SHIPPERS TELL OF BENEFIT OF BOATS

Hearing on Right of Railroads to Maintain Fleets, Under Canal Act, Concluded.

OPPOSITION DEVELOPS

Interpretation of New Law Sough by Operators Voluntarily to Have Rights Set Definitely by Interstate Commission.

After an all-day session, taking evidence in four applications by the O.-W. R. & N. Company to the Interstate Commerce Commission, for leave to continue operation of its various steamboat and steamship lines on interpretation of the Panama Canal act, was concluded at 5 o'clock yesterday. Henry C. Hall, the Commissioner who has conducted the O.-W. R. & N. hearing and that of the North Bank Road on its application to continue its The on its application to continue its The Dalles-Portland fleet in operation until it can sell the boats, heard last Friday, went to San Francisco last night. Apparently the O.-W. R. & N. boat lines do not come under the prohibition laid down by the Panama Canal act, which forbids railway companies

which forbids rallway companie net, which forbids railway companies
from operating competing steamboat
lines. Whether there may not be some
technical competition, however, was
considered open to discussion. The O.W. R. & N. Company has brought up
the cases on its own initiative in order
to get an interpretation from the Interstate Commerce Commission that will settle all doubt.

Petitions Not Contested

Hearings were conducted last Saturday on the O.-W, R. & N. Company's application for leave to continue steam. boat service on the Upper Shake River, between Riparia and Lewiston, and on Lake Couer d'Alene. Yesterday's testi-mony had to do with the company's

operation of steamboat service between Portland and Astoria, Megler, Wash., Ilwaco, Wash., and way points.

No contestants have appeared against any of the petitions. The only cross-examination of witnesses yesterday was by Commissioner Hall, who went into rates and local conditions in great de-tail. He was especially inquisitive about existing water competition, and the relation between rates over the W. R. & N. boats and its water com-

Captain E. H. Works, assistant superintendent of the water lines of the O.-W. R. & N., was on the stand most of the morning. He testified to the hisry and character of water transportation on the Lower Columbia and on

the Snake rivers. Captain Works declared that even when the Cellio Canal is finished boats drawing five feet or more can be oper-ated between Portland and Lewiston, Idaho, only in April, May and June, because of the many rapids navigable only at high water. He testified that the O.-W. R. & N. had gone out of the passenger business on the Snake River since the building of a road on the north bank of that river, and now handles freight only.

Grain Traffic Shown. He also testified that the O.-W. R. & N. has not entered the rate war insti-tuted by other companies between Portland and Astoria.

M. H. Houser, Fortland grain exporter, said that his grain shipments were worth \$12,900,000 last year. He said that he got about \$0,000 tons of grain from territory tributary to the Snake River.

boats, I certainly wouldn't buy any wheat there," he said emphatically.

Auditor Blaisdell, of the O.-W. R. & Of 200 men employed on the north

Auditor Blaisdell, of the O.-W. R. & Of 200 men employed on the north after a recess had been taken at 11 o'clock as a tribute to Mrs. Woodrow Wilson. Mr. Blaisdell declared the Hwaco Railroad & Navigation Company, which connects with the O.-W. & N. hoats at Megler and runs up North Beach to Nahcotta, Wash., had never pald any profits.

never paid any profits.
"Why did the O.-W. R. & N. Company get control of this road?" Com-missioner Hall was moved to ask by Mr. Blaisdell's tale of financial woe. Mr. Blaisdell said that he didn't know.
R. B. Miller, traffic manager of the
O.-W. R. & N., testified to passenger and freight rates on the Lower Colum-bia River steamboats and the liwaco Railroad. He declared that there was not enough business to carry the road if the Summer beach travel should be

Six Witnesses Heard.

Only six witnesses were called by W. W. Cotton, general attorney for the O.-W. R. & N. Company, who conducted the hearing on the application of the San Francisco & Portland Steamship Company, running between Portland, San Francisco and San Pedro, Cal. The son, whose funeral took place yes-O.-W. R. & N. owns all the capital terday. Federal departments in the Custom-house remained closed from the plant of the Williams from the plant of the city leves, where she will be painted and leves, where she will be painted and made ready to go into service.

Out of respect to the memory of Mrs. Wilson, wife of President Wilson, wife stock of the steamship company.

The witnesses included J. W. Ganong,

of the Portland Flouring Mills Comof the Portland Flouring aims Com-pany; James Thompson, of Wadhams & Kerr Bros.; E. O. McCoy, general manager of the Wasco Milling & Ware-house Company; C. B. Woodruff, gen-eral manager in Portland for W. P. Fuller & Co.; J. W. Bowles, of the Northwest Steel Company; E. H. Parker, traffic manager for the Marshall-Wells Hardware Company, and G. L. Blair, of San Francisco, general manof the steamship company.

All except Mr. Blair testified as shippers that the steamship service was reliable, cheaper and quicker than rail service; that it used no unfair methods against competitors, and that its con-tinued operation would be a public benefit.

mmissioner Hall granted the railroad attorneys until September 17 to file briefs in their cases, if they wish to do so. If any contestants should appear in the meantime they will have until October 2 to file briefs, to which If any contestants should the railroad would have until October

DAMAGE BY FIRE IS \$2500

Plant of Boston Packing Company Is Partly Burned.

Fire, started by an overheated smoke-house, last night damaged the plant of the Boston Packing Company on Third street, between Ash and Ankeny streets, to the extent of about \$2500. The loss was fully covered by insur-ance. The flames were first discovered by Pearl Lott, the cashier. J. F. O'Shen, one of the owners, esti-

mated the company's loss at about \$1500. The building is owned by Caro-line Everding, 241 Tenth street.

GYPSY SMITH SHACK SOLD Building That Cost \$10,000 Goes a

Auction Sale for \$150.

The Gypsy Smith auditorium, which two years ago cost about \$10,000, was sold at public suction to O. W. Hodges

yesterday for \$150. The stoves and blankets were sold for \$47.10, a total of \$197.10.

J. Simon & Bros. bought the six teaters for \$7.50 and 50 blankets used to shelter the unemployed last Win-ter brought \$25 from the same firm. ter brought \$25 from the same firm. J. Simon & Bros. also purchased 29 gas stoves, which cost \$4 each last Winter, at a total of \$11.60. Purchasing Agent Wood, who acted as auctioneer, refused to sell the 385 benches in the building for \$6, the highest bid received, and included them in the sale of the building. J. Simon & Bros. also received, and included them in the sale of the building. J. Simon & Bros. also got a cord of wood and junk for \$3.

It is estimated that the wrecking of the building will cost about \$400. There is about 200,000 feet of lumber in the structure.

BULL RUN IN FIRE PATH Blaze Sweeping Before Wind May

Reach Timber in Reserve.

Another serious fire broke out on the divide between Eagle and Herman the divide between Eagle and Herman creeks early yesterday morning. It is raging about three miles from the Bull Run boundary and is spreading rapidly before a northwest wind.

If the wind changes, according to United States Forest Service officials, the fire is likely to be driven into the Bull Run reserve. The blaze is now in a growth of almost inaccessible underbrush and second growth. Every effort is being made to keep it out of the green timber of the Chinedere Mountains and out of the Bull Run country.

Run country.

The fire was discovered by the lookouts of the Oregon and Columbia Forest Service. Ranger C. C. Hon, two
guards and ten men went to fight the

EXHIBIT BEING PREPARED

1265 School Children Co-operate for County Fair.

H. A. Lewis, who is preparing Mult-nomah County's exhibit for the State Fair, reported yesterday that much progress has been made. The county has appropriated \$500 for city and county schools. Special efforts are be-ing made in the various districts to make the juvenile exhibits a big specess make the juvenile exhibit a big success,

said Mr. Lewis.

Sixteen clubs, with an aggregate membership of 1265 school children, are working on this exhibit. Some of the best products probably will be available for the State Fair exhibit.

GOVERNOR SEES HIGHWAY

Columbia Road in Clatsop Progress ing Finely, Says West.

SALEM, Or., Aug. 10.— (Special.)—
"Work on the Columbia Highway in
Clatsop County is progressing nicely,"
said Governor West tonight.
The Governor and State Highway Engineer Bowlby inspected the work yes-

"One stretch of the road was delayed because of a contractor failing to get his machinery when he expected," said the Governor, "but now it is all smooth sailing. Hard-surfacing is being placed between Astoria and Seaside."

Marine Notes.

Three additional licensed officers made application to Collector of Customs Burke yesterday to be enrolled with others whose names have been forwarded to Washington as available for service in steamers to Europe, Africa, South America and Australia. The list now includes the names of two master mariners, one mate and four engineers from Portland.

Inspector Henry L. Beck, of the Sev-

Inspector Henry L. Beck, of the Seventeenth Lighthouse District, was advised yesterday that the Swistsure Bank light vessel returned to her station Sunday and the relief light vessel to the Umatilla

ake River.
"If it wasn't for the assurance of the Tillamook was cleared yesterday with

Of 200 men employed on the north

to be passed. Harry Montgomery, Deputy Collector of Customs, whose responsibilities are lergely confined to the marine department, has decamped for Seal Rocks on his annual outing.

For a time yesterday morning the fireboat David Campbell was alongside the Oceanic dock site throwing heavy streams of water on smoldering embers and wheat remaining from the empers and wheat remaining from the blaze of July 5, which destroyed the dock. In the afternoon the Campbell towed the fireboat George H. Wil-liams from the plant of the Willam-ette Iron & Steel Works to the city levee, where she will be painted and made ready to go into service.

Captain Hille, for more than nine years master of the Norwegian steamer Christian Bors, has arrived from Norway to resume command of the vessel, which reached municipal dock No. 1 last evening from the Orient by way of San Francisco. Captain Langeland, who brought the tramp here, is to return to Norway.

Laden with New York and San Francisco cargo the American Hawaiian liner Nevadan sailed yester Americanday afternoon. The New York ship-ments will be loaded aboard the liner Honolulan within the Golden Gate, and the Nevadan will reload there with Portland and Puget Sound freight. On her next departure from Partland she will so through the Portland she will go through the

Panama Canal. Her new propeller being in place, the steamer Wasp, which lost her wheel off the river recently, left down last night on her way to San

To be cleaned and painted, which is part of her annual overhauling, the Port of Portland bar tug Oneonta will be lifted on the public drydock

today. Coming from Honolulu the schooner W. F. Jewett arrived in the river Sunday and was towed from Astoria to the Columbia County mill yester-

day by the tug Melville. Arriving in the river at 5:30 o'clock yesterday the steamer Multnomah left up and begins discharging a full cargo here this morning, consigned to the Dodge line. The steamer Northland is due tomorrow with a large amount of freight in the same service.

Frank Bollam, Portland passenger agent for the independent lines, left yesterday for the Wilson River ountry, accompanied by Mrs. Bollam, o spend a few days fishing.

Thick weather off the river yester-day prevented the steamer Rose City from crossing in until noon. She reached Ainsworth dock last night. The steamer Beaver sailed yesterday rning with 280 cabin passengers

A rubber tennis court is about to be tried experimentally in London,

Order for British Bark to Load Grain May Be Canceled.

Andromeda, Fixed to Transport Cargo to United Kingdom, Likely to Be Released by Balfour, Guthrie & Co., Due to War.

Due to the war abroad and inability of exporters to obtain quotations or war risks, it has been virtually deter mined to cancel the charter of the British bark Andromeda, which arrived on Puget Sound from Auckland Augus 6 to load grain for the United King 6 to load grain for the United King-dom. News of this intended move as planned by Balfour, Guthrie & Com-pany, her tharterers, was responsible yesterday for reports that other char-terers may take the same action in some cases. In that event tramp steam-ers will be involved.

The British steamer Harpathian is another expected to be canceled. She has reported at San Francisco from Hongkong, and was consigned to Strauss & Company for barley loading. So far nothing has been done toward canceling charters of vessels fixed for lumber.

lumber,
J. W. Ganong, vice-president of the
Portland Flouring Mills Company, says
that charter parties provide that advantage must be taken within 14 days of a declaration of war to cancel char-For that reason additional can ters. For that reason additional can-celations will have to be made during celations will have to be made during the next few days so far as they will effect vessels bound here. Events dealing with the European disturbance show that Austria declared war on Servia June 28. The German declaration of war on Russia was dated August 1, and there are a number of German vessels listed, as well as two of the Russian flag. War was declared between France and Gerwas declared between France and Gerwas declared between France and Ger-many August 3, and there is French tonnage bound here. Great Britain declared war on Germany' August 4, a step that has a bearing, so far as can-celations may go, on the largest number of vessels

Risk Up to Owners. In the case of those vessels not can-celed it is pointed out that they may be loaded and cleared, and then it is up to the owners to get them to sea, as the charterer's responsibility terminates. Several cargoes of grain, yet to be loaded, have been sold, so it is regarded certain those vessels will proceed here and receive their cargoes. Unless the risk of capture diminishes, it is thought most of the fleet will be loaded and remain in the river pending develop

It is reported that at warehouses in the interior there is congestion, and as a means of relief wheat is being moved to tidewater to be stored in docks, although there are no vessels being loaded foreign

DOCK WORK HALTS FERRY

If One Slip Is Vacated Municipal Dock Can Be Extended

To permit piling to be driven along-side the slip, which adjoins Municipal Dock No. 1 on the north, the Lower Albina Ferry tied up at 11 o'clock yesterday and will resume service this morning from the Seventeenth-street pier. It has been suggested that the pier. It has been suggested that the ferry operate regularly from Lower Albina to the upper ferry slip on the West Side, between Mersey dock and the plant of the American Can Company, alternating with the upper ferry, so the Seventeenth-street slip could be utilized for the erection of a pier on the north side of the municipal dock slip, thereby making it possible to handle two large steamers there at a time.

Bids were opened at the office of the Commission of Public Docks yesterday for constructing timber foundation for constructing timber foundation walls for a one-story warehouse to be erected in the rear of the dock, the lowest tender being that of the Portland Bridge & Building Company in the sum of \$2990. Other figures were: Cowlitz Bridge Company, \$5895; E. F. Cantine, \$4838; A. C. U. Berry, \$5295; Pearson Construction Company, \$6790; Lohn Almeter \$1000. Andrew & Rede John Almeter, \$4100; Andrus & Bode, \$4947; Tranchell & Parelius, \$4990; Guthrie, McDougall & Company, \$4451, and C. C. White, \$5100.

NEW LINE STARTS TONIGHT

State of Washington Gets Taylor-Street Dock Berth

Leaving Taylor-street dock at 11 o'clock tonight, the steamer State of Washington makes her initial trip to The Dalles and way points in competition with the steamers Bailey Gatzert and Dalles City, of The Dalles, Portland & Astoria Navigation Company, and the steamer Tahoma, of the People's Navigation Company, com-manded by Captain Arthur Riggs, until last week master of the steamer Undine. Captain David Smith will be protected by the Dalles at protected and arrive here about 8 o'clock in the evening. Her layover day will be Friday.

Portland. The British steamer Hazel Dollar arrived today from San Francisco and will load lumber at Knappton, Hammond mill, Kalama and Portland for the Orient.

day will be Friday.
The vessel can accommodate 300 pas sengers. Her engine-room will be in charge of James Glibert, formerly on the Palles City and latterly on Alaska steamers. Charles Steelsmith resigned yesterday as agent for the People's Navigation Company to serve in the same capacity with the new line. He has been succeeded on Oak-street dock by Mat G. Sanders, who has been on the dock for a lengthy period.

NUMBER WOULD BE ENSIGNS

Oregon Naval Militiamen Get Chance

for Advancement. Examinations to fill berths of three ensigns in the Oregon Naval Militia are to be held aboard the cruiser Bos-ton Sunday and most of the petty and chief petty officers in the organiza-tion will be in the class, as the exams are restricted to members. Lieuten-ant-Commander Blair and Lieutenants

Beckwith and Keeley will constitute the examining board. Besides naval subjects applicants will Besides naval subjects applicants will be given questions in mathematics, spelling, English and other studies so as to test their qualifications generally. Appointments of the three highest will be temporary and in January, 1915, final examinations will be given and the men commissioned if successful.

SAILERS FINISHING

Christian Bors and Hazel Dollar Ar-

In another week the barkentine James Tufts is to have the last of her of more than 50 stories.

stops scalp

Leczema or other scaly, itching scalp affection, try shampoos with Resinol Soap and an occasional treatment with nol Ointment. You will be surprised how quickly the trouble disappears, and the health and beauty of the hair improves. Avoid imitations.

Resinol Soap and Ointment also heal skin eruptions, clear away pimples and blackheads, and form a most valuable household treatment for sunburn, heat-rash, etc. Fortrialsizefree, write to Resinol, Dept. 13-S, Baltimore, Md. Sold by all druggists. Prescribed by doctors for 19 years.

lumber cargo aboard for Iquique and in about two weeks it is expected the schooner Wm. Bowden will finish loaders will be involved.

The German steamer Wotan, recently engaged to load coal at Newcastle for Hind, Rolph & Company and work barley within the Golden Gate for that has tied up foreign shipping.

The Norwegian steamer Christian Bors came into the river from San Bors came into

Francisco yesterday to discharge sulphur and hardwood and load lum-ber for the Orient, and like the Japanese vessels working lumber for the Far East, she will be dispatched with-out fear. The British steamer Hazel Dollar, also from San Francisco to load for ports across the Pacific, showed up off the bar at 8 o'clock. Being under the British colors it is not known whether she will be held until conditions are more favorable

EIGHT SAVED FROM LAUNCH

Obstruction in Harbor Struck by Heather, Which Is Damaged.

Eight persons, men and women, nar-rowly escaped a ducking and possibly more serious consequences late Sunday night when the launch Heather, in which they were riding, struck a floating object near the Burnside-street bridge and was damaged so she began to settle, but fortunately Ash-street dock was reached and the passengers landed before the launch was submerged

The harbor patrol launch towed the disabled craft to Supple's yard for re-pairs. Sunday passed without any other serious accidents to the river mosquito fleet, though hundreds of them were out and both banks of the stream above Portland as far as Oregon City and be-low to the mouth of the Willamette were dotted with piculc parties.

FRESH HALIBUT IN MARKET

Decorah Sells Catch on Arrival From Off Oregon Coast,

Malarkey & Co. and the Portland Fish Company have contracted for the entire catch of the halibut schooner Decorah, which arrived from off Yaquina yesterday and begins dis-charging this morning at the foot of Yamhill street. She has aboard 16,000 pounds of halibut and 1000 pounds of ling and black cod and red snappers. Robert A. Reld, secretary and treas-

urer of the Northwest Fish Company, operating the Decorah and the schooner Gazelle, said that the venture is proving successful, as there is an increased demand here for fresh halibut, and shipments from Puget Sound are falling off. In the past the Portland market has looked to Puget Sound for halibut and it has been said

News From Oregon Ports.

COOS BAY, Or., Aug. 10.—(Special.)

—The steam schooner Daisy Putnam, replacing the Paraiso for one trip, entered port from San Francisco last night and sailed this afternoon for Portland, after discharging 200 tons

of freight. The Port of Coos Bay, at a meeting of the Commissioners today, called for a report from the dredge P. S. Michle, and will receive it at a postponed meeting on Thursday. If the Michie's report does not show favorably the port will discontinue her operation, the same now being paid for by

ASTORIA, Or., Aug. 10.—(Special.)— The steamer Hazel Dollar arrived this morning from San Francisco and went

direct to Knappton.

The bar dredge Chinook washed her boilers today. She will return to duty at the mouth of the river at 3 o'clock tomorrow morning.

The British steamer Strathendrick,

with a cargo of lumber for Australia, left Wauna tonight. She will remain here for orders.

The steam schooners Johan Poulsen and Multnomah arrived this afternoon from San Francisco with cargo for

Portland. The steamer Rose City arrived today from San Francisco and San Pedro, and the steamer Beaver sailed for those The Norwegian steamer Christian

Bors arrived this morning from San Francisco with a part cargo of sulphur and oak logs from the Orient for Portland.

Movements of Vessels.

Movements of Vessels.

PORTLAND, Aug. 10.—Arrived—Steamer J. B. Stetson, from Skagway and way ports; Norwegian steamer Christian Bors from San Francisco; British steamer Hazel Dollar, from San Francisco; Steamer Rose City, from San Pedro and San Francisco.
Astoria, Aug. 10.—Left up at 7:40 A. M.—Norwegian steamer Christian Bors, from San Francisco. Left up at 11 A. M.—Steamer Johan Poulsen, from San Francisco. Arrived at 1 and left up at 3 P. M.—Steamer Rose City, from San Pedro and San Francisco. Arrived at 1 and left up at 3 P. M.—Steamer Rose City, from San Pedro and San Francisco. Arrived at 5 A. M.—British steamer Hazel Dollar, from San Francisco. San Pedro, Aug. 10.—Arrived—Steamers Bear and Yucatan, from Portland. Aug. 2.—Arrived—Schooner King Cyrus, from Columbia River.

Aberdeen, Aug. 10.—Arrived last night—Steamer F. H. Leggett, from Portland.
Sean Francisco. Aug. 10.—Arrived—Steamer Sanglo California (British), from Iquique; Persia (British), from Hengkong; President, from Scattle: G. C. Lindauer, Claremont, from Grays Harbor; Vellowatone, from Columbia River. Salled—Steamer Lansing, for Vancouver.

Yokahama, Aug. 6.—Arrived—Steamer Tenyo Maru, from San Francisco.

Mejillones, Aug. 9.—Arrived—Steamer Santa Catalina, from San Francisco for New York.

Tides at Astoria Tuesday.

Tides at Astoria Tuesday 8:47 A. M... 6.8 feet 10:05 A. M... 1.5 feet 4:07 P. M....7.9 feet 11:02 P. M... 1.7 feet

Asphalt in Philippines.

Baltimore American. An extensive deposit of asphalt of high quality has been discovered in the Philippines. New York's Skyserspers Third and Washington Streets.
Both Phones.

Midsummer at Newport



August is essentially a beach month, and the most delightful time in which to spend a vacation at Newport, to get away from the heat and dust and cares of business life and spend a while enjoying delightful recreations. Healthful drives, deep-sea fishing, boating, surf bathing.

Improved Train Service

adds to the pleasure of the trip. A through tourist sleeping car leaves Portland every Saturday morning at 1:30, (open Friday evening at 9:30), making stops at Oregon City, Woodburn and Salem.

Special Low Round-Trip

Fares

\$3.75 Week-End Fare Saturday-Monday. Similar Low Fares Othe

O STITE

John M. Scott, General Passenger Agent, Portland, Oregon. Take the "Loop Trip" from the Heart of the City to the Heart of the Valley

GERMANS ALSO GIVE UP DRINKING TO AID FATHERLAND.

Reservists in Portland of Other Hostile Countries to Answer Call to Arms.

While reservists of the many countries involved in the European war are preparing to return to the service, the German citizens and German-speaking people in Portland are preparing to send all the financial assistance in their power for the difficulty in ar-ranging for the return of the German reservists at present seems to leave no other way in which they can materially help their countrymen at the front. At a meeting in Oregon City Sunday enthusiasm among the Germans was most intense and \$50 was subscribed in a few minutes to the fund for the

Red Cross.

Many of the Germans of the city have made vows to refrain from smoking and drinking while the war lasts and to turn the money they might spend for those luxuries into the Red Cross fund. Others who are members of the German singing societies are ag-itating the plan to abandon a trip to

a National convention of the singing societies in Los Angeles and to turn the expense money of such a trip into the fund for the Red Cross.

Dutch, Belgian and Austrian reservists are still registering at the local consular offices and preparing to re-Ists are still registering at the local consular offices and preparing to return home to serve. J. W. Matthes, in charge of the consulate for the Netherlands here, announces that Holland has declared amnesty and pardon for deserters from the Dutch army who will return and serve. C. W. de Boer, of Nyssa, left last night for New York to return to the service in Holland, being a reservist in the Dutch army. Few of the Dutch reservists have thus far of the Dutch reservists have thus far left Portland. Reports have not been received from any who are technical deserters from the Dutch army.

Valdemar Lidell, vice-consul for Sweden, received announcement yester-day that the Swedish government is planting mines in all ports of its ter-ritorial possessions, and navigators are by the government and employing a pilot. This step is made in preparation for any possible entanglements that may arise out of the general war in

Europe.

Bad Check Denial Made. NEWBERG, Or., Aug. 10.—(Special.)
—(To the Editor.)—Dear Sir: With
reference to an article in the Sunday issue of The Oregonian concerning th

LOW FARES EAST UNION



Tickets on Sale Every Day.

STOPOVER PRIVILEGES Within Final Return Limit of October 31, 1914.

Choice of Routes For the Return Trip. Your Tickets Should Include the

Side Trip. Through Sleeper to Park Entrance Leaves Union Depot 7 P. M. Daily.

Fares, Routes, Schedules, Tickets, Reservations, Etc., OREGON - WASHINGTON RAIL-CITY TICKET OFFICE,

troubles of one J. A. Maxwell over a check purported to have been given by Will E. Purdy, of this place, I will state that Mr. Purdy does business at our bank, and while he has used some counter checks from Portland when he would be out of our checks, yet I can state to the public that no check has been refused payment given to J. A. Maxwell by Mr. Purdy, which has been received by the United States National Bank, Newberg.

J. C. COLCARD, Cashier.

Cincinnati; Warren G. Harding, extileutenant-Governor, and ex-Congressment Raiph D. Cole of Findlay, as the aspirants. Democrats will chose between Timothy S. Hogan, Attorney-General; John L. Zimmerman, of Spring-field, and John J. Lentz, of Columbus, ex-Representative. Arthur L. Garford, a manufacturer of Elyria, is unopposed for the Progressive nomination.

In the race for the gubernatorial nomination Congressman Frank B. Wills, of Hardin County and ex-State Senator David Tod, of Youngstown, are

ALL OHIO TO VOTE TODAY

Date for State-Wide Primaries Arrives for All Parties.

COLUMBUS, O., Aug. 10.-State-wide primaries will be held in this state tomorrow for the nomination of candi-dates for all state offices except auditor; candidates for United States Senator, Representatives in 23 dis-tricts, members of the Legislature and ounty tickets in all the 88 counties. The race for the Senatorial nomina-tion on the Republican side is made with ex-Senator Joseph B. Foraker, of of the world.

In the race for the gubernatorial nomination Congressman Frank B. Willis, of Hardin County and ex-State Senator David Tod, of Youngstown, are the entrants on the Republican side. Governor Cox, Democrat, is opposed for re-nomination by Congressman J. J. Whitacre, of Canton James R. Garfield, Secretary of the Interior under President Roosevelt, has no opposition for the Progressive nomination. It is generally expected a light vote will be cast. Political leaders predicted tonight that the total vote will not exceed 400,000.

Owners of Diamonds.

Boston Transcript The people of the United States are the world's largest importers of diamonds for permanent ownership, and they own practically half the diamonds

SUMMER RESORTS.

Surf Bathing in a Natatorium provides all the joys of the breakers without the discomforts of cold and danger which ocean bathing entails. Only bath house of this kind in America; waves made artificially. Fine Hotel or Bungalows afford accommodations.

The Warren Ecola, Cannon Beach, Or.

The Only Hotel on the Ocean Front. We give special attention to our dining-room service-make a specialty of sea foods. The best accommodations and service to be had on Cannon Beach. Auto-stage meets all trains. Write for rates.

M. S. WARREN.

HOTEL MOORE

OVERLOOKING THE OCEAN. SEASIDE, CLATSOP BEACH, OR. Rooms with or without bath. Hot salt water baths and surf bathing. Recreation pier for fishing. Sea food a specialty. Grill in connection. Music and dancing every evening.

DAN J. MOORE, Prop.

THE SHELBURNE

NORTH BEACH. Modern improvements, beautiful dining-room. Now one of the largest hotels on North Beach; with large siry and sunny rooms. We raise our own poultry. Reasonable rates, and special rates by the week for families. Make reservations by mail or wire. Long-distance phone in hotel. Buy tickets to Shelburne Station-Trains stop right at door.

SEAVIEW, WASH., T. J. HOARE,

HOTEL TORREY CLATSOP BEACH,

Rooms with or without private bath. Special attention given to our dining-room service. Bus meets all trains. Rates on application.

Seaside, Oregon

Overlooking the Ocean. W.D. TORREY, Prop.

"THE HACKNEY COTTAGE"

MODERN IN EVERY RESPECT. Enlarged dining-room capacity, beautiful surroundings, most pleasant spot on North Beach. Make reservations by wire or mail. Special rates by the week, ADDRESS SEAVIEW, WASH.

MOUNT HOOD RESORTS

MOUNTAIN HOME Formerly Maulding's Hotel Ideal spot. Hunting, fishing, camping privileges, saddle horses, home cooking, etc. \$2 per day, \$10 per week. Bunday chicken dinner 75c.

M'CROSKEY'S MT. HOOD AUTO STAGE

F. H. TAWNEY, Prop., Welch P. O., Oregon.

leaves daily for Government Camp and way points, three stages daily. For reservations Phone East 162, or Call Hawthorne Garage, 445 Hawthorne avenue.

WELCH'S HOTEL

Oldest resort in the Mount Hood dis-trict. Good water, arry bungalows, ex-cellent cuisine, hunting, fishing, hores-back riding, etc. Rates \$2 per day, \$10 per week. W. E. WELCH, Prop. Weich's P. O., Oregon.

> HOTEL DE GOVERNMENT CAMP

At foot of Mount Hood; fine view.
all climbing starts from here, beat accommodations, excellent cussine, fishing,
hunting, saddle horses, etc. Rates \$1 per
day and up. FOX & PRIDEMORE,
Props., Rowe, Oregon. Daily auto stage
leaves Routledge Seed & Floral Co., 169
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