

EGON TO TAKE GRAIN

German Bark Fixed at Rate Regarded as Low.

41 CARRIERS IN LIST NOW

Number Engaged Is Largest at This Time of Year Since 1902, When 52 Were Signed Up—French Bretagne Heard From.

Strauss & Company fixed the German bark Egon at 25s. 6d. yesterday to load wheat and barley, or all barley, here, for the United Kingdom. While not the lowest rate of the season, it is regarded low for a new crop barley option.

The rate reported for the Helwig Vinnen was 25s. 6d., she being of 2327 tons net register, while several were fixed at 25s. 6d., and the Olivebank and Englishhorn obtained 25 shillings. The British bark Invercoe, a late charter, is said to have been taken for 31s. 6d. She is a vessel of 1322 tons.

The list of carriers fixed for 1914-1915 grain loading, numbering 41, is the largest for a corresponding period since 1902. At that time 52 ships were on the board at the Merchants' Exchange, and at the rate with which new-crop business has been done during the past week it is fully expected more tonnage will be added.

Other ships of the present season's fleet are reporting for the Merchants' Exchange received news yesterday that the French bark Bretagne passed Dunsmuir June 17. She went to sea February 1. The German bark Le Piller, German ship Chilli and British bark Philadelphia arrived at Fairmount the same day. The departure of the Le Piller from the Columbia wharf on February 11. The German ship Chilli got away from the river February 6 and both made fair passages. The Philadelphia sailed December 15, but as her crew mutinied and took charge of the ship, she was headed for San Francisco, arriving January 15. Her master, Captain Lawrence, was relieved, the sailors accusing him of being incompetent, and the owners signed a new crew. Under command of Captain George she passed out to sea February 9.

GLENLOCHY DUE HERE TODAY

Liner Loads Bulk of Her Outward Cargo Here for Orient and Europe.

Barley to the amount of 1000 tons, consigned to the United Kingdom, goes out on the Royal Mail liner Glenloch as part of 6200 tons of cargo, measurement, she loads here. There will also be lumber and general cargo for Far Eastern harbors. The vessel is due today, having sailed from Tacoma at 10:30 o'clock Wednesday night.

One of the principal items on her manifest to be discharged at Portland is 2500 bags of gunnies from Calcutta. From Kobe are 2630 packages of sundries, making a total of 300 tons. There are 112 bags of glue aboard from Antwerp. London the vessel loaded liquors, mineral water, pickles, ginger-snaps and an assortment of such commodities and at Yokohama 127 tons of freight of a miscellaneous character was received. There are 25 barrels of cottonseed oil from Shanghai and 75 bags of sugar. The Paraiso is a casita from Hongkong. At Vancouver, B. C., the Glenloch loaded 50 mats of rice for Portland that were brought across the Pacific on another vessel. To many features the Glenloch resembles the Glenroy, which first came here this Spring and was damaged in a fire in March that destroyed Columbia and Montgomery docks.

ANOTHER TRIP FOR PARAIISO

Oliver J. Olson May Go on Portland-Cooos Bay-San Francisco Route.

Possibly one more trip will be completed by the Swains & Hart steamer Paraiso on the Portland-Cooos Bay-San Francisco run, when she will be returned to the American-Hawaiian service, says Fred E. Burt, chief agent for the Arrow Line, who says that negotiations are under way that insure a vessel being available to succeed the Paraiso at once. One report is that the Oliver J. Olson will be chartered. The Paraiso left the river yesterday and is due to depart from Portland tomorrow after discharging San Francisco cargo and probably returning from here. The larger fleet will make California ports and Puget Sound. The Paraiso is chartered in the line simply as a transfer vessel between San Francisco and Portland.

WAND TAKES RECORD CARGO

Decking Over Alaska Steamers Proves Revenue Producer.

Captain Jansen, master of the Alaska steamer Thomas L. Wand, which sails early this morning for Skagway and way ports, avers that the temporary deck built on the ship, which was finished yesterday, has nearly doubled her capacity for general cargo. In her cargo are 17,000 cases of salmon cans, 2000 cases of can tops, 700 boxes of tinplate, 65,000 feet of lumber and 250 tons of merchandise and sundries, the largest load she has carried. Incidentally the cost of decking her over was less than one-tenth of the additional revenue gained.

PLEIADES COMING IN JULY

Luckenbach Fleet to Take Second Cargo of Salmon and Lumber.

One more cargo for the Luckenbach fleet is being assembled on the river and the present trip. The steamer Pleiades here July 13 to load for the Panama Canal zone and the Atlantic side. There is a shipment of salmon to meet the lighter from Astoria, as well as lumber and general cargo from Portland.

The steamer Damara, of the same flag, which loaded lumber and other freight here, worked 10,000 cases of salmon at Astoria Wednesday and went to Napsapton to take on the last of her

lumber, amounting to 400,000 feet. As the Damara calls at Balboa to discharge Governor's lumber, it is intended to send her through the canal if that route is available.

BALLOON SHIPPED ON BEAR

California Liner to Have Full Cabin List Sunday.

On reaching the city yesterday from Molalla, where it was landed Wednesday evening following a trip from Portland, the balloon Venoco, which has been operated in the city recently as a captive balloon, was conveyed to Astoria dock for shipment to Venoco, Port Los Angeles, on the steamer Bear, which sails Sunday. Edward Unger, owner of the Venoco, will accompany it. First-class accommodations on the Bear have been snapped up, and she will have a full list. Extra rooms being added on the bridge deck for some of her officers have not been finished, so those occupied will not be available for passengers until her next voyage. The steamer shifts about the harbor today collecting freight and takes on the last at her berth tomorrow.

News From Oregon Ports.

COOS BAY, Or., June 18.—(Special.)—The tug Gleaner sailed today for Gardiner with general merchandise. The Gleaner brought from the Umpqua, wool, butter and axlehandles from the Elton factory.

The George W. Elder, the new North Pacific steamer, arrived from Eureka today noon, bringing 17 passengers, and sailed tonight for Portland with 75 passengers from Coos Bay.

The steam schooner Adeline Smith arrived today from San Francisco and is loading lumber at the Smith mills. The steamer Redondo sailed for San Francisco, San Pedro and San Diego today with lumber and passengers.

The steamship Breakwater arrived today from Portland with passengers and 250 tons of freight for Coos Bay.

ASTORIA, Or., June 18.—(Special.)—Captain Staples, the bar pilot, left this morning for Bellingham, Wash., and will bring the American steamer Santa Catalina down the coast.

The steamer Roanoke sailed today for San Francisco and San Pedro with freight and passengers.

The steamer Edgar H. Vance sailed today for San Pedro with lumber from Stella and Wauna.

The British steamer Saint Theodore sailed today for Hankow, China, with a cargo of lumber from Portland.

The gasoline schooner Mirena arrived this morning from Waldport, bringing a number of empty oil barrels.

The steamer Paraiso sailed today for San Francisco via Coos Bay with general cargo from Portland.

General Manager Talbot and Captain Groves, of the Port of Portland, and several bar pilots made a thorough survey today of the Tongue Point channel to ascertain what effect the frecht has had upon it. While the figures have not yet been reduced so that definite information is obtainable, the indications are the soundings will show a greater depth of water than when the dredge Columbia quit work here.

TOLEDO, Or., June 18.—(Special.)—The steamship Bandon arrived today from San Francisco with freight consisting mostly of fruit and vegetables. She will be loaded with lumber for San Francisco and expects to clear the last of the week. The company is now taking up the matter of putting an iron pier at the mouth of the river to carry freight and 15 passengers.

Marine Notes.

As the schooner Hugh Hogan, recently on the Oregon drydock for repairs to her hull, was found leaking so that considerable pumping was required to hold the water in check, she was shifted yesterday to the Port of Portland drydock, where she will be high and dry today. The steamer Portland is to be lowered from the Oregon drydock today after having a blade replaced in her wheel and other repairs made.

United States Inspectors Edwards and Fuller have ordered the ferry Lionel, of E. Webster inspected today, it being the occasion of the annual visit of the representatives of the Federal Steamboat Inspection Service.

Captain C. Madison, of the Associated Oil Company's steamer W. S. Porter, says he favors the Government dredge Chinook being returned to work on the same range she traversed last season, as the most direct route and where deeply laden vessels may be handled safely during southerly storms. The Porter discharged 45,774 barrels of crude oil yesterday that was pumped aboard at Monterey.

Cleared for San Francisco, the steamer San Ramon has aboard 50 tons of chop feed, 100 tons of oats, 25 tons of groats, 305 tons of wheat and 480,000 feet of lumber. The Tampalis has been cleared for the same harbor with 575,000 feet.

Aided by a diver, Harbormaster Speler and employees of the Port of Portland, raised a submerged log, from the channel in front of municipal dock No. 1 yesterday that was about 35 feet long and had a diameter of three and a half feet. It was hauled aboard the tug John McCracken, taken to the lower end of the harbor and deposited on the bank.

The smallest bird is a Central American hummingbird, about the size of a blue bottle fly.

RAILWAY HASTENS WORK

VALLEY SOUTHERN SOON TO BE IN MOUNT ANGEL, IS STATEMENT.

Official Says Line Will Be Electrified by First of Year—Road Completed to Beaver Creek.

OREGON CITY, Or., June 18.—(Special.)—That the Willamette Valley Southern would be operating trains in Mount Angel by September and that the road would be electrified from end to end by the first of the year was the statement of one of the officials today. The road is completed as far as Beaver Creek. Within a few weeks the transfer of freight from Astoria and Beaver Creek will begin over the rails of the new road.

Electricity from the power plant on the Clackamas River at Canadera will be used on the line and a power line from the generating plant across country to Beaver Creek will be constructed during the summer and fall. The first sub-station will be built at Beaver Creek. The bridge across the Molalla River is almost completed and the line back of Oregon City, considered the roughest on the entire route, is completed.

The right of way from Mount Angel to Oregon City is graded for almost the entire route.

In Oregon City the terminal yards in the northern part of town, next to a busy scene. A large hoisting derrick, used to drag gravel from the river bed for ballast, is being used. The site for the freight sheds is graded ready for the building.

HOLIDAY PERIOD ADVANCED

Government Begins Saturday Closing 15 Days Earlier.

Heads of Federal branches quartered at the Custom-House were officially notified from Washington yesterday that, effective June 15, offices would close at 1 o'clock Saturday afternoon until September 15. For the past few years the practice has been to close Saturday afternoons from July 1 to October 1.

No reason was assigned for the change. During the summer no vessels are entered or cleared at the Custom-House Saturday afternoon except special arrangements are made. In other departments the weekly half-holiday makes little difference, as work is usually cleaned up by noon. The new rule will be made effective here tomorrow afternoon.

Movements of Vessels.

PORTLAND, June 18.—Arrived—Steamers Solano, from San Francisco; W. S. Porter, from Monterey; Multnomah, from St. Helens; San Pedro, via Coos Bay; San Helena, from San Pedro, via Coos Bay.

Astoria, June 18.—Sailed at 5 A. M., steamer Roanoke, for San Diego and way ports; Sailed at 5 P. M., steamer St. Theodore, for Shanghai; Sailed at 10:30 A. M., steamer Paraiso, for San Francisco, via Coos Bay.

San Francisco, June 18.—Arrived—Steamers Yachina, from Portland; Arrived at 3:30 P. M., steamer Rose City, from Portland; Arrived—Steamer Beaver, from San Pedro; Arrived at 8 P. M., steamer June 17, from Astoria; Arrived at 10:30 P. M., steamer June 17, from Astoria; Arrived at 11:30 P. M., steamer June 17, from Astoria.

San Francisco, June 18.—Arrived—Steamers Col. E. L. Drake, Admiral Watson, from Seattle; Portland; Arctima (Nor.), from Antofagasta; Sailed—Steamer Buffalo (Ger.), for Woon; Los Angeles, June 18.—Arrived—Steamers San Jacinto, from Grays Harbor; Temple E. Dorr, from Columbia River; Shanghai, June 18.—Arrived—Steamer Strathbyn, from Portland; Arrived—Steamer Hull, June 17.—Arrived—Steamer Ramess, from Tacoma.

Antwerp, June 17.—Arrived—Steamer Tallyhine, from Tacoma; Murean, June 17.—Sailed—Steamer Virginia, for Tacoma; Seattle, Wash., June 18.—Arrived—Steamers Admiral Farragut, from San Francisco; Ald. M. J. J., from Hongkong; Sailed—Steamers Alameda, for Cook Inlet; Seward, for Southeastern Alaska; A. G. Lindsey, for Southeastern Alaska.

Tides at Astoria Friday. 10:34 A. M. ... 2.9 feet; 4:32 A. M. ... .8 feet; 9:53 P. M. ... 3.4 feet; 3:59 P. M. ... .3 feet

Columbia River Bar Report. NORTH HEAD, June 18.—Condition of the bar at 9 P. M., clear; bar, smooth; wind, N. W.

Marconi Wireless Reports. (All positions reported at 8 P. M. June 18 unless otherwise noted.)

Navya, Seattle for Nome, 110 miles west of Cape Flattery.

Baloon, Port Angeles for San Pedro, 10 miles west of Port Angeles at 8 P. M.

Conona, Grays Harbor for San Pedro, crossing Grays Harbor bar.

Centrala, Grays Harbor for San Pedro, crossing Grays Harbor bar.

Norwood, San Francisco for Aberdeen, off Tillamook Hook.

Men Pay Homage to Mother's Friend

"I am not surprised to observe the number of men who come into the store to purchase 'Mother's Friend,'" remarked a leading druggist. It is a happy thought to send hubby to the drug store. "Mother's Friend" is applied externally over the abdominal muscles.

It is a gentle, soothing lubricant, penetrates to the fine network of nerves beneath the skin and has a marked tendency to relieve the muscular strain to which these broad, flat abdominal muscles are subjected. The cords, tendons and ligaments are thus permitted to stretch without the corresponding surface strain so often involved during the period of expectation. This in part accounts for the entire absence, in many cases reported, of nausea, morning sickness and other dermies so often the case when this gentle form of lubrication is neglected.

"Mother's Friend" has been highly recommended by a host of women who know from experience and by men who know from observation. Write Bradford Regulator Co., 208 Lamar Bldg., Atlanta, Ga., and we will send you a valuable little book to expectant mothers.

"Rheumatism No More"

Compounded by E. F. DAVIS, St. Louis, Mo. For sale by all druggists.

Grace Dollar, Bandon for San Pedro, 250 miles north of San Francisco; Fairview, Portland for Massachusetts, 116 miles south of Columbia River.

Washington, San Diego for Port San Luis, 153 miles south of Port San Luis.

Buck, San Luis for Everett, 520 miles north of San Luis.

Capt. A. F. Lucas, Richmond for Seattle, 670 miles north of Seattle.

Cordova, Seattle for Nome, 235 miles from Cape Flattery; S. P. M. June 17.

South, Seattle for San Pedro, off St. Georges reef.

Stanley Dorr, San Francisco for Tacoma, 280 miles north of San Francisco.

Roanoke, Portland for San Francisco, off Cape Arago.

Northland, Bellingham for San Francisco, 5 miles south of Cape Blanco.

Nash Smith, San Francisco for Coos Bay, 25 miles north of Cape Mendocino.

Redondo, Grays Harbor for San Francisco, off Coos Bay bar; S. P. M.

Vance, Astoria for San Pedro, 5 miles south of Cape Blanco.

Yosemite, San Francisco for Astoria, 23 miles north of Bluffs Reef.

San Juan, San Francisco for Balboa, 913 miles south of San Francisco; S. P. M. June 17.

Speedwell, San Diego for San Luis, 153 miles south of Port San Luis.

President, San Pedro for San Francisco, 250 miles south of San Francisco.

Santa Clara, Port San Luis for Santa Barbara, 5 miles south of Point Arguello.

Pennington, San Francisco for Balboa, 562 miles south of San Francisco.

Enterprise, Honolulu for San Francisco, 670 miles out, 8 P. M. June 17.

Honolulu, Seattle for Honolulu, 670 miles from Flatery; S. P. M. June 17.

Santa Maria, Honolulu for Port San Luis, 617 miles out, 8 P. M. June 17.

China, Honolulu for San Francisco, 1711 miles out, 8 P. M. June 17.

Wilhelmina, Honolulu for San Francisco, 1925 miles out, 8 P. M. June 17.

Santa Rita, Honolulu for San Francisco, 2000 miles out, 8 P. M. June 17.

Sonoma, Sydney for San Francisco, 304 miles from San Luis; S. P. M. June 17.

Maatilan, San Francisco for Santa Rosa, 8 miles south of San Francisco.

Laurel, San Francisco for Grays Harbor, 10 miles north of Point Reyes.

Tepeka, San Francisco for Eureka, 4 miles south of Point Arena.

Anacostia, Ill Segundo for Portland, 30 miles south of Point Arena.

Argyll, San Francisco for Seattle, 15 miles north of San Francisco.

Bonanza, Honolulu for Port San Luis, 7 miles south of Farallone Light.

Yonah, Honolulu for San Francisco, 50 miles south of San Francisco.

Penwick, San Pedro for Astoria, 110 miles north of San Francisco.

Hansel, San Francisco for San Pedro, 4 miles off Cliff House.

Kilburn, Eureka for San Francisco, 8 miles off Point Arena.

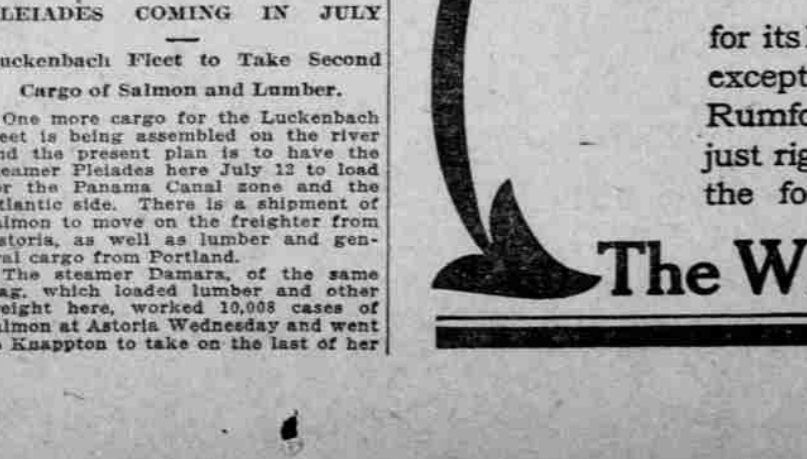


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