OCEAN TRAFFIC IS AT STANDSTILL

Companies Cancel Contracts and Order Steamers to Remain in Port.

MANY VESSELS IN DANGER

Consul Erskine Notified to Allow No British Ships to Leave and Loaded Vessels Will Be Held in River for Present.

Sailings between Portland, the Orient and European ports have been sus-pended temporarily by the Royal Mail pended temporarily by the Royal Mail Steam Packet Company, a telegraphic order to that effect having reached the Portland office of Frank Waterhouse & Co. yesterday from headquarters at Seattle. The Hamburg-American took similar action immediately on war be-ing declared by Germany, and the steamers of both lines are tied up at various ports.

Various ports.
The Royal Mail has sent notice of this action to shippers having con-tracted for space on the British steamer Monmouthshire, which sailed from Kobe Monday for Yokohama, en route here, as well as those having space engaged on other steamers due to arrive later. The Monmouthshire is to be held at Yokohama. The Carnarvonshire left Seattle July 27 for the Far East and London by way of British Columbia, carrying cargo from Portland and Puget Sound.

Many Vessels in Danger. A list of other vessels leaving the Northwest, most of them with grain

Northwest, most of them with grain, cargoes and some with grain, lumber and other commodities, that may be in danger of capture is as follows:

From Portland—German bark Barmbek, April 21: British steamship Glenroy, May 10; German ship Ossa, May 14: German steamship Sudmark, May 17: British steamship Radnorshire, May 22: Delitish ship Den of Ruthwan June 8: British ship Den of Ruthven, June 8: German steamshiu Hoerde, June 9: British steamship Glenlochy, June 30, and British steamship Virginia, July 20. In addition, the Dutch steamship Maria left here July 21 for Dublin with a cargo of barley. The Norwegian bark Ebrin, loading grain at Portland, crossed out of the river, bound for Ipswich, May 6.

swich, May 6.
From Puget Sound—The British steamer Cyclops, May 13; British steamer Antilochus, June 10; German ship Goldbek, April 23; French bark Michelet, March 24; French bark Marie, March 28; French ship Thiers, May 19.
Thomas Erskine, British Consul here, seekend instructions vesterally to perreceived instructions yesterday to per-mit no British vessels to leave port. The orders apply at all Pacific Coast

Strathalbyn Leaves Portland.

The British steamer Strathalbyn, which took on 2,120,000 feet of lum-ber, valued at \$25,400, and 40,910 feet of pickets at \$490, also 266,220 feet of laths worth \$532, consigned to Mel-bourne, Australia, left Inman-Poulsen's mill for sea late yesterday, but as she is to complete loading on Puget Sound it was felt certain she could navigate that distance without fear of capture.
Whether she leaves the northern harbor when the last of her cargo is
loaded depends on the situation then.
The British steamer River Forth,
under charter to A. Carpentier, which

under charter to A. Carpentier, which arrived a few days ago with general laneous and one ton of powder.

Bound for Alaskan ports as far as Skagway, the steamer Quinault, fully charge the remainder of her cargo this laden and with all her passenger accommonling and then hauls down to the on an Australian lumber cargo. The vessel No. 33, whi British bark Howth, which has cleared overhauling there, with a lumber cargo for Liverpool. With San Pedro leaves down tomorrow morning in tow of the steamer Ocklahama and will anchor at Astoria. Her master was ordered not to leave the river. Though the British steamer Ferniey is being lined to receive grain for the United Kingdom, she will be detained as are side of the channel at the mouth of the steamer of the channel at the mouth of the steamer of the school Beulah was cleared yesterday, carrying 439,000 feet of lumber. She leaves from the West Oregon mill today in tow of the steamer of the school Beulah was cleared yesterday, carrying 439,000 feet of lumber. She leaves from the West Oregon mill today in tow of the steamer of the school Beulah was cleared yesterday, carrying 439,000 feet of lumber. She leaves from the West Oregon mill today in tow of the steamer of the steamer

SOUTH AMERICA GETS FLOUR yesterday. She is digging to a depth of 32 feet and a width of 800 feet.

Bear Carries Portland Shipments to Pacific Mail Fleet.

War has not interfered with ship-ments from Portland to South America, in spite of the withdrawal from the field of the Kosmos Line, and while W. R. Grace & Co. are maintaining their service with the steamers Colusa and Cuzco, about 175 tons of flour went | date. south yesterday on the steamer Bear to be trans-shipped at San Francisco to vessels of the Pacific Mail fleet for delivery in Central and South Ameri-can ports. As that means handling in all American ships the existing Eu-ropean trouble can have no effect on their operation.

The Bear also carried a machine shipped by Silas Christofferson, the birdman, and with other cargo had virtually a full load. There were 285 passengers, including Captain Francke, superintendent of the line. who came here on the vessel to look after the loading of 70 tons of railroad iron as permanent ballast. Wind delayed the Bear slightly in getting away from the dock and "lining up" to go through the Broadway Bridge, and it is said complaint will be made because of a delay when the Bear signalled for the draw to open, as teams and cars were permitted to cross un-til she signalled a second time.

WAR TALKED ABOARD BEAVER tional investigation to ascertain the

Purser and Steward Former Fighters

for Great Britain.

On the arrival of the steamer Beaver from California yesterday one of the first inquiries for news of the war came from Purser Ravenhill, who is seriously considering donning the war campaign, when he was in the British service. Tom Brangwin, steward of the British to the British service. Tom Brangwin, steward of the British table to the British table to the British table to the British table table table to the British table table table table to the the cost of 450 tons of steel rails for the Willamette Valley Southern road, which is under construction from Oregon City to Molalla. The vessel is to be here until Saturday, when she will sail with New York shipments that are to be transferred to the Honoiulan at San Francisco. Captain Suffy, pilot for the vessel, passed five years in the British navy and is somewhat stirred by late

Save for a mysterious column of smoke seen on the horizon Monday evening, the Beaver's officers reported that they had not fallen in with any cruisers. The vessel had a full list of cabin passengers and about 700 tons of cargo, in which were two carloads of lemons and one of oranges. She headed into a freeh northwest breeze from Cape Mendocino to the Columbia. but weather conditions were fair.

BIG DREDGE ASOTIN IS BUSY

Present Low Stage of Water Proves

Beneficial Below Riparia. LEWISTON, Idaho, Aug. 5.—(Special.)—The Government dredge Asotin has departed for Texas Rapids, below Riparia, and will carry on extensive improvements there during the present low stage of water. The work commenced on the upper river by the Asometical Commence of the C

tin will be carried on by the gasoline boat Flyer, which has left for Moun-tin Sheep rapids. Arrangements have been made with the Government by which two men, equipment, powder, rations and gasoline for the Flyer will be supplied for a period of six weeks while the work on the upper river is

in progress.

The river between Lewiston and Mountain Sheep rapids, a distance of 50 miles, is now in excellent condition and is open to navigation to any of the steamers on the river.

MANIFESTS MUST BE IN FULL

Foreign Vessels Subject to Search for Articles Contraband of War.

"President has issued formal neutrality proclamation. Will be published in Treasury decisions. Direct every person in your employ to observe neu trality laws," was a message to Collector of Customs Burke yesterday from Assistant Secretary of the Treas-

ury Malburn. Later Secretary McAdoo sent the following:

lowing:

Permit no clearance of foreign vessels until you receive further instructions, which will go to you shortly. Notify all steamship companies and masters immediately that no vessels will be permitted to clear from your port until they have filed their full manifests and also that all out-going foreign vessels will be subject to inspection of their papers and cargo and by United States authorities within the territorial waters of the United States.

Shortly after another order was re-

Shortly after another order was re-

ceived:

In pursuance my telegram this day you are hereby instructed as follows: You will permit foreign vessels to clear only after they have filed with you their full manifests and you will at the same time notify master of each vessel that all out-going foreign vessels will be subject to inspection of their papers and cargo by United States authorities within the territorial waters of the United States.

gon Congressmen.

A telegram has been sent to Senator Chamberlain and Representative Sinnott by A. P. Bateham, of this city, urging support of the bill to put foreign vessels under American registry. The telegram follows:

"The interests of Northwestern apple and pear growers, as well as those of itally leaves to the senator of the se SHIPPING BILL ACTION URGED

The interests of Northwestern apple and pear growers, as well as those of every fruitgrower in United States, are in vitally involved in proposal to admit foreign vessels to American registry.

Exports of fresh apples from United States average for last three years approximately 2,500,000 barrels annually, including boxes figured at three to barrel. All but insignificant proportion this tonnage has been transported in foreign bottoms, principally British and German. With transportation available probably over 3,000,000 barrels, including boxes, will find market in Europe this season; without it, this surplus will be thrown back on domestic markets with results possibly disastrous. We urge fullest protection for this important export."

Leader Plunges After Lads.

According to Alton Krebs, who arrived from the vicinity of the camp last evening, one of the leaders, whose name was given as Clark, immediately jumped in after the boxs.

Bandon to Carry Lumber South. TOLEDO, Or., Aug. 5.—Special.)— The Bandon, from San Francisco, arrived here with a consignment of fruit and various articles for the Toledo merchahts, and also freight for Chit-wood and Eddyville. On her next trip she will call in at Bandon for a few tons of coal for this place. She will clear from Toledo lumber docks for San Francisco in about three days with 600,000 feet.

Marine Notes.

T. I. Parks, sales manager for the McCormick Lumber Company at San Francisco, is in the city on a visit. Fred Clark, chief clerk of the Merchants Exchange, departed for Ship-herd Springs yesterday on his annual

Cargo on the steamer Yellowstone for Coos Bay, which was cleared yes-terday, consists of 150 tons of miscel-

Elevator dock to tie up, awaiting orders as to whether she will proceed to Puget Sound, where she was to take on an Australian lumber cargo. The vesserday to look over light-vessel No. \$3, which is undergoing an

With San Pedro as her destination

To make a second cut on the east side of the channel at the mouth of the Willamette, the Port of Portland dredge Willamette was shifted about 1206 feet

A. A. Moran, manager of the Moran line, has returned from Coos Bay, where he went last week on the steamer Par-aiso, and expects to spend a few days more here. The steamers Yellowstone and Navajo, of the fleet, were in port yesterday and worked cargo at Albers dock. Both vessels brought freight in bond that was discharged at San Fran-cisco from the Harrison liner Candi-

PAVING VALUE FIGURED

COST OF WORK DONE BY STREET-CAR COMPANY ESTIMATED.

City Alds Commissions, State and Federal, in Gaining Idea of Railroad Property.

The Oregon State Railroad Commision, acting for the Interstate Comnerce Commission, is preparing an estimated unit cost of Oregon railway construction and ascertaining the values of railways within the state. The Federal body is conducting a Na

actual railroad valuations.

At the request of the State Railroad Commission, City Commissioner Dieck dan, which began discharging at Alhas prepared an estimate of the cost bers dock yesterday was a shipment

Classification—
Stone block
Wood block
Brick
Hassam
Bituilthic with headers
Bituilthic with headers
Bituilthic with headers
Asphalt
Macadam
Plank
Stone block—special work
Brick—special work
Hassam—special work
Macadam—special work
Stone block—dummy strip
Bituilthic, 9 feet—dummy strip
Bituilthic, 9 feet—dummy strip
Brick—dummy strip
Brick—dummy strip
Mood block—dummy strip
Asphalt—dummy strip
Macadam, 11½ feet—dummy strip
Hassam—dummy strip
Hassam—dummy strip
Bituilthic—dummy strip
Bituilthic—dummy strip
Bituilthic—dummy strip
Stone block
Macadam, 4 feet—dummy strip
Macadam, 4 feet—dummy strip Bitulithic—dummy strip Lineal foet
Stone block Lineal feet
Macadam, 4 feet—dummy strip Lineal feet
Bitulithic—dummy strip Lineal feet
Macadam—dummy strip Lineal feet
Plank—dummy strip Lineal feet
Plank—dummy strip Lineal feet
Plank—dummy strip Lineal feet
Drains, type A
Drains, type A
Drains, type B
Tile drain Lineal feet
Excavation for tile drain Cubic yard
Gravel for tile drain Cubic yard
Planking for tile drain Feet

IN SWIFT CURRENT

Treacherous Undertow Takes GASOLINE SCHOONER CRIPPLED

> Bottom Touched in Leaving at Lov Tide at Marshfield.

MARSHFIELD, Or., Aug. 5.—(Special.)—Attempting to leave the Coquille River at extreme low tide today the gasoline schooner Randolph, loaded with freight for Port Orford, broke her wheel on a rock in the river and drifted out over the bar. The Bandon lifesaving crew went to the rescue and succeeded in getting a line on the Randolph so she could be safely towed back to nort.

The cargo was transferred to the Rustler and the Randolph will be laid up at Bandon several days for repairs. Captain John Anderson is the master.

News From Oregon Ports.

Seized by the swift current while they were wading in the Columbia River, Joshua, 13, and Jack, 9, sons of and the steamer Bear sailed for those ports this evening. Dr. and Mrs. Richard Nunn, of 777

Flanders street, were carried away to their death at the Recreation League camp near Stevenson yesterday morn-According to Captain Nelson, of the steamer Tahoma, Joshua first went down and his little brother was drowned while trying to save him Neither of the bodies had been recovered last evening and W. H. Nunn, uncle of the boys, went to Stevenson with

LADS LOSE LIVES

Two as They Wade Along

Banks Near Camp.

Youngster Drowns in Effort to Save

Brother, While Leader of Boys

Makes Desperate Trial to

Rescue Both, but Fails.

jumped in after the boys. By hard work he was able to get one of the lads and bring him near the shore, where his comrades could take care of him.

Dropping the lad in the water near the bank, Clark plunged in after the

erable distance from the shore. The backwater, however, had washed a new channel, unknown to the boys, and into this Joshua stepped.

Craft Already Under Operation of New

propeller Georgiana lays over.
Captain L. P. Hosford said yesterday
that the \$1 tariff would be maintained
on the Georgiana, as she continues her

STEEL FOR NEW LINE HERE

American-Hawaiian Steamers Not to

Be Sent to Europe.

Among 1600 tons of cargo brough

NINE-YEAR-OLD IS

port with cargo.

The tank steamer Maverick sailed today for California after discharging

COOS BAY, Or., Aug. 5.—(Special.)

The steamer George W. Elder will
arrive early tomorrow morning from
Eureka and will sail at 10 A. M. for

will retire.

The tug Robarts is here from the Siuslaw River for freight.

There was a heavy fog at the Coos bar this morning.

END OF SOUTH JETTY.

the bank, Clark plunged in after the other one. The current was swift, and it is declared the boy he had at first saved was again swept into the channel. Desperate efforts again to recover either of the bodies were fruitless.

The boys at the camp were not allowed to swim in the river, but were taken for this purpose to Eagle Lake, haif a mile away. The two Nunn boys were wading in the shallow water on the sand spit. The boys often did this, and it was not considered dangerous, as the water was shallow for a considered distance from the shore. The The Fornance, as the guests of Captain

rough.
The line on which the dredge Chinook Owners—Georgiana's \$1 Rate

Maintained.

The steamers Lurline and Undine, of the Vancouver Transportation Company, were bought yesterday by the Harkins Transportation Company. The steamers have been formally taken over, the Lurline to make her first run this morning to Astoria under the new management and the Undine to be operated one day every week between Portland and Astoria when the fast propeller Georgiana lays over.

Captain L. P. Hosford said yesterday that the \$1 tariff would be maintained on the Georgiana as she continues her schedule of a round trin daily hatween the limb on which the dredge Chinook is working runs in a southwesterly direction and at a point about 2500 feet from the end of the jetty. Those in charge of the dredging operations assert that by cutting a channel there, the currents will be so directed that they will wash out the shoal between it and the jetty giving a wide and deep channel the entire way. As a result of this morning's visit, the navigation committee will request the Lighthouse Department to supplant the can obstruction buoy with a combination blinker and bell buoy. The committee will also request that the gas buoy now on Edge of Clatsop Spit be changed to a bell buoy and that a light be established well up on Clatsop Spit.

STOCK DEATHS MYSTERIOUS

Theory Near Baker Is Heat Cause of Animal Disease.

on the Georgiana, as she continues her schedule of a round trip daily between this city and Astoria, making the run to Astoria and Fort Canby and return Sundays. The Lurline pemains on the regular freight and passenger route and the tariffs will be in line with that of the O.-W. R. & N. fleet.

Captain McCully is to continue as master of the Lurline and Captain Arthur Riggs, master of the Undine, becomes pilot on the Lurline. The present dock of the Vancouver Transportation thur Riggs, master of the Undine, becomes pilot on the Lurline. The present dock of the Vancouver Transportation Company, at the foot of Taylor street, will be retained until September 1, when it is planned to have all steamers at the Wasaington-street dock of the Harkins line. The Harkins fleet now consists of the steamers Jessie Harkins, Georgiana, Lurline and Undine.

J. Allen Harrison, superintendent of the Vancouver Transportation Company, will assist for a short time in getting the Lurline started under her new owners. Later the Vancouver Transportation Company is to be dissolved. of the last week, has appeared among east of Baker.

SNAKE VICTIM MAY LIVE

pital Unconscious.

Roseburg to Vote on Railroad. ROSEBURG, Or., Aug. 5.—(Special.)

—More than 500 voters of Roseburg have signed the initiative petitions for the proposed bond issue election to be held in conjunction with the regular city election here on October 5. The bond issue calls for \$500,000 to construct a railroad from Roseburg

OIL POINTS TO INCENDIARY

road Tracks and Waterfront on East Side Recalls Past Blazes--Firebug Sought.

ports this evening.

The steamer Daisy sailed this morning for San Francisco with lumber from Wauna and Westport.

The British steamer Strathendrick, which is taking on lumber at the Hammond mill, left this evening for Wauna.

The tank steamer Frank H. Buck arrived today from California with a cargo of fuel oil.

The gasoline schooners Enterprise and Mirene arrived today from Newport with cargo.

her cargo of fuel oil.

Portland. The Redondo will sail tomorrow morning for San Francisco. Captain C. T. Edwards, for years river and bay captain here, has trans-ferred to J. O. Ott his interests in the river boats Alert and Millicoma and

NEW COLUMBIA ENTRANCE IS NEAR

Cutting of Way by Dredge Expected to Change Current So That Wide. Passage Will be Scoured.

Fornance, as the guests of Captain Barron.

Soundings were made along the line of this channel, which runs in a west southwesterly direction between No. 5 buoy and the obstruction buoy off the end of the jetty. The shoal in this waterway is exceedingly narrow and is said to be rapidly washing away. This channel, the members of the committee say, can be used by high-power mittee say, can be used by high-power craft or by others in fine weather, but is too close to the end of the south jetty to be safe for low-power boats, such as freighters, when the seas are rough.

Fornance, as the guests of Captain ments on the way from the interior, its destruction would have entailed great loss.

Thoroughly convinced that there is a plan afoot on the part of one or more persons to burn Portland's grain storage facilities, those in charge of the docks are maintaining a strict watch.

Columbia River Bar Report, NORTH HEAD, Aug. 5.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, 20 miles.

Tides at Astoria Thursday.

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Columbia River Bar Report.

NORTH HEAD, Aug. 5.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwester of the committee say, can be safe for low-power boats, such as freighters, when the seas are rough.

BAKER, Or., Aug. 5 .- (Special.) -- A peculiar disease, which some of the farmers attribute to the excessive heat livestock and even rabbits at Pleasant Valley, on the O.-W. R. & N., 12 miles

east of Baker.

The temperature there has been breaking records for a week. On Sunday it reached 104, the highest ever recorded there. Cows and hogs have been found dead in fields and now farmers are finding dead rabbits in large numbers in the fields. The theory is that either the heat or peculiar food condition is responsible.

Dr. F. T. Notz, County Stock Inspector, returned from Pleasant Valley today, after an examination of the dead animals. He said that he was positive that this is not anything like hydrophobia.

J. L. Richards Lands at Weiser Hos-

WEISER, Idaho, Aug. 5.—(Special.)

—J. L. Richards, former Prosecuting
Attorney, who was rushed to the
Weiser General Hospital yesterday,
after being bitten by a rattlesnake, is
greatly improved and it is believed all
danger is passed. Mr. Richards was a
member of a fishing party on Upper
Mann Creek 25 miles north of here, member of a fishing party on Upper Mann Creek, 25 miles north of here, when the accident occurred. He was bitten twice in the hand, after which he ran two miles to camp and was unconscious when he arrived at the hospital four hours later.

A number of encounters with rattlers have been reported this season by fishermen and hunters.

H. DICKSON. C. P. & T. A. Telephones Marshall 3071

to construct a railroad from Roseburg to the coast. In the event the local bond issue carries Coos County has promised to authorize a smilar bond issue, thereby making a total of \$1,-000,000.

Burning Debris Found Between Bail-

Discovery of burning boards and other drift between the O.-W. R. & N. tracks and Elevator dock yesterday morning leads to the belief that an attempt had been made to add another East Side grain dock to the list of those destroyed by fire since March. A bunch of oil-soaked waste was found in the burning debris.

D. J. Quinn, yardmaster for the O.

W. R. & N., discovered the blaze at 10 o'clock when checking cars alongside the dock and notified David T. Brush, superintendent for the Pacific superintendent for the Pacific Coast Elevator Company, who succeeded in extinguishing it with buckets of water. Pieces of lumber two inches thick and 10 inches wide, which had been thrown on the pile, were ablaze at the time. "In 10 minutes the dock would have caught without question," said Mr. Brush. "In my opinion the only reason the person who started it did not begin operations beneath the dock was gin operations beneath the dock was the fact that if he was caught there it would have been decidedly unpleasant for him, while in starting it between the track and the dock he had an op-portunity to dodge between the cars there and sneak away among trains on there and sneak away among trains on the other side.

"The fire was on a line with the ele-vator itself and had it gained hold under the dock I doubt if we could have controlled it. Grass and debris around the spot are absolutely dry and flammable and would have carried the flames like so much paper."

Dock Negr Old Fire Scene The Elevator dock is the next dock south of the site of Oceanic dock, which burned July 5 and is believed to have been the work of an incendiary. The Elevator dock lies several blocks below the location of Montgomery dock No. 1 and Columbia dock No. 2, which were burned to the ground March 12. The fire of June 3, which razed the plant of the Northwest Door Company, adjoining Columbia dock No. 2, and spread to two sections of Irving dock. was said by some to have started from burning embers on the site of Colum-biz dock No. 2, while others contended that circumstances pointed to the fire as being of incendiary origin.

West Side Not Harmed, There have been no fires on the West Side docks, where general cargo is handled principally. The East Side is thought to have been selected by a firebug, who is either mentally de-

or insurance interests. Immediately after the Elevator dock fire was discovered Harbormaster Speier made an investigation and later City Detective Tichenor was assigned to the case. As considerable wheat is on the dock and more is lying in cars being unloaded, with additional ship-ments on the way from the interior, its destruction would have entailed

Judge McGinn Gives Decree to Wife

Tides at Astoria Thursday.

High Water.

0:27 A. M. ... 8.8 feet 7:36 A. M. ... -0.8 feet
1:41 P. M. ... 7.5 feet 7:40 P. M. ... 2.6 feet

Movements of Vessels

Movements of Vessels.

PORTLAND, Aug. 5.—Arrived—Steamers Beaver, from San Francisco; F. H. Buck, from Monterey. Salled—Steamers Yucatan, for San Diego; Quinait, for Skagway and way ports; Bear, for San Pedro; Maverlek, for San Francisco; British steamer Strathalbyn, for Melbourne and way ports via Puget Sound.

Astoria, Aug. 5.—Arrived at 5 and left up at 1.20 A. M.—Steamer Beaver, from San Francisco. Arrived at 7 and left up at 1.20 A. M.—Steamer Beaver, from Monterey. Salled at 19-15 A. M.—Steamer Dalsy, for San Francisco.

San Francisco, Aug. 6.—Arrived at 11 p. M.—Steamer Sachaw, from Portland, Aug. 5—Salled at 3 P. M.—Steamer E. H. Vance, from Portland.

San Pedro, Aug. 5.—Arrived—Steamer E. H. Vance, from Portland.

San Pedro, Aug. 6.—Arrived—Steamer E. H. Vance, from Portland.

Steamer Mary Olsen, for Portland.

Eureka, Aug. 5.—Salled at 1000—Steamer Geo. W. Eider, for Portland.

Nagasaki, July 31. — Salled—British steamer Monmouthshire, from London for Portland via Kobe and Yokohama.

Astoria, Aug. 4.—Salled at 5 P. M.—Steamer Monmouthshire, from London for Portland via Kobe and Yokohama.

Astoria, Aug. 5.—Arrived—Steamer Empress of India, for Vancouver, B. C.

San Francisco, Aug. 5.—Arrived—Steamer Empress of India, for Vancouver, B. C.

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Great Northern Railway

Summer Excursions

To the East and Return

Tickets on Sale Daily

 New York
 \$108.50
 Boston
 \$110.00

 Philadelphia
 108.50
 Washington, D. C.
 107.50

 Buffalo
 92.00
 Pittsburg
 91.50

 Detroit
 83.50
 Chicago
 72.50

 St. Louis
 70.00
 Denver
 55.00

 St. Paul, Minneapolis, Duluth, Winnipeg, Kansas City, Omaha nut
 St. Joseph, \$60

Corresponding Reductions to Other Points

Final return limit Oct. 31st. Stopovers allowed going and returning and tickets good going one road, returning another. Ride on the

Oriental Limited

Through standard and tourist sleeping cars to Chicago in 72 hours, making direct connections for all points East. Unsurpassed dining-car service. Compartment-observation cars.

See America First

NORTHERN

Glacier National Park

Visit Glacier National Park This Summer

Season June 15th to Sept. 30th. Write or ask for Booklets, "Of all the scenes beneath the sun-you shouldn't miss the grandest one."

RAILWAY

GREAT

American-Hawailan on Puget Sound, came from Scattle on the Navadan and returns home today. C. D. Kennedy, Portland agent for the line, received instructions from the New York office yesterday to deny erroneous reports that the vessels of the line were to be withdrawn and placed in the Transatlantic service because of the war. It was also telegraphed that there was no truth in rumors that the opening of the Panama Canal, set for August 15, had been delayed. A Great Triumph Over Blood Near Elevator. The Stubborn Facts That Over Blood Disorde

The Stubborn Facts That Establish T Merit of Famous Remedy.



S. S. S. Means Pure Blood Which Insures Long Life and Health.

Not a day passes but what someone and Not a day passes but what someone announces his complete recovery from some
lingering blood maindy, after using S. S. S.,
the famous blood purifier. And these recoveries vary from severe forms of ecsema
and other skin diseases to those which attack the deeper tissues causing general
catarrh, chronic rheumatism, glandular
swellings and all sorts of painful, distressing and eruptive conditions of the blood.

The action of S. S. S. is entirely in the
blood as it is not a mere laxative, not a The action of S. S. S. is entirely in the blood as it is not a mere larative, not a "dope" for the nerves, contains no minerals of any sort, is acceptable to the weakest stomach and is always the same forceful influence. Its properties are such that unlike most remedies the system never resists its action but welcomes it. Thus from the time it is first used until complete recovery it is the same dominating force in the blood and cannot produce any other than a most beneficial effect and continuous curative tendency. Where the

general health is fairly good the rewith which S. S. S. clears the skin sightly eruptions or banishes the perheumatism, has been commented up the commented up to the comment a wonder that nature should have us so remarkable and perfect an an You will find S. S. on sale drug stores but carefully avoid all atlintes. Wrapped around the botth descriptive folder that tells you about famous free medical department the been the hope, the inspiration ansuccessful guidance of a host of suffer a special treatise on blood trewritten by a skilled doctor write Swift Specific Co., 30 Swift Bidg. lants, Ga.

"A Perfect Woman Nobly Planned To Warn, to Comfort and Command"

Nature never intended woman to be delicate, ailing, or a sufferer from "nerves." Women in middle age complain of "hot flashes." Many women suffer needlessly from girlhood to womanhood, and from motherhood to middle life, with backache, or headache, dizziness, faintness, bearing-down sensations. For a permanent relief from these distress symptoms nothing is so good as

DR. PIERCE'S

FAVORITE PRESCRIPTION

as a soothing and strengthening nervine allays and subdues nervous excitability, irritability, nervous exhaustion, and other distressing symptoms commonly attendant upon functional and organic diseases of the feminine organs. It induces refreshing sleep

The "Favorite Prescription is known everywhere and for over 40 years, the standard remedy for the diseases women. Your dealer in medicines sells it liquid or tablet form; or you can send 50 or cent stamps for a trial box of Dr. Pierce Favorite Prescription tablets. Address D Pierce, Invalids' Hotel, Buffale, N. Y.

Canada Buys Two Submarine

This brings to many minds an old

tried family remedy—an external pileation known "Mother's Frie During the perio

Great Questio

Dr. Pierce's Pleasant Pellets regulate and invigorat stomach, liver and bowels. Sugar-coated, tiny granule

tice again. Prosecutor Byan and Harry F. McKay, complaining wit agreed to this disposition of the c Singapore, Aug. 4.—Arrived—Steamer Den f Airile, from London, for Portland, Or.

Marconi Wireless Reports.

(All positions reported at 8 P. M., August 5, unless otherwise designated, El Segundo. Richmond for Vancouver, 482 miles north of San Francisco.

Maverick, Portland for Richmond, 23 miles south of Columbia River.

Lucas, Point Orient for Seattle, off Yaquina Head.

John A. Hooper, Grays Harbor for San Pedro, 42 miles south of Columbia River.

Besr, Portland for San Francisco, 26 miles south of Columbia River.

St. Helens, Nome for Seattle, 479 miles west of Cape Flattery at 8 P. M., August 4.

Boy or Girl? Marconi Wireless Reports.

FOUR MARTIAL KNOTS CUT

When Man Sues. Divorces were granted by Judge Mc Ginn yesterday to four couples. George W. Dodds sued Helen M. Dodds after five months of married life. Cruel and inve months of married life. Cruel and inhuman treatment was charged. Elfriede Wormald, alleging her husband, Floyd Wormald, was so jealous and quarrelsome she could not live with him longer, was freed. Jennie Sullivan was freed from Mark Sullivan for non-support. James G. Bartlett sought divorce, charging his wife, Margaret E. Barlett, with cruel treatment. Judge McGinn gave the divorce to the wife. Judge Morrow granted a divorce to L. M. Myers, who sued Clara B. Myers, charging nagging and cruel treatment. Property rights of the two already had been adjusted.

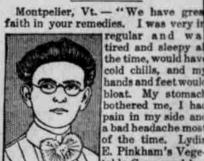
DR. YOUNG FOUND GUILTY

Leniency Shown Man Accused of Practicing Without License.

"Stool pigeon." "Artful dodger" and "Decoy duck" were terms contemptuously used in Judge Lopas" department on the ligaments and freeded from those many other distresses usual locked forward to with such concern. There is no question but wh "Mother's Friend" has a marked tendent or celieve the mind and this of itself addition to the physical relief has give it a very wide popularity among wome You can obtain "Mother's Friend" almost any drug store. It has beined host of mothers to a complete recovery. It is prepared only by Bradfield Resultator Co., 201 Lamar Bidg., Atlanta, G. Avoid the many worthless substitute

WOMAN IN BAD CONDITION

Restored To Health by Lydi E. Pinkham's Vegetable Compound.



regular and wa tired and sleepy a the time, would hav cold chills, and m hands and feet woul bloat. My stomaci bothered me, I have pain in my side and a bad headache mos of the time. Lydin E. Pinkham's Vegetable Compound has

done me lots of good and I now feel fine. I am regular, my stomach is better and my pains have al left me. You can use my name if you like. I am proud of what your reme dies have done for me." - Mrs. MAR: GAUTHIER, 21 Ridge St., Montpelier, Vt

An Honest Dependable Medicine

It must be admitted by every fair minded, intelligent person, that a medi cine could not live and grow in popularity for nearly forty years, and to-day hol a record for thousands upon the of actual cures, as has Lydia E. Pink ham's Vegetable Compound, withou possessing great virtue and actua worth. Such medicines must be looked

CITY TICKET

348

Washington St.

dependable by every thinking person If you have the slightest doub that Lydia E. Pinkham's Vegetable Compound will help you, write (confidential) Lynn, Mass,, for advice. Your letter will be opened

upon and termed both standard and

to Lydia E. Pinkham Medicine Co. read and answered by a woman and held in strict confidence.