

RATE RISES MADE

Lines Adopt Plans to Advance Cargo Tolls as Planned.

CEREALS AND LUMBER UP

Decline of War Risks Instills Hope in Shippers, Who Now See Chance to Resume Trade.

Anxiety About Britisher.

Pacific conference lines have carried out plans discussed nearly a week ago to advance rates on wheat and flour to \$5 to all Oriental ports save Shanghai, to which port the charge is \$5.50 a ton, and the lumber tariff has advanced from \$6 to \$12 a thousand feet. The tariff on other commodities is 25 per cent higher to ports across the Pacific. Official copies of the tariff have arrived here, but with no vessels operating from Portland there is no chance of cargo moving only when diverted to Puget Sound.

Another change in the shipping situation reported yesterday was that war risks had declined from four to three guineas and in that exporters see hope of getting cargoes started. Loading of the British steamer Fernley proceeded yesterday and it is believed that before the week ends the cargo of the Norwegian bark Alcides will be in full swing.

JAPAN WOULD BUY PIGIRON

Portland firms are asked to assist in filling order.

It became known in commercial circles yesterday that less than a week ago Japanese interests made active efforts to purchase 1400 tons of pigiron on the Pacific Coast for immediate shipment to Japan. There is sufficient material available at different points to fill the order, yet there are no surplus stocks. It is understood that prices quoted indicated the pigiron market was strong with an upward tendency.

THIRD LINER IS REQUIRED

Colusa Coming, but Cannot Load All Cargo Offered.

While the British steamer Colusa, of the Grace West Coast line, is due in the harbor today to load considerable cargo, it is said that such a large amount has been offered for shipment that much flour and other commodities cannot be accepted. For that reason there is talk of third steamer being added to the fleet. The Norwegian steamer Cusco is plying in the line and is due here the latter part of September, but there is expected to be an overflow even when she finishes loading.

STEAMER TO BE OVERHAULED

Nahcotta, While Off River Run, to Be Replaced by the Elmora.

To relieve the propeller Nahcotta on the Astoria-Megler route the steamer Elmora, of the O. W. R. & N. fleet, is to emerge from the "boneyard" today and proceed to Astoria, probably carrying freight on the downstream trip. The Nahcotta is to be brought to Portland to have work done on her hull, the machinery overhauled and minor repairs made in addition to being repaired.

LINE TAKES OVER CAROLYN

Luckenbach Fleet Increased With Opening of Canal.

News from San Francisco is that the Luckenbach Steamship Company has added the steamer Carolyn to its fleet, which now numbers seven carriers. The Carolyn will leave New York shortly and the steamer Isabella, also a recent acquisition. The Carolyn is of 2443 tons net register, about 500 tons larger than the Isabella. The Florida was to have passed through the Panama Canal from the Pacific side yesterday and the Damara

sails from San Francisco via the Canal August 22.

MARKET ABROAD UNCHANGED

Portland Will Dispatch Two Grain Cargoes Soon.

London cables reported no new lifts in the cargo market and virtually no change in the general shipping situation yesterday, and in the absence of war risks being quoted by big insurance firms there were no additional steps made known dealing with the dispatch of vessels with grain.

Marine Notes.

Minor repairs having been made and the vessel partly repainted the steamer Lurline returns to the Portland-Astoria service, leaving Washington-street dock at 7:45 this morning. The steamer Undine, which was operated in her place, will be laid up.

News from Oregon Ports.

ASTORIA, Or., Aug. 18.—(Special.)—The tug Hercules, which towed the schooner Hugh Hogan from San Francisco to the Siuslaw River, is due here today to tow the Benson Lumber Company's log raft to San Diego.

The American steamer Santa Cecilia, of the Grace line, sailed today from Puget Sound with general cargo from the Atlantic Coast.

The Japanese steamer Kenkon Maro No. 8 sailed today for Shanghai with a cargo of 2,650,000 feet of lumber.

The steam schooner Daisy Putnam sailed today at 5 P. M. with 450,000 feet of lumber and a large quantity of shingles for San Francisco.

The tug Gleamer sailed today at 2:30 for Gardiner with freight for Unipqua River towns.

The dredge Colonel P. S. Michie is to remain at Engle for the time being. The chief engineer, the chief electrician, and the bookkeeper were retained.

Notices to Mariners.

The following affect aids to navigation in the Seventeenth Lighthouse District:

Columbia River entrance—Dredging buoy, established August 15 about 1200 feet S. by W. 3/4 W. magnetic from Clatsop Spit buoy, 4 1/2 feet, is to be replaced by an aid to navigation in progress on the bar under the direction of the Engineer Corps, U. S. Army.

Columbia River—Middle channel buoys 1, 2, and 3, second-class wooden spars, temporarily discontinued August 15, 1914.

Columbia River—Astoria to Harrington Point channel buoy, 2 first-class spar heretofore reported broken off under the surface of the water, was replaced by a perfect buoy on August 14.

Columbia River—Dobellower light structure carried away by collision August 11. It will be replaced as soon as practicable. In the meantime the light will be exhibited from the old structure on the adjacent point of land.

Seacoast—Umattilla reef light vessel relieved by relief light vessel August 15, 1914. The temporary relief vessel's lights and fog signal conform to those of Umattilla Reef light vessel.

CUBANS POLITE TO MULES

Driver First Warns, Then Chafes, Beats and Apologizes.

NEW YORK, Aug. 14.—Visitors to Cuba, especially those who understand a little Spanish, marvel at the politeness with which Cuban cartmen address their mules. It is known generally that the ignorant Cubans really believe that the mule possesses a soul and is endowed with intelligence approximating their own. The cartman actually believes that his mule understands perfectly what is said to it. The other day a visitor stopped to observe a fallen mule on the smooth pavement near the palace of the President. The mule lay comfortably on its side, and the driver, who was the favorer, importuned the perspiring driver.

The mule slanted one eye at the driver, wagged its ears and proceeded

to go to sleep, or appeared to do so. "Mule, sagame el favor de subir," again importuned the driver.

"The mule's eyelids flickered, but it gave no other sign of having heard the polite request.

The driver scratched his head and looked at the mule.

"Mule, if thou dost not arise I shall beat thee."

Nothing doing on the part of the mule.

Whereupon the driver carefully grasped his whip and proceeded to lay it on the hindquarters of Mr. Mule with all his strength.

The outraged animal snorted in protest, but struggled to his feet.

"Did I not warn thee?" asked the driver in an injured and partly apologetic tone as he went to work to patch the broken harness.

TOO MUCH "SOAP" IN BEER
German Tourist in New York Protests "High-Collared Schooners."

NEW YORK, Aug. 14.—There's too much soap in it," was the diagnosis of beer sold in some of the emporiums in this city, according to a letter received by the department of health.

The writer, a German in this country on a visit, declared that it was not only unwholesome to have such high "collars" on the glasses, as he had so often found to be the case, but it was something that would not be tolerated in Germany, particularly in Munich, to which city he is sadly returning.

As the authority explained it, glasses in some of the German cities are marked purposely so that bartenders can put a "collar" of a specified height upon each. Arrest, he said, would follow a violation, for it was beer and not foam that contained the merits of the complaint.

FAIR GOLFERS UNPOPULAR
Britons Complain of "Bad Manners" of Women on Links.

LIVERPOOL, Aug. 14.—Women golfers appear to be anything but popular on the London suburban courses. One is constantly hearing complaints about their golfing manners.

No War Prices on Goodyear Tires

All advances due to doubled cost of rubber are withdrawn today on Goodyear Tires. This applies to dealers and consumers.

We have secured from abroad sufficient rubber at former prices to warrant this announcement.

Effective everywhere today Goodyear prices are the same as they were before the war.

Which Will You Take? Tires Tires

At Extra Prices With Extra Features

Nowadays, 16 makes of tires are costing more than Goodyear prices. Some makes cost one-third more. One-third more than No-Rim-Cut tires—the world's top place tires—the tires that outsell any other. Consider what that means. It means \$5 to \$15 extra on each tire you buy. It means one-third more tire upkeep—unless they are better tires. It means that three of the extra-price tires cost as much as four No-Rim-Cuts. It means that the same price—or less—would buy a half-inch wider Goodyear. Extra prices are unjust. No man knows of any way to build better tires than Goodyears. We spend \$100,000 yearly in our efforts to find a way.

In the four ways listed at the right no other tire equals the Goodyear. Men have bought four million Goodyears. They have tried them out. As a result, they buy more of them than of any other tire. That any tire can be worth one-third more is simply unthinkable.

In No-Rim-Cut tires—at Goodyear prices—we give you these four extra features. Not another tire at any price offers you any one of them:

- The No-Rim-Cut feature—the one faultless way to end rim-cutting. It completely wipes out the greatest source of tire ruin.
- Our "On-Air" cure—an extra cure, under road conditions, to save the blow-outs due to wrinkled fabric. This one exclusive process costs us \$1500 per day.
- Our rubber rivets—formed in each tire by a patent method to combat tread separation. They reduce this danger by 60 per cent.
- Our All-Weather tread—the tough, double-thick anti-skid. The only anti-skids which run as smoothly as plain treads. The anti-skids with deep, sharp, bulldog grips.

Those are costly features. On their account No-Rim-Cut tires used to be the high priced tires.



The Goodyear Tire & Rubber Company, Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch

CARNEGIE APPROVES WAR
Peace Advocate Backs Britain's Stand Against Germany.

NEW YORK, Aug. 14.—Andrew Carnegie, one of the world's most distinguished peace advocates, approves of England's course in the present crisis.

'TIS "BRAND NEW" STORY
Man Shoots Off Own Toes, Thinking Them Hand of Ghost.

NEW YORK, Aug. 14.—Psychical research makes no appeal to Sir William Henry Perkins, the inventor of coal-tar dyes, who visited New York recently. He confesses to believing in only one ghost story, and that related to a friend to whom he gave the name of Snooks.

WOODLAND HOPES FOR RAIN.
WOODLAND, Wash., Aug. 18.—(Special.)—A slight shower fell about noon yesterday. A sudden change of the

TOO MUCH "SOAP" IN BEER
German Tourist in New York Protests "High-Collared Schooners."

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morelessly without a word of apology or thanks. A. J. Halfour, staunch feminist as he is, abandoned the club of which he was many years captain when women were admitted. He favored separate links for women and apparently London golfers, to a large extent, are coming to share his views.

The expectation of Japanese matches has been seriously affected by the action of the Indian government in prohibiting the landing of sulphur matches. Immediately following this procedure the exportation of Japanese matches to India was entirely suspended.

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The most wonderful, most enticing and most interesting journey in America. Landscape, mountains, streams, forests and the Pacific Ocean. Miles of smooth, clean beach.

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Two fine trains daily each way. Morning passenger leaving Union Depot 8:55 A. M.; Seaside Special 1:30 P. M. Seaside Observation Car on "Seaside Special."

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to all Garibaldi beach points, with proportionate low fares to other beach points.

Call at City Ticket Office, 30 Sixth Street, Union Depot, 4th and Yamhill or East Morrison street, for folder, reservations, etc.

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Take the "Loop Trip" from the Heart of the City to the Heart of the Valley