IAQUA CREW SAFE ON WAY TO PORT

Tug Sea Rover Picks Up 13 Men Left in Precarious Position on Drake's Bay.

BOATS FROM NORTH LATE

Wind Reaches Velocity of 68 Miles at Point Reyes—No Damage Reported to Shipping on San Francisco Bay After Gale.

SAN FRANCISCO, Jan. 12.—(Special.)—According to a telephone message received from Bolinas by the Union Iron Works tonight, 13 members of the crew of the wrecking steamer Iaqua, who were left in a precarious situation on Drake's Bay last night, when the wrecker was forced to put to sea to prevent being driven ashore in the southeast gale, are safe. They were taken aboard the tug Sea Rover and will be brought to port tonight.

When the Iaqua was forced to leave the bay three of her crew were in a small boat and the others were aboard the waterlogged steamer Pomo, which the wrecker was trying to float.

Men Are Left Behind.

To have tried to pick up the men in the boat and on the Pomo would have been taking the chance of the Iaqua being dashed to pieces in the shoal waters in the bay. Captain Mitchell, of the Iaqua, concluded that there was nothing to do but to put to sea. He steered for the lightship and summoned assistance for the men he was forced to abandon.

The Iaqua was sighted off the heads returning to port at 10 o'clock this morning. Two of the lifesaving power boats from Fort Point proceeded to sea to meet her.

Bad Luck Pursues Ship.

While coming down the coast ten days ago the old steamer Pomo faltered in a heavy storm and became waterlogged. She was picked up by the steamer Adeline Smith and towed off the harbor, where she broke her lines and capsized. She was later towed into Drake's Bay, where salvage operations were begun by the Iaqua several days ago.

The wind from the southeast attained a velocity of 68 miles an hour at Point Reyes last night, according to the weather reports, but after the rain set in it lulled to 24 miles.

Vessels from the north are all delayed as a result of the up-coast blow.

While it blew a stiff southeaster on the bay for about an hour early today, no damage to shipping was reported.

COOS BAY AIDS CHANGED

Columbia River Main Channel Lights Established Recently.

Official information bearing on recent changes to navigation in the Seventeenth Lighthouse District, has been issued from the office of Henry L. Beck, inspector, as follows:

Coos Bay—Jarvis lower range rear light established December 15. A fixed white light of about 45 candlepower, 30 feet above water, on an arm on a white post with a white target, 338 yards, 18¼ degrees, true (N. ¼ W. mag.) from Jarvis lower and upper ranges front light. The illuminating apparatus is a post lantern burning oil. The present Jarvis range lights to be hereafter known as the Jarvis upper range lights, the front light being common to both ranges.

Coos Bay—Glasgow wharf and North Bend ranges rear light, established December 6. A fixed white light, of about 45 candlepower, 25 feet above water, on arm on pile dolphin in about 1 fathom of water. It serves as a common rear light for both ranges. The illuminating apparatus is a post lantern, burning oil.

North Bend light moved about 80 yards, 231 degrees, color changed from write to red, intensity decreased from 45 to 15 candlepower, and name changed to North Bend range front light.

Glasgow wharf light, name changed to Glasgow wharf range front light. No other change.

Columbia River—Main channel; lights established and changes made in lights.

Harrington Point range front light, moved December 17, 106 yards, 230½ degrees, and placed on the northwest corner of the Altoona Packing Company's wharf, now shown about 24 feet above water and 18 feet above ground.

Harrington Point range rear light, moved 5 yards, 130 degrees, now shown about 90 feet above water and 12 feet above ground, 293 yards, 53 1-3 degrees, from preceding.

Skamokawa Slough upper light discontinued December 20.

Price Island light established December 20; a fixed white light, of about 45 candlepower, 20 feet above water, on an arm on a white post, about 1120 yards, 312 degrees, from Skamokawa Slough upper light. The illuminating apparatus is a post lantern burning oil.

Westport reach light, moved December 20, about 480 yards, 280 degrees, without other change.

Slaughter range lights, name changed to Slaughter lower range lights.

Slaughter upper range rear light established December 1; a fixed white light of about 45 candlepower, 22 feet above water, on an arm on a white post, with a white day mark, about 250 yards, 322 degrees, from Slaughter lower range front light, which is common to both ranges. The illuminating apparatus is a post lantern burning oil.

Seacost—North Head light station; characteristic of light to be changed about June 1, 1914, from fixed white to group occulting white, showing a group of 2 occultations every 30 seconds, thus: First eclipse, 2 seconds; light, 6 seconds; second eclipse, 2 seconds; light, 20 seconds.

JAPANESE BUY INDRAMAYO

Barkentine Arago to Fly Flag of Chile Under New Ownership.

Japanese have purchased the British steamer Indramayo, now loading cotton at San Francisco for Japan, and recently took over the Indra, now here loading for ports across the Pacific under her new name of Bonkokus Maru. It is reported that Japanese interests are yet in the market for steamers and many have been bought during the past few months. The British steamer Fitzclarence, owned by the "Strath" fleet, also three steamers of the "Strath" class, were sold recently in England.

Captain A. M. Simpson, head of the Simpson Lumber Company, at North Bend, Coos Bay, has sold the well-known barkentine Arago to interests in Chile. She was reported at Payta, Peru, December 11, with a lumber cargo loaded on Puget Sound. It is presumed that she will trade largely along the West Coast in the future.

PRIVATE FIRM MAY DREDGE

Port Commission to Hear Proposal on Upper Harbor Improvement.

Dredging above the Hawthorne-avenue bridge to provide a 30-foot channel to plants on both sides of the harbor will be undertaken by the Pacific Bridge Company if the Port of Portland Commission concludes that the company's proposal is satisfactory.

Charles F. Swigert, former president of the Commission, and who is interested in the Pacific Bridge Company, said yesterday he would submit a bid. He discussed the matter with S. M. Mears, president of the Commission, and it is expected that a special meeting will be called in advance of the next regular session to consider the situation. He thinks the work can be done at less than the Commission could handle it with one of its own dredges.

SOUTHEASTER IS ON AGAIN

Rough Bar Reported at Mouth of Columbia Last Night.

Maximum wind velocity at North Head yesterday was 46 miles an hour and at 5 o'clock in the afternoon it was blowing 30 miles from the southeast, according to the report of Observer Kellaher. Acting District Forecaster Drake said last night that he did not look for a severe storm off the coast, though warnings were continued until today.

The Merchants Exchange was advised that the steamer Beaver went to sea at noon and that late in the afternoon the steamer Johan Poulsen proceeded as far as the bar and reported back that it was very rough. There were no advices at 5 o'clock that she ha dcrossed out. The steamer Wasp, from San Francisco, and the British steamer Den of Airlie, from European and Oriental ports, crossed in.

SHIP OPTIONS EXPIRE TODAY

Puget Sound Schedule to Start Last of Month From Here.

Options taken on some of the vessels being considered for the Portland-Alaska service expire today, and it is believed that by night the tonnage wanted will be closed for. One steamer will be taken from the Portland-Puget Sound-British Columbia route, as it is intended to inaugurate that about January 25.

Vessels chartered for the Alaska trade may be operated between Portland and Californai ports until the latter part of February, when they will be prepared for departure from here March 1. It is said that goods already are being purchased by merchants at different places on Puget Sound, who specify shipment by water, and a large amount of cargo can be assembled on short notice.

MOON LIGHTS SNOW PEAKS

Pilots on River See White Sentinels of Mountain Range.

So clear were conditions on the Columbia River at 1 o'clock yesterday morning, say Pilots Moran and Allyn, who were on the way from Astoria with vessels, that snowcapped mountain peaks could be plainly seen. Captain Allyn says he saw Mount Hood as distinctly as on the clearest day.

Captain Moran reported that at one time five peaks could be counted in the moonlight, which was so clear he frequently consulted his watch without the aid of artificial illumination. Usually, say the river cicerones, when there is a bright moon the atmosphere is not always clear and it is often difficult to distinguish lighted navigation aids along the channel, but yesterday morning was an exception.

Portion of Deckload Lost.

ASTORIA, Or., Jan. 12.—(Special.)—Word reached the city today that as the lumber steamer St. Helens was crossing out Sunday, two of her forward lashings were carried away and a portion of her deckload was lost overboard. She refused assistance and proceeded on her way.

Snagboat Working in River.

ALBANY, Or., Jan. 12.—(Special.)—The Government snagboat Mathloma is now working in the Upper Willamette River and for several days will be in the vicinity of Albany and Corvallis.

Marine Notes.

On a bond being filed in the sum of $7500 the steamer Northland was released yesterday from arrest in connection with a libel filed at the instance of the owners of the Belgian ship Kassai, who sued for damages sustained in a collision between the two vessels. The Kassai was also libeled by the Northland owners and has not been released.

Mayor J. B. Cavanaugh, Corps of Engineers, U. S. A., in charge of improvements in the Puget Sound district, is in the city and will proceed to the lower river today with Major Morrow to inspect the new Government dredge Col. P. S. Michie. The vessel is operating at Eureka Bar and may shift today to Walker's Island bar.

Two men were deported yesterday by Acting Immigration Inspector Bonham. Christ Borgford and Clarence Church Campbell, alias Crandall, both being sent to Canada. Borgford drove from Canada to Springfield, Or., in a stolen vehicle, accompanied by a youth named Davidson. The latter broke jail there and is at large. Campbell was sentenced to the penitentiary from Astoria on an alleged fradulent deal.

It was reported at the headquarters of the Seventeenth Lighthouse District yesterday that the Umpqua River outside whistling buoy had gone adrift.

Bound for San Francisco, the steamer Oliver J. Olson has been cleared with 2100 tons of grain. She sails today and will have a full list of passengers.

Having completed working lumber for Mexican ports the Norwegian steamer Jason was assisted through the bridges from the Standard mill last night, and continued to Astoria to load more material, finishing at San Francisco.

Arriving from San Francisco the schooner John A. Campbell has been entered in ballast, and is to load at the Multnomah mill. The barkentine Amazon has gone to Inman-Poulsen's from the Oregon drydock.

It is expected to finish the cargo of the Japanese steamer Tenpaison Maru today for the Orient. She shifts this morning from Montgomery dock No. 2 to Irving.

Towed by the tug Samson the British ship Langdale is to leave down this morning, wheat-laden for the United Kingdom. The Belgian ship Kassai may get away during the day.

Her cargo for Antofogasta being aboard, the barkentine Jane L. Stanford will haul into the stream at Linnton today and be taken in tow tomorrow for Astoria.

Bringing fuel oil, Barge No. 93 is due off the Columbia River lightvessel at daylight this morning.

Captain T. G. Griffin, of the British steamer Princess Charlotte, has reported to the Hydrographic Office by wireless that at 5:40 P. M., January 9, the ship passed a large can buoy adrift 16 miles east, half south, from Brotchie Ledge, six miles north, half east, from Dungeness.

OSWEGO CLUB TO BE HOST

Entertainment for Public Will Follow Business Session.

The Oswego Women's Club is preparing to entertain a large number of guests at a meeting Wednesday afternoon. After the business meeting, which will adjourn at 3 o'clock, the doors will be thrown open to the public. An attractive programme has been arranged. The principal address will be made by John Manning, Democratic candidate for Governor, who will explain his plan for state aid for inducing rural settlement; a proposed change he favors in the school laws, the eight-hour day for labor, betterment of public highways, reform and economical change in legislative sessions and other economic questions.

TUG OFF ON SEARCH

Oneonta Goes to Find Lost Schooner, Wm. F. Garms.

REPORT EXPECTED TODAY

United States Revenue Cutter Snohomish and Three Tugs From Puget Sound Already Out Looking for Craft.

Under orders from Harry F. Campion, superintendendent of pilotage and towage for the Port of Portland, the tug Oneonta, of the Columbia River bar fleet, steamed off the Coast yesterday to assist in the search for the waterlogged schooner Wm. F. Garms, which was reported spoken Wednesday by the disabled schooner Crescent, and was 100 miles south of Cape Flattery.

The Oneonta had cruised around early yesterday so as to meet the inbound Royal Mail liner Den of Airlie, and about noon she put a pilot aboard the steamer and then headed out to sea. Superintendent Campion thinks that she will make it back to the river today or send a report. The United States revenue cutter Snohomish and three tugs from Puget Sound were sent to the aid of the Garms soon after the Crescent made port Friday.

The only news sent back from the fleet was that a mass of wreckage had been found Sunday, consisting principally of heavy timbers. As the Garms was bound from Puget Sound to Santa Rosalia with mining timbers in her cargo it was thought part of her deckload might have been carried away. At the same time it is reasoned that she would float, despite being waterlogged, because of being loaded with timber. The Crescent's skipper assured the crew of the Garms that he would make known their plight on getting inside, so mariners feel that they will be better able to hold out, knowing that a search is on for them.

Captain F. Turloff is master of the Garms and with him are C. Hensen, first mate; Michael Robeson, second mate; J. Bollen, cabin boy; Peter Noshis, O. E. Wekblad, A. H. Franzell, V. Christensen, O. Olsen, Andrew Paaso and A. Larsen, seamen, with S. Aida, Japanese cook.

Weather conditions Sunday are said to have hampered the work of the searching fleet, and the Snohomish was compelled to heave to for a time during the worst of the southeasterly blow.

DEN OF AIRLIE ARRIVES UP

Sithonia Leaves Seattle on Second Voyage to Portland.

Hailing from Europe and Far Eastern ports the Royal Mail liner Den of Airlie came into the river at 2 o'clock yesterday on her maiden trip to Portland. She brings several hundred tons of cargo, mostly Oriental stuff, and will load the bulk of her return cargo here, finishing on Puget Sound. The Hamburg-American liner Sithonia left Seattle at 11 o'clock yesterday morning, bound here, and like the Den of Airlie is to discharge at the North Bank dock. She inaugurated the service from Portland in May, 1913.

Movements of Royal Mail steamers are reported as follows: Den of Airlie, at Portland; Den of Ruthven, arrived at Suez December 20; Den of Glamis, arrived at Manila, from Hongkong, January 7; Solveig, arrived at Hongkong, from Yokohama, January 4; Vennechar, sailed from Tacoma, for Kutchinotzu, December 17; Beachy, at Seattle.

FOUR VESSELS STORM BOUND

Lumber-Laden Schooners Await Opportunity to Leave Gardiner.

MARSHFIELD, Or., Jan. 12.—(Special.)—Three sailing schooners, the Sadie, Louise and Lily, and the steam schooner San Gabriel are loaded at Gardiner with lumber from the Gardiner Mill Company's works awaiting to leave with their cargoes.

The vessels have been storm-bound for the past two weeks and word from Gardiner yesterday said there was no immediate prospects of their getting away.

GLENAFTON BURNED AT SEA

British Schooner, Abandoned, Picked Up in Gulf of Mexico.

WASHINGTON, Jan. 12.—The British schooner Glenafton, burned to the main deck and abandoned, was picked up afire in the Gulf of Mexico and towed to Tampa, Fla., by the revenue cutter Miami, which reported her arrival today to Acting Commandant Emery at revenue cutter headquarters.

It is reported that an unknown merchantman, finding the Glenafton a derelict, set her afire.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Breakwater	Coos Bay	In port
Roanoke	San Diego	In port
Bear	Los Angeles	Jan. 11
Yucatan	San Diego	Jan. 18
Alliance	Eureka	Jan. 20
Beaver	Los Angeles	Jan. 22
Rose City	San Pedro	Jan. 27

TO DEPART.

Name.	For	Date.
Oliver J. Olson	San Francisco	Jan. 13
Breakwater	Coos Bay	Jan. 13
Harvard	S. F. to L. A.	Jan. 14
Northland	San Diego	Jan. 15
Roanoke	San Diego	Jan. 15
Yale	S. F. to L. A.	Jan. 16
Bear	Los Angeles	Jan. 21
Yucatan	San Francisco	Jan. 21
Alliance	Coos Bay	Jan. 22
Canino	San Francisco	Jan. 23
Beaver	Los Angeles	Jan. 26
Rose City	Los Angeles	Jan. 31

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Den of Airlie	London	In port
Sithonia	Hamburg	Jan. 14
Merionethshire	London	Jan. 19
Glenroy	London	Feb. 19
Crown of Toledo	Glasgow	Feb. 28
Belgravia	Hamburg	Feb. 28
Cardifanshire	London	Mar. 10
Saxonia	Hamburg	Mar. 19
Radnorshire	London	Apr. 23

Name.	For	Date.
Merionethshire	London	Feb. 15
Den of Airlie	London	Jan. 16
Sithonia	Hamburg	Jan. 17
Glenroy	London	Feb. 21
Belgravia	Hamburg	Mar. 6
Saxonia	London	Mar. 20
Radnorshire	Hamburg	Mar. 23
Cardifanshire	London	Apr. 29

Movements of Vessels.

PORTLAND, Jan. 12.—Arrived—British steamer Den of Airlie, from London via Oriental ports and Puget Sound; steamer Wasp, from San Francisco. Sailed—Norwegian steamer Jason, for Mexican ports via San Francisco; steamer Alliance, for Coos Bay and Eureka.

Astoria, Jan. 12.—Arrived down at 6 A. M.—British steamer Lord Sefton. Sailed at noon—Steamer Beaver, for San Francisco and San Pedro. Arrived at noon, steamer Wasp, from San Francisco. Sailed at 2 and left up at 4:30 P. M.—British steamer Den of Airlie, from London via way ports.

San Pedro, Jan. 11.—Arrived—Steamers Multnomah, Geo. W. Fenwick, E. H. Vance, Portland, Daisy Putnam and Yucatan, from Portland.

Gibraltar, Jan. 11.—Passed—German steamer Uckermark, from Portland, for Hamburg.

Honolulu, Jan. 11.—Sailed—Japanese steamer Sithonia, from Hamburg, for Portland.

Seattle, Wash., Jan. 12.—Arrived—Steamers Congress, from San Diego; Admiral Sampson, from San Francisco; Spokane, from Southeastern Alaska.

Flushing, Jan. 11.—Arrived—Steamer Den of Ruthven, from Portland, Or.

Queenstown, Jan. 11.—Arrived—Steamer Hartington, from Tacoma, for Dublin.

London, Jan. 12.—Arrived—Steamer Antiochus, from Seattle, via Yokohama.

San Francisco, Jan. 12.—Arrived—Steamer Siberia, from Hongkong. Sailed—Steamer Nevadan, for Salina Cruz.

Los Angeles, Jan. 12.—Arrived—Steamer Portland, from Portland; Daisy Putnam, from Astoria.

Tides at Astoria Tuesday.

High.	Low.
2:04 A. M....7.4 feet	7:40 A. M....3.1 feet
1:18 P. M....9.6 feet	8:30 P. M....1.4 feet

Marconi Wireless Reports.

All positions reported at 8 P. M., January 12, unless otherwise designated.

Leelanaw, Bellingham for San Francisco, off Burrows Island.

Bark Phelps, Port San Luis, for Honolulu, 650 miles from Port San Luis, January 11.

Lurline, San Francisco for Honolulu, 1517 miles out, January 11.

Enterprise, San Francisco for Hilo, 1925 miles out, January 11.

Hyades, Hilo for San Francisco, 1840 miles out, January 11.

Sierra, Honolulu for San Francisco, 1599 miles out, January 11.

Olenu, Portland for Port San Luis, 15 miles south of San Francisco.

Honolulian, Honolulu for San Francisco, 200 miles out.

Santa Catalina, San Francisco for Callao, 708 miles south of San Francisco.

Governor, San Francisco for San Pedro, 34 miles south of Pigeon Point.

Herrin, Portland for Monterey, 150 miles north of Monterey.

Maverick, Tacoma for San Francisco, 160 miles north of San Francisco.

Yosemite, Columbia River for San Pedro, 40 miles south of Blunts Reef.

Newport, San Francisco for Balboa, 80 miles west of Mazatlan.

Pennsylvania, San Francisco for Balboa, 544 miles south of San Francisco.

Columbia, Aberdeen for San Francisco, barbound Grays Harbor.

Texas, Port San Luis for Juneau, 616 miles north of San Francisco.

Roma, Port San Luis for Esquimalt, 5 miles south of Columbia River.

Leggett, Port Ludlow for San Francisco, 80 miles north of Cape Blanco.

El Segundo, towing barge 93, San Francisco for Vancouver, 62 miles south of Columbia River.

Nome City, Puget Sound for San Francisco, 15 miles south of Destruction Island.

Beaver, Portland for San Francisco, 75 miles south of Columbia River.

Hooper, Aberdeen for San Pedro, barbound Grays Harbor.

Robert Dollar, San Francisco for Willapa Harbor, 70 miles south of Columbia River.

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DUBRUILLE BUGGY TOP CO., 200 2d st.

AUTOMOBILES.
Mitchell, Lewis & Staver Co., Morrison and 2d.

AUTO LAMPS AND RADIATOR REPAIRING.
PORTLAND AUTO LAMP CO., 510 Alder st.

AUTOMOBILE SUPPLIES.
BALLOU & WRIGHT, 7th and Oak sts.

BAGGAGE CHECKED AT HOME.
Baggage & Omnibus Transfer, Park & Davis.

BARBER SUPPLIES.
Lewis-Stenger Barber Supply Co., 10th-Mor.

BICYCLES, MOTORCYCLES & SUPPLIES.
BALLOU & WRIGHT, 7th and Oak sts.
POPE—F. P. Keenan Co., 190 4th street.

BREAD BAKERY.
Royal Bakery & Conf., Inc., 11th and Everett.

BREWERS AND BOTTLERS.
HENRY WEINHARD, 13th and Burnside.

CARRIAGE WORKS.
PORTLAND CARRIAGE WKS., BODIES, WHEELS, SPRINGS, 109 North Fourth Street. Main 9838.

CASCARA BARK AND GRAPE ROOT.
KAHN BROS., 191 FRONT ST.

CEMENT, LIME AND PLASTER.
F. T. Crowe & Co., 45 Fourth street.

COFFEES, TEAS AND SPICES.
CLOSSET & DEVERS, 1-11 N. Front st.

DIES AND SHEET METAL STAMPING.
WESTERN Tool & Die Works, 206 Pine st.

DRY GOODS.
FLEISCHNER-MAYER & CO., 207 Ash st.

ELECTRICAL SUPPLIES.
Stubbs Electrical Co., 6th and Pine sts.

FISH, OYSTERS AND ICE.
MALARKEY & CO., Inc., 149 Front street.

FLOUR MILLS.
CROWN MILLS, Board of Trade bldg.

GRAIN MERCHANTS.
Albers Bros. Milling Co., Front and Marshall.
BALFOUR-GUTHRIE & CO., Park and Oak.
H. M. HOUSER, Board of Trade bldg.
THE W. A. GORDON CO., Board of Trade.

GROCERIES.
WADHAMS & CO., 69-75 4th st.

HAIR GOODS.
DIAMOND HAIR WORKS, Wholesale only. 3034 Panama bldg.

PORTLAND HAIR GOODS CO., WHOLESALE ONLY. 411 DEKUM BLDG.

HATS AND CAPS.
THANHAUSER HAT CO., 53-55 Front st.

HAY.
J. H. Klosterman & Co., leading hay dealers.

HIDES, FELTS, WOOL AND FURS.
KAHN BROS., 191 Front street.

IRON WORKS.
PACIFIC IRON WORKS, East 3d and Burnside Sts.
ALL ARCHITECTURAL IRON, CASTINGS.
Complete stock of BEAMS, ANGLES, CHANNELS, PLATES.

LEATHER AND SHOE STORE SUPPLIES.
CHAS. L. MASTICK CO., 74 Front; leather of every description, taps, mfg. findings.

LOGGING MACHINERY.
F. B. MALLORY & CO., 231 Pine st.

LUBRICATING OILS.
Balfour, Guthrie & Co., Park and Oak.

MEN'S AND WOMEN'S NECKWEAR.
Columbia Neckwear Mfg. Co., 83 Fifth st.

MILLINERY.
BRADSHAW BROS., Morrison and 7th sts.

ORNAMENTAL IRON AND WIRE.
Portland Wire & Iron Wks. ,2d & Columbia.

PAINTS AND WALL PAPER.
PIONEER PAINT CO., 186 First st.
W. P. FULLER & CO., 12th and Davis.

PIPE, PIPE FITTINGS AND VALVES.
M. L. KLINE, 84-86 Front st.

PLUMBING AND STEAM SUPPLIES.
M. L. KLINE, 84-86 Front st.

PRINTERS AND PUBLISHERS.
F. W. BALTES & CO., 1ST AND OAK STS.

PRODUCE COMMISSION MERCHANTS.
EVERDING & FARRELL, 140 Front st.

ROPE AND BINDER TWINE.
Portland Cordage Co., 14th and Northrup.

SAND AND GRAVEL.
COLUMBIA DIGGER CO., Foot Ankeny st.

SASH, DOORS AND GLASS.
W. P. FULLER & CO., 12th and Davis.

SAWMILL MACHINERY.
PORTLAND Iron Works, 14th and Northrup.

SODA FOUNTAIN SUPPLIES.
COLUMBIA SUPPLY CO., 68 Front st.

WALL PAPER.
Ernst Miller Wall Paper Co., 172 1st st.
MORGAN WALL PAPER CO., 230 2d st.

WIRE AND IRON WORKS.
Portland Wire & Iron Works, 2d & Columbia.

Cough Medicine for Children

Never give a child a cough medicine that contains opium in any form. When opium is given other and more serious diseases may follow. Long experience has demonstrated that there is no better or safer medicine for coughs, colds and croup in children than Chamberlain's Cough Remedy. It is equally valuable for adults. Try it. It contains no opium or other harmful drug.

Sol Duc Hot Springs Hotel

In the Heart of the Olympics.

For descriptive literature, address the Manager, Sol Duc, Clallam County, Washington.

HOTELS AND RESORTS.

A ROOM AND PRIVATE BATH, $1.50, $2, $2.50 Per Day.
A ROOM AND BATH PRIVILEGE, $1, $1.50, $2 Per Day.
SAME RATE FOR ONE OR TWO PERSONS IN A ROOM.

WEEKLY AND MONTHLY RATES ARE REASONABLE. Figure up your room rent and carfare, then get our price for a desirable room, both telephones, hot and cold running water, clothes closet, steam heat and a fireproof hotel, modern and clean in every respect. 'Bus meets trains and boats.

Hotel Washington Washington St. Corner 12th St. PORTLAND, OR. Chas. H. Rowley, Mgr.

Hotel Cornelius
THE HOUSE OF WELCOME
PARK AND ALDER STS., PORTLAND, OR.
In the theater and shopping district, one block from any carline. Rates $1.00 per day and up. With bath, $1.50 per day and up. Take our Brown Auto 'Bus.
C. W. Cornelius, President H. E. Fletcher, Manager

CLASSIFIED AD. RATES

Daily or Sunday.

	Per Line.
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad, six or seven consecutive times	56c

The above rates apply to advertisements under "New Today" and all other classifications except the following:

Situations Wanted—Male.
Situations Wanted—Female.
For Rent, Rooms, Private Families.
Rooms and Board, Private Families.

Rate on the above classifications is 7 cents a line each insertion.

When one advertisement is not run in consecutive issues the one-time rate applies.

Six average words count as one line on cash advertisements and no ad counted for less than two lines.

On "charged" advertisements charge will be based on the number of lines appearing in the paper, regardless of the number of words in each line. Minimum charge, two lines.

The Oregonian will accept classified advertisements over the telephone, providing the advertiser is a subscriber to either phone. No prices will be quoted over the phone, but bill will be rendered the following day. No discounts and no allowances will be accepted over the phone depends upon the promptness of payment of telephone advertisements. Situations Wanted and Personal advertisements will not be accep