOUTH

Beaver Will Load Cocktail Material for Golden Gate Firms.

How many cocktails will be mixed before 700 barrels of pickled cherries being shipped on the Beaver, to be prepared in bottles as Maraschino cherries are utilized is a question being debated by officers of the vessel who have sized up the many barrels on Ainsworth dock that will be in the hold when she leaves for San Francisco Saturday.

The cherries were delivered on the

for repairs, and the work will be hurried on the Fagelund so she can get to sea soon. Her frames forward are said to have suffered from the crash and the hole in her bow extends below the water line. In the event she can be raised forward through discharging more cargo it may not be necessary to prepare her to be drydocked.

Captain M. Nolan, of the Port of Portland pilots, who was in charge of the steamer at the time of the acci-

SPURT IN LUMBER FIXTURES

Six Carriers Engaged That Will Load on Columbia.

In reporting signs of new life in the thorities mention six engagements that probably will have to do with Columbia River loading. Two vessels owned within the Golden Gate, their identity being hidden as is often the case, have been chartered for lumber from a northern port to Australia by Gibson. Arrived at 1:30 p. M. steamer Saginaw, from Sc. Co.; W. R. Grace & Co. have engaged the barkentine Echo to load lumber for the West Coast, and Comyn, Mackall & Co. have added the barkentine John C. Meyer to their fieet to load here for Clina, while the Brillsh steamer for China, while the Brillsh steamer sal; charter market San Francisco aufor China, while the Brilish steamer Claverley and barkentine James Tuft are said to have been fixed by that firm for similar business from here. The Grace interests have taken the schooner Phillippine for lumber from Grays Harbor for the West Coast and the schooner Churchill will work lum-ber on Grays Harbor for Santa Rosalia.

Movements of Vessels.

satisfied.

21 kinds

Pea soup, "Campbell style"—

peas just picked from the vines.

That is to say, with the natural color and natural flavor of fresh green

to produce than if we made the ordin-

ary kind. But the difference in flavor

is well worth it. And you will say

Serve it at your next lucheon-party-

10c a can

Eampbells, Soups

topped with a spoonful of whipped

cream for a change. That combina-

tion is as pleasing to look at

as it is to eat. And you

couldn't say more than that.

Look for the red-and-white label

Your money back if not

Of course such soup costs us more

Monterey, Aug. 25.—Salies.—Scenner
Chanslor, for Portland.
Beattle, Wash. Aug. 26.—Arrived—Stenmers Humboldt. Speckane, from Skagway,
ers Humboldt. Speckane, from Santyanelle.
San Francisco; Alameda, from Southwestern Alaska. Salied—Steamer Yekohama
Maru (Japanese), for Yokohama; City of
Puebla, for San Francisco; Northwestern,
for Southwestern Alaska; Victoria, for
Nome; Northland, for Southeastern Alaska,
Vancouver, B. C., Aug. 26.—Salied—Steamship Washiesaw, for San Francisco,
San Francisco, Aug. 28.—Arrived—Steamers Admiral Parrayant, from Seattle; Paralen, from Portland; Columbia, Norwood, from

5 P. M., smooth; wind, west, 4 miles; weather, cloudy. Tides at Astoria Wednesday

NEW YORK

ENTRAI

Back East Excursions ROUND TRIP from Portland to

KEAST

Low

Niagara Falls, Thousand Islands, St. Lawrence River, Adiron-dack Mountains, New England, White Mountains, Canadian Resorts, Atlantic Seashore and Jersey Coast Points.

Stop-over privileges at all interesting points en route and option of water or rail trips between Detroit and Buffalo; Albany and New York.

Tickets on Sale Daily to September 30th

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

Portland Office, 109 Third Street

Round Trip Fares

New York or Boston

NewYork \$10850 Or Philadelphia Washington \$10750 Or Baltimore

Boston \$11325 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, divers 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; stepovers 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 Pueble 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 Depet, 11th & Hoyt.



H. Dickson, City Passenger and Ticket Agt. Telephones Marshall 3071, A

Visit GLACIER NATIONAL PARK this Summer. Season June 15 to September 15. Ask for Booklet.

