COMMITTEES WILL CARE FOR BUYERS

List of Merchants to Provide Entertainment for First Two Days Is Named.

ACCEPTANCES COME FAST

Nathan Strauss, Head of Delegation in Charge of Excursion Week, Says Indications Now Assure Large Attendance.

Special committees to have charge of the entertainment features for each day of the buyers' excursion week, September 1-6, are being appointed and when the list of committees is completed practically the entire membership of the organization of jobbers and merchants, which is conducting the excursions, will be included. The executive committee will hold a meeting Friday and complete details of plans for the week.

"Replies to our invitations are coming in even better than we expected from the merchants in Portland's trade territory and there is every indication that the result will exceed in magnitude the highest expectations of the organization which launched it," said Nathan Strauss, chairman of the committee, yesterday.

"Enthusiasm among the manufacturers and jobbers in the organization is strong and all are working zealously to make the enterprise successful in every respect.

Headquarters Are Planned.

"In addition to the acceptances that are pouring in at the headquarters at the Commercial Club, manufacturers and wholesalers are making continual reports to me of messages received personally from their out-of-town customers, announcing their intention of taking advantage of the excursion week rates and refund provisions. All three of the Northwest states will be strongly represented in Portland next week by visiting merchants."

Mayor Albee will be asked to make the address of welcome to the visitors at the reception which will be given in their honor at the Commercial Club Monday night.

Definite arrangements have been made to establish headquarters for the week in one of the ground-floor rooms of the Commercial Club building, for the purpose of registration, information, validating tickets and other business that may be necessary in conducting the affairs of the excursion week.

Two Committees Named.

Two committees have been appointed to have charge of daily entertainment, one for Monday and the other for Tuesday. Others will be announced as soon as possible. Following are the names of those who will serve on the first two committees:

Monday Reception Committee.

W. H. Beharrell, chairman, Heywood Bros. & Wakefield Company; T. J. Armstrong, W. C. Noon Bag Company; Frank Barringer, E. C. Atkins & Co.; Kenneth Beebe, The Beebe Company; O. C. Calhoun, Miller, Simington & Calhoun Company; H. A. Conner, Pacific Coast Syrup Company; Jerome Fulop, Baron-Fulop Company; S. E. Holcomb, Multnomah Trunk & Bag Company; E. C. Johnson, Portland Seed Company; Fred Jennings, Portland Furniture Manufacturing Company; D. E. Krausse, Krausse Bros.; W. B. Mann, John Clark Saddlery Company; E. C. Oliver, F. S. Harmon & Co.; L. R. Parker, John A. Roebling's Sons Company; John Renken, Portland Glove Works; R. A. Stewart, Hofius Equipment Company; Edward E. Shaw, Henry Disston & Sons, Incorporated; Otto Stein, Clarke-Woodward Drug Company; W. J. Walrath, Aldon Candy Company.

Tuesday Smoker Reception Committee.

Paul De Haas, chairman, Dougherty Shoe Company; B. F. Boyden, Prince Shoe Company; F. S. Doernbecher, Doernbecher Manufacturing Company; Dwight Edwards, Dwight Edwards Company; H. J. Frank, Blumauer-Frank Drug Company; O. H. Fithian, Fithian-Barker Shoe Company; George E. K. Fitchner, Rudgear-Merle Company; Joseph Goodman, Goodman Bros. Shoe Company; Sol Hart, Hart Cigar Company; A. J. Kingsley, Oregon Chair Company; J. C. Luckel, Luckel, King & Coke Soap Company; Robert Lutke, The Lutke Manufacturing Company; W. A. Montgomery, J. K. Gill Company; S. J. McCormick, Ellers Music House; J. W. Pettit, Pettit Feather & Bedding Company; F. C. Stettler, F. C. Stettler Company; H. S. Tuthill, Oregon Casket Company; Paul Wessinger, Henry Weinhard Brewery; C. F. Wright, Ballou & Wright; Dom J. Zan, Zan Bros., Incorporated.

BOY OFFENDER COMMITTED

Court Orders George Obdie Sent to State Training School.

George Obdie, 12 years old, who has made periodical appearances before the Juvenile Court for more than five years, his delinquencies, including the forging and passing of a worthless check for $40, picking a man's pocket for $20, all sorts of petty thieving, bad language and truancy, came to the end of his string yesterday. Juvenile Judge Gatens ordered the boy committed to the State Training School.

Before sending the lad to Salem, however, the Judge will have a thorough physical and mental examination made by Dr. Mary Evans to determine if physical injury is responsible for his persistent criminality. Paul Gibson and Peter Kosevac also are to be examined.

METHODISTS WILL CONFER

Pacific German Meeting Will Begin This Morning.

The ninth annual session of the Pacific German Conference of the Methodist Episcopal Church will begin this morning and close Sunday night at the First German Methodist Episcopal Church, Fifteenth and Hoyt streets. Bishop R. J. Cook will preside. There was a preliminary social services at the church last night. Several changes in the pastorates are expected.

Sunday school will be addressed by G. S. Rader and T. M. Hermann and the sermon next Sunday will be preached by Bishop Cook. The Epworth League will meet in the afternoon and in the evening there will be a missionary sermon by the Rev. G. U. Magg.

SALARIES WILL BE UNIFORM

Low Figures in Departments and Not Highest Will Be Basis.

General salary cutting at the City Hall is expected to be the outcome of a series of meetings this week by members of the City Commission and members of the Municipal Civil Service Commission at which general revision of titles and salaries are to be considered.

Standardization of salaries in various classes of work is the keynote of the meetings and in working out the plan it is likely that many employes will find their salaries reduced when the affair is finally straightened out. Employes doing the same kind of work in different departments receive different salaries at present. It is the plan to make these salaries uniform and the basis it is thought will be determined by the smallest salary received by employes in his particular line rather than the highest.

In the engineering department chainmen receive $85 a month, it is said. In the Water Department chainmen doing the same class of work receive $92.50 a month. The salaries of clerks range widely as do the wages of stenographers and inspectors of various kinds.

LEADER OF WASHINGTON GRANGE DIES AT WASHOUGAL.

David L. Russell.

VANCOUVER, Wash., Aug. 27.—(Special.)—David L. Russell, of Washougal, who died here Monday night, was the first state master of the Washington Grange, in 1888, and served six consecutive years. He was once a delegate to the National Grange. He was a member of the Territorial Legislature from 1873 to 1875, and up to the time of his death was Justice of the Peace at Washougal. Mr. Russell was born in West Virginia June 20, 1835, and when but 14 years old crossed the plains to California. He also fought in the Civil War.

The funeral will be held at Washougal at 11 o'clock Friday morning from the Congregational Church.

ASTORIA TO BUILD DOCK

COMMISSION CLOSES DEAL FOR 1700 FEET ON WATER.

Public Wharf to Be of Concrete and Will Accommodate Six Big Steamers at One Time.

ASTORIA, Or., Aug. 27.—(Special.)—After closing the deal yesterday for the purchase of a tract of 1700 feet of water frontage in the West End of the city, the Port of Astoria Commission today decided to have plans prepared at once so that the construction can be undertaken within the coming few weeks on building the first unit of the big public wharf, to be completed ready for use early next Spring.

This is to consist of two slips 300 feet wide and 1000 feet long, separated by piers 200 feet in width, each to have a large warehouse. These will be of sufficient capacity to accommodate six mammoth steamers at one time. The piers are to be constructed by driving piling, which will be cut off at low water mark and surmounted by solid concrete.

The plan is to have the entire wharf, as well as the warehouse, of reinforced concrete without a single piece of wood. They will be strictly fireproof. Each pier and warehouse is to be equipped with every modern electrical appliance for the handling of freight, so that vessels can be loaded and unloaded in the shortest possible time.

The matter of selling the proposed issue of bonds is to be rushed by the Commission and so soon as that is settled the port will be ready to let the contracts on construction.

Marine Notes.

Barge No. 91, of the Standard Oil fleet, is to be dropped off the Columbia this morning by the steamer El Segundo, which is bound for Puget Sound. The barge will be towed here to discharge.

To designate the edge of the sands and mark the harbor limits across the channel from Astoria a gas buoy has been established at the instance of Henry L. Beck, inspector of the Seventeenth Lighthouse District. It replaces a can buoy heretofore known as No. 11.

It was reported yesterday that the steamer Annie Comings, of the Western Transportation Company's fleet, had grounded in Camas Rapids, but it was not believed she was injured.

Kerr, Gifford & Co. say they took the British steamer Spithead for wheat loading at 37s 6d, instead of 41s 3d as was reported.

Reports From Vessels.

By Marconi Wireless.

Steamer Klamath, San Francisco to Portland, 55 miles south of Columbia River at 8 P. M. August 27.

Barge 91, San Francisco to Portland, off Cape Meares at 8 P. M. August 27.

Steamer Chanslor, Monterey to Portland, 30 miles south of Columbia River at 6:15 P. M. August 27.

Steamer Manchuria, Orient to San Francisco, 1959 miles from San Francisco at 8 P. M. August 26.

Steamer Enterprise, Hilo to San Francisco, 1798 miles from San Francisco at 8 P. M. August 26.

Steamer Sierra, Honolulu to San Francisco, 869 miles from San Francisco at 8 P. M. August 26.

Steamer Atlas, Portland to San Francisco, 120 miles north of San Francisco at 8 P. M. August 27.

Steamer Northland, San Francisco to Portland, off Point Gordon at 8 P. M. August 27.

Bandon Charges Investigated.

BANDON, Or., Aug. 27.—(Special.)—Inspector Quinan, of the United States Lifesaving Service, was here to investigate charges preferred against the Bandon lifesaving crew, in connection with the wrecking of a small fishing-boat on the bar recently in which Sidney Cisco lost his life. The crew was charged with being slow in responding and using the drill boat instead of the power boat.

LOWER RATE ASKED

Freight on Flour to Orient Provokes Protest.

TRAMP MAKES LOW OFFER

Shippers Maintain Tariff of $4 to Japan, $5 to Hongkong, $5.50 to Shanghai and Manila 50 Cents to $1 Too High.

Through the offer of Japanese tramp steamers to load flour and wheat here for Japan on a basis of $3 a ton, while the rate fixed by steamship lines holding membership in the Pacific Conference, to Japanese ports has been $4, since August 16, millers have renewed their contention that tariffs are higher that market conditions warrant and ask that a cut of 50 cents a ton be allowed.

Both the Hamburg-American and Royal Mail fleets, operating out of Portland, have been approached with reference to the situation and while the petition must be forwarded to the Pacific Coast headquarters of both lines at Seattle, it is believed that more consideration will be given the proposal now than when it was broached before.

Exporters argue that there should not be a range of $1 a ton between the tariff on regular lines and the ruling rate for tramp steamers and, furthermore, the Japanese buyers have taken a stand against paying on a basis of $4 a ton, intimating that business can be done at 50 cents less. Should it appear that the liners can be filled with cargo despite the apparent inactivity of the Oriental flour and wheat market, Coast agents naturally are expected to oppose any further decline, but at present it seems as if ships will go light unless there is a marked change in the demand for foodstuffs.

It was felt when the present rates were made, being an advance of $1 instead of $1.50 a ton as expected over the Summer charge, there would be a spirited stir in buying, but unsettled conditions across the Pacific and the disinclination of buyers to place orders at what they regard as high figures, combined to check the rush.

The tariff to Japan is $4, to Hong Kong $5, to Shanghai and Manila $5.50. Shippers have intimated that besides seeking a $3.50 rate to Japan they deem the tariff to Hong Kong $1 higher than it should be.

WOULD MOVE NORTH PACIFIC

Commission Accepts Reid Property and Will Perfect Title.

Now that the Commission of Public Docks has gained possession of the Martin dock property, and steps will soon be taken to cover it with the north half of Dock No. 1, the first unit of which has been contracted for, the North Pacific Steamship Company will again be asked to vacate the dock and shift its headquarters to Albers dock. The commission had decided not to disturb the line when complications arose affecting the Martin dock abstract, but since the land was secured after a suit that terminated without loss of time, it is desired to have full possession.

Some insurance carried by the Martin heirs will be cancelled, but sufficient will remain in force for the commission's purposes, and the members are not in favor of having a night watchman on the ground.

The matter of finally acquiring the William Reid property, between East Oak and East Washington streets, was renewed at yesterday's meeting, and City Attorney La Roche held that the warranty deed offered by Mr. Reid could safely be accepted, and as $43,750 is to be withheld to protect the city against claims by heirs of A. H. Johnson or others, it was agreed that the city proceed at once to quiet title to a portion of the land.

VETERAN MARINER IS DEAD

Captain Clift Formerly Commanded Well-Known Ships.

Funeral services will be held at Tacoma today over the body of Captain J. B. Clift, one of the best-known mariners on the Coast, and former Harbormaster there. During his active experience at sea he was master at one time of the American ship William H. Starbuck, and it was on her that he embarked on his first honeymoon, in 1883, being bound to this city from the Atlantic side, and Mrs. Clift died on the voyage.

Captain Clift was also master of the T. F. Oakes, the first steel sailing vessel built under the American flag. Five years following her launching at Bath, Me., he was her skipper, and she carried the first cargo of steel rails to Puget Sound used on the Northern Pacific Railroad. The ship was owned by William Starbuck, then a director in the Northern Pacific, and was named in honor of T. F. Oakes, at that time president of the Northern Pacific. The deceased was Harbormaster at Tacoma for 18 years, besides being surveyor for several marine insurance corporations.

RIVER MAY FALL TO ZERO

Stream Close to Normal Stage and Continues Falling.

As the Willamette River has dropped to a stage of 4.9 feet above zero and at places on the Columbia River is reported under four feet, Captain H. T. Groves, superintendent of dredging for the Port of Portland, opines that extremely low water will be experienced unless Dame Nature interferes in some manner to check the run out.

Dredging is going ahead at the principal bars on the Columbia but he says that should the river fall to zero a large amount of extra digging will be necessary to get rid of sediment that piled in the cuts during the freshet. The normal stage of water is about three feet above zero, though there are times between high water periods when the stream is at a lower height for a short time. Regarding the plan to return the dredge Columbia to Sand Island so the channel can be finished to Fort Canby for the accommodation of rock barges to be towed to the north jetty base, Captain Groves says she cannot be spared for at least 20 days.

FAULTY AIDS TO BE LISTED

Government Will Pay for Messages Containing Information.

To assist in obtaining information promptly of any defect in aids to navigation, such as lighthouses, minor lights, lighted and whistling buoys and day marks, Henry L. Beck, inspector of the 17th Lighthouse District, has issued a notice showing how masters of vessels may report any lights extinguished or aids missing, at no cost to them.

The notice, indicating the procedure in such cases, is as follows:

Mariners observing anything wrong with the aids to navigation in the Seventeenth Lighthouse District (comprising the navigable waters of Oregon and Washington) are requested to inform the inspector by letter or telegraph, addressing "Lighthouse Inspector, Portland, Oregon," and marking telegrams "Paid, Government rate, charge Bureau of Lighthouses, Washington, D. C." (A telegram so marked does not require its prepayment by the sender).

REPAIRS TO VESSELS PLANNED

Bids Will Be Opened Today for Work on Thielbek.

Repairs to the Norwegian steamer Thode Fagelund can be made for $25,000 and those to the German bark Thielbek will approximate $15,000, according to estimates. Bids for work on the bark will be opened today and when her ballast is discharged she will be drydocked. As the steamer Ocklahama had the Thielbek in tow when she collided with the Fagelund off Astoria Sunday morning, M. Talbot, manager of the Port of Portland, inspected the Thielbek yesterday.

The Fagelund is to leave up from Astoria today, as now planned, and she will not be drydocked unless it is found impracticable to lift the forward part of her sufficiently, through discharging cargo, to permit repairs being made. United States Inspectors of Steam Vessels, Edwards and Fuller, are to begin investigating the circumstances of the collision today.

FEARS FELT FOR ELDORADO

Lumber Carrier Out Since April 1 on Way to Antofogasta.

As the last report received concerning the schooner Eldorado, which sailed from the Columbia River April 1 for Antofogasta with a lumber cargo, was April 16, in 35:40 north, 126:30 west, her long voyage is causing uneasiness in shipping circles.

Apprehension has increased because of the fact that the schooner Samar, which left the Columbia the same day for Auckland, N. Z., entered the river Tuesday, terminating a speedy round voyage, as she was but four months and 26 days on the trip.

STEAMER INTELLIGENCE

Due to Arrive.

Name.	From.	Date.
Beaver	Los Angeles	In port
Breakwater	Coos Bay	In port
Sue H. Elmore	Tillamook	Aug. 30
Bear	Los Angeles	Aug. 30
Yucatan	San Diego	Aug. 31
Alliance	Eureka	Sept. 3
Rose City	San Pedro	Sept. 4
Roanoke	San Diego	Sept. 7

To Depart.

Name.	For.	Date.
Breakwater	Coos Bay	Aug. 28
Harvard	S. F. to L. A.	Aug. 29
Beaver	Los Angeles	Aug. 30
Yale	S. F. to L. A.	Aug. 30
San Ramon	San Francisco	Aug. 30
Klamath	San Diego	Aug. 31
Sue H. Elmore	Tillamook	Sept. 2
Yucatan	San Francisco	Sept. 3
Bear	Los Angeles	Sept. 4
Rose City	Los Angeles	Sept. 9
Alliance	Coos Bay	Sept. 5
Roanoke	San Diego	Sept. 10

European and Oriental Service.

Name.	From.	Date.
Vestalia	London	Sept. 3
Brisgavia	Hamburg	Sept. 12
Uckermark	Hamburg	Oct. 2
C. Ferd Laeisz	Manila	Nov. 4
Andalusia	Hamburg	Dec. 4
Sithonia	Hamburg	Dec. 31

Name.	For.	Date.
Brisgavia	London	Sept. 16
Uckermark	Hamburg	Oct. 8
Vestalia	Hamburg	Oct. 8
C. Ferd Laeisz	Manila	Nov. 8
Andalusia	Hamburg	Dec. 10
Sithonia	Hamburg	Jan. 7

Another carrier of the Columbia River fleet that has so far failed to show up at her destination is the schooner Americana, which crossed out to sea March 3, bound for Newcastle, N. S. W.

Buoy Changes Noted.

Buoy changes have been made as follows

Columbia River, main channel from Tongue Point to Jim Crow Point—Tongue Point crossing gas buoy, 3, to be changed, about September 20, 1913, from fixed white to occulting white with the following characteristics: Light 10 seconds, eclipse 10 seconds.

Nehalem River—North Spit Buoy, 1, second-class can, established in 1¾ fathoms of water.

Coquille to Have New Carrier.

COQUILLE, Or., Aug. 27.—(Special.)—Captain Russell Panter is arranging to build a large stern-wheel river boat, patterned after the Columbia River stern-wheelers, for service between here and Bandon. The boat will be built to carry passengers and freight, and is expected to be one of the speediest river boats in the state.

Breakwater Establishes Record.

MARSHFIELD, Or., Aug. 27.—(Special.)—Captain Macgenn, of the Breakwater, plying between Portland and Coos Bay, says the month of August has been a record-breaker for the vessel, which has carried more passengers and more freight during the month than during any similar period in the seven years she has been on the run.

Striking Miners Return.

SEATTLE, Aug. 27.—The 750 union coalminers who struck last month at Black Diamond because a member of the pit committee had been discharged after he had engaged in a fight with a foreman went back to work today.

George Capron Visiting Portland.

George Capron, famous Middle Western football star, is a Portland visitor, en route to New York City on a business trip. Capron is located at Klamath Falls, and is planning to embark in the cattle-raising industry.

Sockeye Run Is Light.

VANCOUVER, B. C., Aug. 27. — The sockeye salmon run on Fraser River is practically ended. The total pack is estimated at 500,000 cases. This is the smallest pack ever known in any of the "big-run" years.

Marine Notes.

Captain Thomas Crang, of the Union Oil Company; Captain "Billy" Patterson, pilot for the Associated Oil Company, and Captain H. T. Groves, superintendent of Port of Portland dredges, sounded the Lower Willamette as far as its mouth Tuesday and reported having found "good" water on all shoals.

As Monday was the last day of the present salmon season, steamboatmen expect few shipments until the period reopens on the lower river. Reports from Chinook are that during the latter part of the week salmon thieves raided traps there and secured about $2000 worth of salmon.

Fritz Kirchhoff, agent for the China Import & Export Lumber Company, received news yesterday that the Danish steamer Arabien had sailed Sunday from Kushiro with a cargo of hardwood for Portland, and she will load lumber for the return to North China. The tramp Bangor left Karatsu August 18 with a sugar cargo for San Francisco, and after discharging is to proceed here for lumber for Shanghai.

To undergo her annual overhauling the Government dredge Clatsop arrived up yesterday from Eureka bar, where she operated for a short time after leaving up from Astoria.

Bound for Redondo by way of Tacoma the steamer Oliver J. Olson was cleared yesterday with 250,000 feet of lumber, which she worked at Rainier and Westport. The Yellowstone shifted from Kalama to Portland to complete her cargo and the Shoshone went to Grays Harbor. The O. M. Clark cleared for Los Angeles with 1,000,000 feet.

Wor dhas been received that the British bark Birksdale, bound here to load wheat for the United Kingdom, put out from Huasco, Chile, August 17. She is under charter to Hind, Rolph & Company.

Through the fact that two or three log rafts swung into the stream at St. Johns yesterday, though they remained fast at one end, a report was started that what is known as the St. Johns boom had broken loose.

With lumber for California the steamer George W. Fenwick sailed yesterday from Westport. The steamer Nehalem, which cleared for San Diego with 350,000 feet, left for Rainier to finish. The Saginaw cleared for San Francisco with 872,000 feet and the Johan Poulsen for the same destination with 395,000 feet and 650 tons of wheat.

On the schooner Andy Mahony, which left the river yesterday for Salaverry, Peru, was a lumber cargo measuring 702,149 feet that was valued at $10,311.

Lumber for Adelaide, Australia, was started aboard the British steamer Rothley at the Eastern & Western mill yesterday. She reached there during the night from Caspar, Cal. where she took on 989,000 feet of redwood worth $22,459. She is under charter to Balfour, Guthrie & Co.

In order to provide greater depth for the fireboat David Campbell at the East Washington-street station, a clamshell dredge was employed there yesterday removing sediment, which was deposited in a barge to be towed away and disposed of.

In tow of the tug Wallula, of the Port of Portland bar fleet the schooner Samar, in ballast from Auckland, N. Z., reached the Port of Portland drydock last night. She is to be lifted for cleaning and painting.

Movements of Vessels.

PORTLAND, Aug. 27.—Arrived—Steamer Willapa, from San Francisco; steamer Shasta, from Los Angeles; schooner Samar, from Auckland, N. Z. Sailed—Steamer Roanoke, for San Diego and way ports; steamer Yosemite, for San Francisco; steamer Catania, for San Francisco.

Astoria, Aug. 27.—Left up at 2 A. M., steamer Willapa. Sailed at 3 A. M., steamer Oliver J. Olson, for Redondo, via Tacoma. Left up at 5 A. M., schooner Samar. Sailed at 8 A. M., schooner Andy Mahony, for Salaverry. Sailed at 9:30 A. M., steamer Alliance, for Coos Bay and Eureka. Sailed at 10 A. M., Norwegian steamer Thor, for Taku Bar. Arrived at 4:30 and left up at 5 P. M., steamer Shasta, from San Pedro.

San Francisco, Aug. 27.—Arrived at 10 A. M., steamer Rose City; at 11 A. M., steamer Willamette, from Portland. Arrived—Steamer Bear, from San Pedro. Sailed last night, steamer Northland, for Portland.

Aberdeen, Aug. 27.—Arrived—Steamer Shoshone, from Portland.

San Pedro, Aug. 27.—Arrived at 11 A. M., steamer Jim Butler, from Columbia River.

Astoria, Aug. 28.—Sailed at 9 P. M., steamer Shoshone, for Aberdeen. Arrived down at 10 P. M., Norwegian steamer Thor. Arrived at 11 P. M., steamer Willapa, from San Francisco.

Yokohama, Aug. 22.—Arrived—German steamer Brisgavia, from Hamburg, for Portland.

Raymond, Wash., Aug. 27.—(Special.)—Arrived—Steamer Santa Barbara, at noon, from San Francisco; steam schooner Quinault, from San Francisco. Sailed—Passenger steam schooner Santa Monica, at 5 P. M., for Pedro.

Seattle, Wash., Aug. 27.—Arrived—Steamers Dolphin, from Skagway; Eureka, from Nome; Prince Rubert (British), from Prince Rupert; Carlos, from San Francisco. Sailed—Steamers Humboldt, for Skagway; Buckman, for San Francisco; Prince Rupert (British), for Prince Rupert.

Vancouver, B. C., Aug. 27.—Sailed—Steamer Empress of India (British), for Yokohama.

Eagle Harbor, Aug. 27.—Sailed—Steamer Aroline, for San Francisco.

Suez, Aug. 27.—Arrived—Steamer Ixion, from Liverpool for Tacoma.

Hankow, Aug. 27.—Arrived previously—Steamer Buffalo, from San Francisco.

Coquimbo, Aug. 24.—Sailed—Steamer Queen Maud, for San Francisco.

Punta Arenas, Aug. 23.—Sailed—Steamer Serapis, from San Francisco via Guatemala, etc., for Hamburg.

San Francisco, Aug. 27.—Arrived—Steamers Oberon (British), from Antofagasta; Tri-Color (Nor.), from Callao; Rose City, from Portland; Willamette, from Astoria; Captain A. F. Lucas, from Nome. Sailed—Steamers Spithead (British), for Bremerton; Wilhelmina, for Honolulu; Northland, for Portland; Cordelia (British), for Taltal; schooner W. G. Irwin, for Roche Harbor.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind, north, 14 miles; weather, clear.

Tides at Astoria Thursday.

	High.	Low.
10:51 A. M.	6.4 feet	4:22 A. M. 0.0 feet
9:37 P. M.	8.5 feet	4:08 P. M. 4.0 feet

Look Out For Poison Ivy

Strolling through the woods or clearing brush, picnickers, hunters, fishermen—look out for poison ivy. And in the meantime keep your blood pure by using S. S. S. If your skin is rough with eczema, pimples or any other eruption, S. S. S. stimulates the fine network of blood vessels in the skin to dry up and heal all sore spots.

S. S. S. will do this positively. It dominates the principle of osmosis, stimulates the cells of the skin to select their own nutriment from the blood, made pure and healing by the wonderful medicinal ingredients of this famous blood purifier. It is a safe remedy, as it contains no minerals, and yet its action is a marvel.

You can get S. S. S. in any drug store, but insist upon having it. The Swift Laboratory in Atlanta, Ga., prepares this famous blood purifier, and you should take no chance by permitting anyone to recommend a substitute. And if your blood condition is such that you would like to consult a specialist freely, address the Medical Dept., The Swift Specific Company, 186 Swift Bldg., Atlanta, Ga.

For Summer diarrhoea in children you will find nothing better than Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil. It should be kept at hand and given as soon as the first unnatural looseness of the bowels appears. It only costs a quarter.

"I believe Chamberlain's Colic, Cholera and Diarrhoea Remedy saved my little boy's life two years ago when he had Summer complaint that run into bloody dysentery. After giving him one dose of this medicine I saw a change for the better. Thus encouraged, I kept up the treatment and he was soon out of danger," writes Mrs. W. S. Kunkle, Blairsville, Pa.

Fort Peck Indian Reservation Open to Settlers

The Fort Peck Indian Reservation located on main line of the Great Northern Railway in Northeastern Montana has been opened for settlement under homestead laws. The opening of this large area of agricultural land marks the last big land drawing that will be held in the United States.

1,345,000 Acres Open to Homestead Entry

This reservation comprises the best agricultural land in the country and is adaptable to raising of wheat, oats, barley, hay, vegetables and similar crops—a great stock country with splendid shipping facilities. Here is your opportunity to secure a farm home from Uncle Sam at $2.50 to $7.00 per acre. Any American citizen who has not already used his homestead birthright or who does not own more than 160 acres of land may file.

Register at Havre, Glasgow or Great Falls, Montana September 1st to 20th

The above points of registration are reached only by the Great Northern Railway and are the principal points of registration for this reservation opening. Fill out and mail the attached coupon for free literature and information today to

E. C. LEEDY, General Immigration Agent
ST. PAUL, MINN.

GREAT NORTHERN RAILWAY

E. C. Leedy, General Immigration Agent
113 Great Northern Bldg., St. Paul.
Dear Sir: Please send me copy of your Fort Peck folder and full detailed information, as to how, when and where to file for this land.
Name _____
Address _____
Town _____
State _____

GREAT NORTHERN RAILWAY

3 Days' Outing for $3

—AT—

Tillamook County Beaches

ACCOUNT

LABOR DAY

VIA THE

SOUTHERN PACIFIC — SUNSET OGDEN & SHASTA ROUTES

"THE EXPOSITION LINE—1915"

You can leave Portland on the morning or afternoon train, spend Saturday afternoon, all day Sunday and up to late in the afternoon of Labor day on the beach or fishing in the Salmonberry and Nehalem.

TRAIN SCHEDULE:

Leave Union Depot ..... 8:45 A. M.
Leave Fourth and Yamhill ..... 8:50 A. M.

AFTERNOON TRAIN

Leave Union Depot ..... 1:20 P. M.
Leave Fourth and Yamhill ..... 1:30 P. M.

Call at City Ticket Office, 80 Sixth St., corner of Oak; Fourth and Yamhill, or Union Depot.

John M. Scott, General Passenger Agent, Portland.

Santa Fe

Santa Fe Excursions East

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