SUNDAY CLAIMS 2 DROWNING VICTIMS

Frank Fallon and H. Massinger Seek Water Diversions Along Willamette.

AGE OF EACH IS 20 YEARS

First Fatality Results From Effort of Canoeist to Obtain Tow From Launch—Second Occurs in Sellwood Swimming Tank.

Two water tragedies occurred yesterday afternoon, which resulted in the death of Frank Fallon and H. Massinger. Frank Fallon was drowned from a canoe while trying to get a tow from a launch, while Massinger's death resulted from heart failure while in swimming in the Sellwood park tank.

Frank Fallon, 20 years old, of 147 East Twelfth street, was drowned in the Willamette River when a canoe in which he was riding with Tom Johnson was overturned almost under the Harriman bridge. Fallon and Johnson threw a line to a launch from the cruiser Boston. The line became entangled and the speedy launch jerked the canoe over. Johnson was rescued by the launch crew, but Fallon went down quickly in 100 feet of water.

Fallon Throws Line.

Fallon and Johnson sighted the launch and hailed the occupants to give them a tow. As the vessel approached, Fallon, seated in the bow, threw a line. The rope fell short, but struck a projecting beam on the side of the launch. The force of the throw wrapped the line about the beam. The launch was moving rapidly and when it had caught up the slack in the rope the canoe was jerked and overturned.

Johnson easily was picked up, but when the launch crew threw a line to Fallon he could not reach it. The men on the launch were members of the Naval Militia, which uses the Boston as a training ship. Fallon was a gunner's mate in the militia.

City Grappler Brady was called immediately and worked all afternoon trying to recover the body. At 5 o'clock last evening the body had not been recovered and a wind made the work more difficult.

The practice of taking tows from launches has become common with the more reckless boatmen this Summer, though discouraged by all clubs of experienced oarsmen and canoeists.

Massinger Goes From Supper.

Henry Massinger, 20 years old, brother of Martin Massinger, of 484 Tibbetts street, and son of Philip Massinger, who lives near Oregon City, went swimming after supper last night with several companions. They entered the tank about 6:30 o'clock. About half an hour later Massinger's companions left the tank, promising to bring the key of the locker to him as soon as they were dressed.

On returning, Massinger was not to be seen. It was growing dusk and the bottom of the tank was no longer visible. Attendants began dragging and soon pulled the body from that part of the tank where the water is only four and a half feet deep.

The Pacific Telephone Company's pulmotor was secured and Dr. Roy S. Stearns also helped in an attempt to revive the young man.

Only a cupful of water was secured from his lungs. Dr. Stearns attributed death to entering the water so soon after eating.

Massinger must have gone under without a sound, as the park attendants were present all the time. Only 20 persons were in the tank at the time and had there been any call for help it would have been heard.

Henry Hewitt, Jr., was in charge of the tank at the time. Massinger seemed to be in trouble earlier in the evening and Hewitt went over and told him he ought to get out. He was then blue from exhaustion. That was shortly before 7 o'clock.

SUNDAY TEACHERS MEET

Gathering in Millard-Avenue Church Hears Addresses.

Sunday school teachers of the Mount Scott district met yesterday and last night at the annual institute of District No. 9, Oregon Sunday School Association, held in Millard-avenue Presbyterian Church.

Mrs. S. W. Ormsby, a state field worker, and Miss Alice Clark were the afternoon speakers and Dr. Earl Else, William Platt and Rev. Charles A. Phipps spoke at night.

Mrs. Ormsby's topic was "Teen Age Classes." The speaker laid stress upon the necessity of dividing the classes into groups, with each pupil having a separate mission to perform. Miss Clark spoke on "The Cradle Roll."

Dr. Else's topic was "The Workers Meeting in the Graded Class." Mr. Platt told of the work of the organized men's Bible classes during the past year and discussed its probable future. Mr. Phipps delivered his address on "Some Modern Problems," which dwelt on the necessity of the Sunday schools procuring and training good teachers. A lunch was served at 6 o'clock.

DIVERSION OF FUND DENIED

Mine Federation Commissary Manager Says Vouchers Will Show.

DENVER, Colo., July 26.—Delegates to the biennial convention here of the Western Federation of Miners listened Saturday to a denial by John L. Hennessy, general manager of the commissary of the federation in Michigan, of charges made by dissenting members of the Butte, Mont., local and brought before the convention by a member of the Butte delegation that strike relief funds of the federation had been diverted by officers of the organization.

Mr. Hennessy assured the delegates that vouchers for every cent expended were in the hands of the various local secretaries. A committee was appointed to draft a resolution expressing confidence in the integrity of the officers of the federation.

J. E. WERLEIN IN PULPIT

Layman Takes "Charity" as Text and Points Absence of Golden Rule.

"We take the Holy Bible and at times will say, 'Oh, yes, this is a great book, it's a good book, I accept it as the truth,'" said J. E. Werlein in a sermon delivered yesterday morning at the Atkinson Memorial Church, "but when it comes to the plan of salvation I will work that out to suit my own particular ideas, regardless of the holy writings."

It was Mr. Werlein's first pulpit appearance, having been invited by the trustees of the church to deliver the sermon. He took as his text the 13th chapter, 13th verse of I Corinthians.

"Love as portrayed in this verse is the most exalted of all emotions," declared Mr. Werlein. "Love being the true Christian attribute, the golden rule naturally would apply as our guide for our conduct to our neighbors, to our city, state and Nation. Frequently we are shocked to find a twisting of these words to the application 'I must do others for fear they will do me.'

"Living at this time, in a period wherein there is lack of true application of placing ourselves in the other fellow's place, confidence to a certain extent has been destroyed. With every evidence of prosperity, bountiful crops and the banks groaning with their weight of gold, a cry of hard times is upon us.

"Who is to blame for this condition? We ought to be a Nation in the height of prosperity. Yet pessimism has supplanted optimism. This is true principally because the golden rule and its application have been forgotten."

SALEM ROUTE VEXES

R. H. PEASE FINDS ROAD TO PORTLAND SURPRISINGLY BAD.

Head of Goodyear Rubber Company Marvels at Rough Stretch Found on Auto Trip Near Capital.

"Portland is the best paved city I have ever seen, and, considering this, I can't see why there are not better roads between here and Salem," said R. H. Pease, president of the Goodyear Rubber Company and good roads enthusiast, who has just arrived by automobile from San Francisco.

"We had a spdendid trip," said Mr. Pease, "but I was really surprised at the bad roads we struck in the 50-mile stretch from Salem to Portland. They are apparently no better than three years ago, when I made the same trip.

"We left San Francisco last Thursday morning and drove to Willetts. In the party were Mrs. Pease and my son, R. H. Pease, Jr., in one car and Mr. and Mrs. S. L. Abbott in another. From Willetts we went through the big redwood district to Eureka. We took the coast road from there to Crescent City, then crossed the Coast Range to Medford via Grants Pass.

"From Medford we drove to Crater Lake. We went on to Klamath Falls from the lake, intending to go through Bend and Central Oregon points to The Dalles and then down the Columbia.

"The prospect of a 200-mile drive through the desert didn't appeal to the ladies, however, so we came back to Medford. From there we came to Roseburg. We left Roseburg Saturday morning and got into Portland at 10 o'clock that night.

"We found lots of good roads through Oregon, some bad roads and some indifferent. In stretches we could see the progress of the work on the Pacific Highway, but there are other stretches where little work has been done.

"From Salem we took the road up the west side to Portland, as people told us the east road was almost impassable. When we reached the Yamhill River we found that the old wooden bridge had fallen of its own weight only an hour before we arrived. Another automobile had crossed it, the people around there said, and it had fallen a few minutes later. We had to cross the river in a small ferry.

"This is the third time I have motored from San Francisco to Portland, and each time I find lots of changes. Especially do I notice a different attitude of the farmers toward automobilists. Five years ago they were out with a gun every time they saw a machine, but now 50 per cent of them have cars of their own and the farmers are very hospitable."

Mr. Pease will be in Portland during most of this week. He expects to motor on to Tacoma and Seattle if the roads in that direction are in good condition.

BILL'S PASSAGE IS URGED

ASTORIA MEETING ACTS ON RIVERS AND HARBORS MEASURE.

Oregon Delegation Urged to Work for Passage and Recommendations of Engineers Indorsed.

ASTORIA, Or., July 26.—(Special.)—The following resolution, adopted here at a mass meeting last Friday night, has been teelgraphed to members of the Oregon delegation in Congress:

"Resolved, That we, the members of the Port of Columbia Commercial Club and citizens of Astoria, Or., insist on the immediate passage by the Senate of the United States of the rivers and harbors bill now pending, and hereby request the United States Senators from Oregon and their colleagues of Washington, Idaho, Montana, California and Nevada to bend every effort to this end," reads the resolution. "Improvements of vital importance to the Pacific Coast ports and inland waterways depend upon the speedy availability of the appropriations embraced in this bill.

"Resolved, That we have implicit confidence in the recommendations of the United States engineers who have given favorable reports on the various projects embraced in the pending bill, and that we go on record as favoring liberal expenditure of public money to provide water transportation for interior communities.

"Resolved, That we believe there is no 'pork' in the appropriation items relating to Pacific Coast projects, and that so far as other projects are concerned we accept the judgment of the United States engineers, meanwhile calling the attention of the United States Senate to the fact that the River Clyde, from Glasgow to the sea, was once a shallow, unimportant stream, possibly its improvement might once have been classed as 'pork.' It now floats millions of annual commerce.

"Resolved, That we remind our Senators that the port of Astoria is expending approximately $1,000,000 for the construction of the greatest municipal docks on the Pacific Coast; that the Hill system of railways is building ocean docks and terminals here which will cost several millions and that the citizens of a tributary region of 300,000 square miles in area are vitally concerned in the appropriation which shall open the Columbia River to free and uninterrupted navigation from its mouth to the interior.

"Also that the organization of steamboat lines to navigate said river and its tributaries depends upon the early completion of the Celilo Canal, an appropriation for which is included in said bill."

Pe Ell Franchise Sought.

PE ELL, Wash., July 26.—(Special.)—Messrs. Bobo and Shepherd, business men of this city, have presented a franchise ordinance to the Pe Ell City Council for the building of a new water system. The franchise is for a term of 50 years and the matter will be considered by the Council at an early date.

If it is the skin—use Santiseptic Lotion—Adv.

IMPRISONING NAVY DESERTERS ENDED

Order of Secretary Daniels Makes Dismissal Penalty in Time of Peace.

BUSINESS PLAN ADOPTED

Provisions Made So Men Can Leave Service When They Desire and Offenders Can Be Dropped or Put on Probation.

WASHINGTON, July 26.—Abolition of imprisonment for desertion from the Navy in times of peace was ordered today by Secretary Daniels.

Under the new regulation, bluejackets who overstay their leave or commit similar breaches of discipline, will be summarily dismissed instead of being sent to prison, while men who become dissatisfied with the service and want to quit may have an honest discharge by merely refunding certain enlistment allowances.

The Secretary announced today that the Navy now had practically a full quota, 51,348 enlisted men, compared with a shortage of more than 4000 18 months ago, and that the time to take the step had come.

Statement Is Issued.

In a statement announcing the new order he said:

"Enlistments in the Navy have always been for a definite period—at present four years—and it has always been difficult and at times impossible for men to terminate their contract of enlistment by honest discharge before the enlistment expired. If a man remained absent from his ship or duty after leave had been granted him, this made him a deserter and, on conviction, involved a prison sentence.

"After careful and thorough consideration, and after a referendum in which the opinions of many of the highest officers in the Navy were obtained, the Secretary became convinced that this general situation was untenable, and not in keeping with modern business ideas. The new order is in accordance with the opinions expressed by a majority of the officers of the Navy, whose views were invited and whose long experience enabled them to speak with authority.

Evils Are Cited.

"The old plan involving long imprisonment created among enlisted men a feeling that during their term of enlistment, if they desired to leave the Navy, they were as if in bondage. Furthermore, this feeling on the part of the men that their services were required and they would be retained in the Navy, regardless of their conduct, doubtless in a large measure accounted for much of the absence over leave or absence without leave and other offenses which would never be tolerated in any well-organized business on shore, but which have at times been quite prevalent in the service.

"The Secretary recognizes that the Navy is in time of peace a very large business organization, that any feeling of compulsory detention or bondage on the part of the enlisted force is undesirable; that the service offers so many advantages, especially to those desiring to make of it a life work or secure a practical education, that it can be kept fully recruited with men who are willing to obey, and the department, therefore, holds that over-stayed leave, drunkenness on shore or similar offenses indicate merely that the offender is unfit for the service.

"In order not to be too drastic, the order permits commanding officers, in their discretion, to hold a first offender on probation on reduced pay for periods of from six to 12 months, but on repetition of the offense he is summarily discharged.

"In order to promote the reformation of men who may lose pay by sentence of court-martial, it is provided that those who serve through and receive an honorable discharge on its termination will have remittted all pay lost by sentence of court-martial during that enlistment.

"The naval prisons and disciplinary barracks last year cost about $1,000,000. Under the new plan this cost will be greatly reduced and before a great while will be very small."

Marconi Wireless Reports.

(All positions reported at 8 P. M., July 26, unless otherwise shown.)

Geo. W. Elder, Portland for Coos Bay, 8 miles south of Tillamook Rock.

Stetson, Portland for Skagway, 26 miles west of Cape Flattery.

Catania, Portland for Port San Luis, off Westport Light.

Richmond, Seattle for Richmond, 586 miles from Richmond.

Beaver, Portland for San Francisco, 28 miles south of Columbia River lighthouse.

Governor, San Francisco for Seattle, via Victoria, 118 miles north of Cape Blanco.

El Segundo, Richmond for Seattle, 440 miles north of San Francisco.

Maverick, El Segundo for Portland, 83 miles south of Columbia River.

Admiral Watson, Seattle for San Francisco, off Cascade Head.

Santa Rita, Port San Luis for Seattle, 405 miles north of San Francisco.

San Ramon, Portland for San Francisco, 15 miles north of Cape Blanco.

Paralso, San Francisco for Portland, 30 miles north of Coos Bay.

Klamath, Portland for San Francisco, 10 miles north of Blanco.

Roma, Bellingham for San Francisco, 59 miles east of Flattery.

H. T. Scott, Tacoma for San Pedro, off Port Townsend.

Victoria, Seattle for Nome, off Step Point.

Newport, Balboa for San Francisco, 1600 miles south of San Francisco, 8 P. M., July 25.

Pectan, Port Harford for Chile, 731 miles south of Port Harford at 8 P. M., July 25.

Yucatan, San Francisco for San Pedro, 12 miles east of Santa Barbara.

Aroline, San Francisco for San Pedro, 15 miles west of Santa Barbara.

Yale, San Pedro for San Francisco, passed Point Hueneme at 6:12 P. M.

Manoa, Honolulu for San Francisco, 796 miles out, 8 P. M. July 25.

Topeka, Eureka for San Francisco, 47 miles south of Cape Mendocino.

Hooper, San Francisco for Grays Harbor, 51 miles north of Point Reyes.

Hazel Dollar, Orient for San Pedro, 300 miles from San Pedro.

Celilo, San Francisco for Portland, 90 miles north of San Francisco.

Kilburn, San Francisco for Eureka, 14 miles south of Point Arena.

Olsum, San Francisco for Port San Luis, 169 miles north of Port San Luis.

President, Seattle for San Francisco, off Point Arena.

Multnomah, San Francisco for Astoria, 20 miles north of Point Reyes.

Redondo, Coos Bay for San Francisco, 69 miles north of San Francisco.

Adeline Smith, Coos Bay for San Francisco, 35 miles north of San Francisco.

Pennsylvania, Balboa for San Francisco, 69 miles south of San Francisco.

Grace Dollar, San Pedro for San Francisco, 56 miles south of San Francisco.

Columbia, San Francisco for Aberdeen, off Crescent City.

Lewis Luckenbach, San Francisco for Grays Harbor, 277 miles north of San Francisco.

Argyll, San Francisco for Seattle, 230 miles north of San Francisco.

Fifield, San Francisco for Bandon, three miles north of Blunts Reef.

Farragut, San Francisco for Seattle, off Cape Blanco.

Colusa, San Francisco for Seattle, 288 miles north of San Francisco.

Speedwell, Coos Bay for San Francisco, 326 miles north of San Francisco.

Nann Smith, San Francisco for Coos Bay, 276 miles north of San Francisco.

Leggett, Grays Harbor for San Francisco, 25 miles north of Cape Blanco.

Lucas, Point Orient for San Francisco, 10 miles south of Cape Blanco.

Buck, Monterey for Everett, 435 miles north of Monterey.

DRUGS WOODARD CLARKE CO. DRUGS

On Sale Special Today

Garden Hose, Trunks, Suitcases, Bags, Ladies' Handbags. Your chance to save money. Double "S. & H." Trading Stamps all day.

WHAT ONE NEEDS IN JULY.

"Wood-Lark" Freckle Ointment.....$1.00
Cucumber and Elder Flower Cream 50c—75c
Imperial Glove Cleaner.....25c
Borated Talcum Powder, pound.....25c
U-ar-das Bath of Benzoin.....25c and 50c
Maniline (nail bleach).....40c
Peroxide Tooth Paste—for whitening the teeth.....25c
Cla-Wood Peroxide Dental Cream.....25c
Egyptian Complexion Lotion.....$1.00
Straw-line—clean up that old hat.....25c
Peerless Almond Cream.....25c and 50c
Mosquito Lotion.....25c
Egg Shampoo.....25c

Lemon Sugar—makes a cooling drink.....25c
Parowax—for sealing fruit jars.....10c
First-Aid Kit.....25c to $1.00
Thermos Lunch Kit.....$2.25
Witch Hazel—Dickinson's best—quart.....40c
Toxido Poison Oak Remedy.....25c
A Good Alarm Clock.....$1.00
Sterne's Verbena Bath Tablet Soap.....10c
something new—try it.....3 for 25c
A Japanese Sponge—the Loofah...6c and 9c
One Cross Razor and one dozen blades....47c
Bathing Caps—from.....25c to $2.75
Cowhide Suitcase; regular $8, special at.....$6.25

EXTRA INDUCEMENTS—DRUGS AND PATENTS.

25c Denatured Alcohol.....19c
25c Glycerine and Rose Water.....18c
25c Crude Carbolic Acid.....19c
25c Merck Boric Acid.....19c
25c Mixed Bird Seed, special.....20c
25c Absorbent Cotton.....21c
25c Compound Licorice Powder.....19c
10c Dutch Cleanser.....7c
10c Chloride Lime.....8c
10c Concentrated Lye.....7c
10c Gum Camphor.....5c
10c Moth Balls.....6c

50c Bromo Seltzer.....33c
50c Stuart's Dyspepsia Tablets.....33c
50c Scott's Emulsion.....47c
$1.00 Pierce's Prescription.....69c
$1.00 Swamp Root.....69c
$1.00 Warner's Safe Cure.....69c
50c Sloan's Liniment.....39c
50c Wizard Oil.....39c
50c Hanford's Balsam Myrrh.....39c
$1.00 Ozomulsion.....69c
$1.00 Hydroleine.....71c
$1.00 Glycothymoline.....69c

ALCOHOL STOVES—All sizes and kinds from.....25c UP

CHAFING DISHES—Many varieties and at special prices.

"WISS" is the kind of Scissors you want—fully guaranteed.....50c UP

POCKET KNIFE—Regular $1, special.....83c

LATHER BRUSH—Regular 50c, special.....33c

FOUNTAIN SYRINGE—Regular $1.25, special...98c

GOGGLES—All sizes, all shades, and all prices.

WASH CLOTHS AND HOLDER—Each..10c 3 for.....25c

CUTLERY SPECIAL.
Shaving Mug, values to.....$1.25
Razor Strop.....1.00
1 Razor (will cut a hair).....1.50—$3.75
Special this week.....$1.98

SODA FOUNTAIN
Delicious Drinks and Quiet Lunches.

ELASTIC BANDAGES AND TRUSSES—EXPERT FITTERS.

DEVELOPING AND PRINTING A SPECIALTY.

EX-WIFE OF HOWARD GOULD BRINGS SUIT

Brothers Accused of Collusion to Deprive Plaintiff of Dower Rights.

TAX LIEN IS FORECLOSED

Former Katherine Clemmons Says George Used $17.62 Interest as Excuse for Taking $800,000 Property of Howard.

NEW YORK, July 26.—Collusion by George J. Gould and Howard Gould to deprive Katherine Clemmons Gould of her dower rights in the estate of her former husband, Howard Gould, is charged in the answer she has filed to a civil action brought by George J. Gould against his brother, Howard, and herself, it became known today.

The action seeks the foreclosure of a lien on Howard Gould's property on Fifth avenue, in which his former wife has dower right, under the decree of separation from her husband.

During the years 1909 to 1912, the answer alleges, Howard Gould, though possessing an annual income of $1,000,000, neglected to pay taxes on this property, which is valued at $800,000. On the advertisement of the tax lien for sale November 13, 1913, the answer continues, George J. Gould bought it for the account and benefit of Howard Gould. On the failure of Howard Gould to pay $17.62 interest on January 1, 1914, George J. Gould declared the entire lien due, and began foreclosure against Howard Gould and Katherine Clemmons Gould.

Dismissal of the action and relief, consisting in a declaration by the court that the two brothers were acting in collusion, that the title under the tax lien be merged in the title to the property, that Howard Gould be directed to pay his taxes and assessments, and enjoined from selling or incumbering his property by tax liens or otherwise, is asked for by Katherine Clemmons Gould.

By terms of the separation decree, she receives $3000 monthly alimony and her dower rights in case Howard Gould dies before her.

SOCIAL SERVICE IS URGED

Editor of Epworth Herald Wants Churches to Increase Features.

Recreation and social service departments for every Methodist Episcopal Church was strongly urged by Dr. Daniel B. Brummitt, editor of the Epworth Herald, in a stirring address at Centenary Methodist Church last night.

Dr. Brummitt told of the infancy of the Epworth League, of its struggles and accomplishments, and of how the church elders frowned upon it when the league was first organized, because, he said, it had a recreation and social service department.

"Through all its early trials and struggles the Epworth League has achieved wonderful results," declared the editor-minister, "and today the recreation and social service department is recognized by nearly all the leading Methodist churches of this country. While this branch of church life is now confined almost entirely to the league, the time is coming when the church, as a body, will have its recreation and social service branches.

Social service and recreation must be made a part of the church.

"The department of Mercy and Help maintains throughout the Nation, at an annual expense of $15,000 in the State of Illinois alone, deaconess homes, homes for the aged, homes for the feeble and hospitals for the sick.

"Visits are made regularly to the homes and hospitals where members of the church or neighborhood are ill and help is given to needy persons. I strongly urge, in closing, that the churches extend this department of social service and recreation, and, if this is accomplished, the Methodist Church in this country has a far greater future," concluded Dr. Brummitt.

Gasoline Boat Starts New Service.

LEWISTON, Idaho, July 26.—(Special.)—Captain MacFarlane announced that the new passenger boat, Wild Goose, will be placed in service this week. This boat will be devoted exclusively to passenger travel and will ply between Asotin, Clarkston and Lewiston. It is 42 feet long, 6 feet 6 inches beam and is equipped with a 75-horsepower gasoline engine. Captain Peterson will take charge of the boat when placed in operation.

The "Bacherall" Dance

Made famous by Miss Veta Floranz, star Soubrette of the "Merry Countess," which ran so long in New York. Tonight's attraction at

Ye Oregon Grille

OTHER ATTRACTIONS YOU WILL ENJOY

Lafayette Cowen, the "Ragtime Man," from the Winter Gardens, New York.

Miss Louise Fancis, the exquisite little comedienne who set all Frisco singing, "Dancing Around."

Special 50c Luncheon, 12 to 2.

Ye Oregon Grille
Broadway at Stark

Low Rate Excursion and Circuit Tours East

TO

Chicago	$72.50	Pittsburgh	$ 91.50
St. Louis	70.00	Memphis	79.90
Kansas City	60.00	Albany	104.10
Omaha	60.00	Baltimore	107.50
St. Joseph	60.00	Montreal	105.00
Sioux City	60.00	Portland, Me.	110.00
Denver	55.00	New York	108.50
Colo. Springs	55.00	Washington	107.50
Indianapolis	79.90	Philadelphia	108.50
Detroit	83.50	Boston	110.00
Buffalo	92.00		

Daily Until Sept. 30th

Liberal Stopovers Return Until Oct. 31st

These fares may be utilized to many other destinations and for Circuit Tours through the West that will include Denver, Omaha, Kansas City, Minneapolis, St. Paul, St. Louis, Chicago.

4 Through Trains Over the Burlington

THE ORIENTAL LIMITED: Great Northern - Burlington - train de luxe to Chicago, 300-mile daylight scenic ride along the upper Mississippi.

ATLANTIC EXPRESS: Northern Pacific—Burlington—to Chicago, via the Twin Cities, arriving Chicago at noon, for connection with all non-excess-fare and limited trains beyond.

MISSISSIPPI VALLEY LIMITED: Northern Pacific—Burlington—via the direct Southeast line through Billings, to Denver, Omaha, Kansas City and St. Louis.

SOUTHEAST EXPRESS: Great Northern—Burlington—via Billings and direct Southeast main line, to Denver, Omaha and Kansas City.

Burlington Route

In planning your journey, consult the Red Folder; it will quickly show you how well Burlington lines from Minneapolis, St. Paul, Billings or Denver, may be utilized in a circuit tour, or address the nearest agent of the undersigned.

R. W. FOSTER, Gen'l Agent
No. 100 Third St., Portland, Or.
Telephone, Main 868; Home A 1245 (46-3)

TRAVELERS' GUIDE.

HAMBURG-AMERICAN
Largest SS. Co. in the WORLD
442 Ships 1,417,710 TONS

Going or Coming

Travel by the HAMBURG-AMERICAN LINE

PARIS—LONDON—HAMBURG

AUGUST SAILINGS.
*Pennsylvania...Aug. 8, 12 noon
Imperator.....Aug. 12, 9 A. M.
Pres. Lincoln....Aug. 15, 11 A. M.
Vaterland.....Aug. 22, 10 A. M.
Kais. Aug. Vic...Aug. 27, 9 A. M.
*Batavia.....Aug. 29, 11 A. M.
*Second cabin only. ‡Hamburg direct.

MEDITERRANEAN
Gibraltar, Naples and Genoa.
S. S. Hamburg....Aug. 6, 11 A. M.
S. S. Hamburg...Sept. 12, 11 A. M.
S. S. Moltke.....Oct. 7, 11 A. M.

TWO CRUISES IN 1915
AROUND THE WORLD through the PANAMA CANAL
From San Francisco by cruising steamers
"CINCINNATI," FEB. 8 and "CLEVELAND," FEB. 22
135 Days each cruise $900 and up including all necessary expenses.
In order to secure choice location rooms should be booked now.
Write for Booklet.

HAMBURG-AMERICAN LINE
Harvey & Hayes, North Pacific General Agts., 593 Second ave. Phone Elliott 1016 and 5629, Seattle, Wash. or San Francisco office, 200 Stockton st., San Francisco. Southern Pacific Co., 50 Sixth st., O.-W. R. & N. Co., No. Pacific, D. & R. G., Burlington Route, Milwaukee & Puget Sound R. R., Gt. North. Ry., Dorsey B. Smith, 3d & Wash. sts., Portland, Or.

Trade Mark

NORTH GERMAN LLOYD

London—Paris—Bremen
*Kronprinz Wilhelm....Aug. 4
@Barbarossa.....Aug. 6
*George Washington....Aug. 8
*Kaiser Wilhelm II.....Aug. 11
‡Berlin.....Aug. 18
@Koenigin Luise.....Aug. 20
*Sails at 1 A. M.—‡Carries (I.) and (III) cabin—@Bremen direct.

Baltimore-Bremen direct. One-cabin (II) Wednesdays

THE MEDITERRANEAN
Koenig Albert.....Sept. 5
Berlin.....Sept. 19
Through rates from Egypt, India
New York to FAR EAST and South America via Europe.

Independent Trips Around the World
First-class throughout $620.65 & Up
Travelers' Checks Good All Over the World.
OELRICHS & CO., Gen. Agts., 5 Broadway, New York.
Robert Capelle, G. P. C. A., San Francisco, or local agents.
The Key to Europe

Steamer Service

STEAMER T. J. POTTER leaves Portland, Ash-street Dock, daily, except Saturday and Sunday, 8 A. M.; Saturday only, 1 P. M. for Megler. Leaves Megler 3 P. M. daily, except Saturday and Sunday; Sunday only, 9 P. M.

STEAMER HASSALO leaves Portland daily, except Sunday, 9:00 P. M., for Megler, via Astoria. Leaves Megler daily, except Sunday and Monday, 3 A. M. Leaves Megler Sunday only 9 P. M.

STEAMER HARVEST QUEEN leaves Portland daily, except Sunday, at 8:00 P. M. Leaves Astoria daily, except Sunday, at 8 A. M.

Make reservations Ash-street Dock or City Ticket Office, Third and Washington.

Phones—Marshall 4500, A 6121.

SYDNEY 19 DAYS FROM SAN FRANCISCO
AUSTRALIA WEATHER FINE
SAMOA AND SHORTEST LINE
SOUTH SEAS QUICKEST TIME
Splendid steamers, Lloyds 100A1, (10,000 tons disp.) of Sydney Short Line sailing every two weeks.
$110 HONOLULU (ROUND TRIP) (FIRST CLASS) SYDNEY $300
Round trip, second class, SYDNEY $250.
Various tours to Pacific, Java, China, Japan and Round the World. Send for folder.
OCEANIC S. S. CO., 673 Market St., SAN FRANCISCO

American-Hawaiian S. S. Co.
Via PANAMA CANAL.
Sailings from New York About August 4 and 15.
Freight Line Via "MAGELLAN."
Sailings About Every 12 Days.
Westbound From New York About August 4.
Eastbound From Portland About August 5.
C. D. RENNEDY, Agent, 270 Stark Street.

Steamer Georgiana
Leaves Washington-street Dock at 7 A. M. Daily, Except Friday, for
Astoria and Way Landings
Returning, Leaves Astoria at 1:45 P. M. Fare $1.00 Each Way. Main 1422.

THE DALLES
S. S. BEAVER SAILS FOR
SAN FRANCISCO LOS ANGELES
9 A. M. July 26.
The San Francisco & Portland S. S. Co., 3d and Washington Sts. (with O.-W. R. & N. Co.) Tel. Marshall 4500, A 6121.

COOS BAY LINE
Steamship Breakwater
Sails from Ainsworth dock, Portland, 8 A. M. July 7, 12, 17, 22, 27, Aug. 1, 6, 11, 16, 21-26. Freight and ticket offices, Lower Ainsworth dock. Portland & Coos Bay S. S. Line.
L. H. KEATING, Agent. Phone Main 3600, A 2352.

TRAVELERS' GUIDE.

Los Angeles and Return
$37.45
RAILROAD TO SAN FRANCISCO,
connecting with turbine steamships Yale and Harvard, largest and fastest strictly passenger ship flying the American flag. Average speed 23 miles per hour. The ships with perfect services.
Friday, July 31
Limit Aug. 10th.
FRANK BOLLAM, Agent,
(With Denver & Rio Grande R. R., 124 3d Street.)
Main 26. A 4596.

ALASKA
Special one-way and round-trip rates. Steamship sails direct 9 P. M.
MONDAY, AUGUST 3.
Few Reservations Left.
San Francisco, Portland & Los Angeles Steamship Co.
FRANK BOLLAM, Agent.
124 Third Street. A-4596, Main 26.

New Coos Bay Line
Steamship sails direct Wednesday, July 29, for Marshfield, North Bend, Empire and San Francisco. Make reservation at once.
FRANK BOLLAM, Pass. Agent.
Main 26. 124 3d Street. A 4596.
Freight Office, Alber's Dock No. 3.
Main 5863. A 4012.

DRAIN TO COOS BAY.
Autos run daily. Delightful trip via Allegany or the Ocean-beach route. Wire reservations to
O. MATTOON, Drain.