

GRACE MAHER SAILS AS BRITISH CRAFT

Colusa Retains Registry and Will Take Chances on Capture by Germans.

CARGO IS FOR WEST COAST

Norwegian Vessel Cuzco Due September 6 From North and Santa Cruz Will Bring Atlantic Freight Same Day.

W. R. Grace & Co. determined not to alter the registry of the British steamer Colusa here, though it has been said for the last few weeks that she would be brought under the Stars and Stripes before leaving the Northwest for the West Coast of South America, and the vessel sailed last night.

As was done in the case of the British steamer Fernley, which was dispatched with a grain cargo for the United Kingdom a week ago, the Colusa probably will steam well within the three-mile limit.

So far as the Portland cargo of the Colusa figures she would not be in much danger of molesting as she loaded 2,500,000 feet of lumber that is valued at \$33,331, but from Puget Sound she took considerable flour and other commodities that might be regarded more of a prize.

Americana Own Vessel. The vessel is bound only for West Coast territory and is in no wise in the business of carrying any passengers. It is owned by G. M. McDowell, Portland agent, and only the fact that she flies the British flag is against her in the present emergency though she is owned solely by Americans.

Lumber taken aboard here is consigned to Calders, Aresco, and Hollendo, Cruz Grande, Caliao, Balboa, Panama and Payte.

The Norwegian steamer Cuzco, in the same service, is due here September 6 on her way south, after loading on Puget Sound.

The New York liner Santa Cruz is to be in Portland September 6 with cargo from the Atlantic coast approximating 2500 tons and a change in system will go into effect with her arrival.

Cargo to Be Taken On. The Santa Cruz will take on Portland cargo for New York immediately after discharging inbound freight and then go to Puget Sound.

In the past the arrangement has been for the vessel to discharge at Portland, proceed to Puget Sound to finish and then return here to take on outbound stuff.

The steamer Santa Catalina was reported arriving at Baltimore Thursday on her way from Portland for New York and Mr. McDowell said yesterday that cargo is being booked for the return voyage of the Santa Catalina, which is to sail for New York October 20. She is expected to make the run through the canal to San Francisco in 19 days and be here six days later.

The Santa Cecilia, which sailed from the river yesterday for New York by way of San Francisco and Los Angeles, leaves New York on the return October 19 and the Santa Cecilia is expected to get back to the Eastern terminus in time of depart again October 25. Thereafter a vessel is to be started for the Pacific Coast from New York by the present fleet, and that schedule will be improved when other carriers are added.

HEAVY PENALTIES REMOVED. Congress Expected to Act on Laws Now in Conflict.

E. F. Sweet, Acting Secretary of the Department of Commerce, has written Director of Customs Burke on the subject of penalties against foreign-built vessels as follows:

The new registry law, as you are aware, enables foreign-built vessels to be registered as vessels of the United States, and accordingly removes the reason for heavy penalties prescribed for many years on vessels owned by American citizens but not vessels of the United States because they were not in the United States or were not offered by American citizens.

Such statutes as the alien tonnage dues and light money laws, which are registered under 4225, R. S., the 10 percentum discriminating duty, and the forfeiture of the ship, her cargo, tackle, apparel and furniture provided by section IV, J, subsections 1 and 2 of the tariff act of October 3, 1913, prescribed in the case of vessels owned by American citizens but not vessels of the United States.

Congress, in due course, doubtless will repeal the laws so far as they prescribe these penalties on such vessels not of the United States. In the meantime, it is suggested that, should a case arise, before taking steps to collect such tonnage duties of light money on to institute proceedings for the imposition of other penalties, you communicate with the Department, which, where necessary, will consult with the Treasury Department, and you will be instructed. It is probable that the Department will reach your port under American consular certificates of American ownership.

BIG RUSH OF HOPPICKERS ON. Two Steamers Leave Today With Over 500 Bound for Fields.

Between 500 and 600 hoppickers are to leave for the coast today this morning on the steamers Gramahona and Oregon for Willamette Valley hop districts. Captain A. R. Graham, of the Yellow Stack line, which has carried pickers annually for many moons, says he fully expects the last big crowd will leave here Monday.

Approximately 200 pickers left yesterday on the Gramahona and the steamers have been thronged during the entire week.

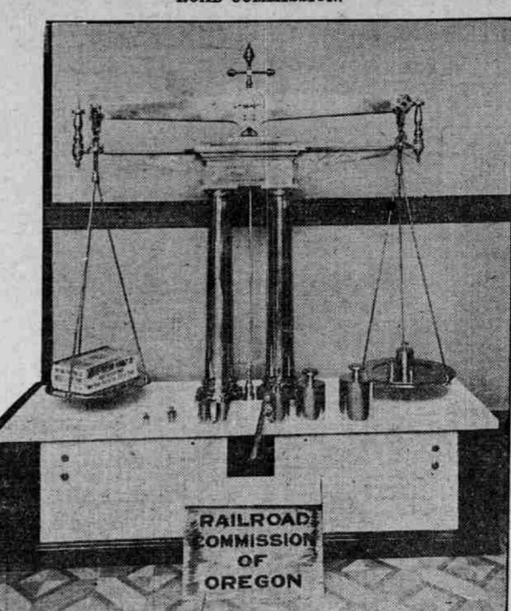
There is no trouble being experienced in getting pickers so far as we have been informed," said Captain Graham. "It is a fine season as to the condition of the crop and ability to secure help."

The Yellow Stack dock resembled a big storage warehouse for household goods yesterday, as every sort of camp equipment, all sizes and shapes of baggage rolls and many kinds of personal belongings were piled there to be trucked aboard steamers last night to accompany the pickers.

STREMMELL FOR HILL LINER. Master of Harvard to Be Sent to Bring Great Northern Here.

Some of the Coast skippers who hoped they might be designated in the selection of a navigator to proceed to Philadelphia to bring out the giant Hill coaster Great Northern, which is to operate between Flavel and San Francisco, are doomed to be disappointed, for Captain Harry Stremmell, of the fleet turbine Harvard, operating between the Golden Gate and Southern California, has been assigned for the

EQUIPMENT ADDED TO LABORATORY OF OREGON RAILROAD COMMISSION.



TESTING SCALES OF BRONZE ON MARBLE BASE.

HARBOR CHANGE UP

Eight Objections Made to Mr. Ziegler's Applications.

60 PRESENT AT HEARING

Preventing Upland Owners From Acquiring Right to Harbor Line Is Urged—Report on Matter to Be Delayed Month.

News From Oregon Ports.

SEATTLE, Aug. 28.—The British steamer Cloughton tomorrow will begin to discharge at a local mill a cargo of corn from Argentina, the first ever brought to Puget Sound from South America. The Cloughton carried 7000 tons at a freight rate of \$4 a ton. The rate on corn from the Mississippi Valley to Puget Sound is \$10 a ton.

CCOS BAY, Or., Aug. 28.—(Special.)—The gasoline launch Standard, which had been doing charter work at Yaquina Bay, arrived at 2 A. M.

R. S. Wright, Government engineer in charge of Coast ports in this section, is here from Newport.

The schooner Redondo sailed for San Pedro at 3 P. M., with 47 passengers and a cargo of lumber. The Redondo will call at San Francisco.

The gasoline schooner Randolph sailed for Wedderburn today at 3:30 P. M.

The steam schooner Yellowstone sailed from North Bend at 4 P. M. with lumber for San Francisco.

The gasoline schooner Roamer sailed for Florence and other Siuslaw ports at noon, having a full cargo of freight.

The steamship Breakwater sailed for Portland at 12:30, calling at North Bend while leaving the bay. The North Bend business men were on board.

ASTORIA, Or., Aug. 28.—(Special.)—The American steamer Nevada sailed today for Seattle and Tacoma with cargo from the Atlantic Coast.

The gasoline schooner Della arrived this morning from Astoria with 75 cases of cheese and five bales of sacks for Portland.

The gasoline schooner Enterprise sailed today for Waldport with general cargo.

The tank steamer Frank H. Buck arrived this morning from California with a cargo of oil.

The Grace line steamer Santa Cecilia arrived from Portland this morning, and after loading 27,000 cases of salmon at the Sanborn dock for New York went to sea.

The Columbia River Packers' Association cannery ship St. Nicholas was 300 miles off the mouth of the river yesterday, and should arrive early in the coming week. She comes from Nushagak River, Alaska.

W. L. Wand sailed today for Southeastern Alaska with a full cargo of general merchandise for Portland.

The dredge Multnomah arrived from Slaughter last evening in tow of the tug Ononta, and began operations today on improving the channel at Tongue Point.

Marine Notes.

Concern for the safety of the British oil tanker Ponus was set at rest yesterday when news of her arrival at San Francisco was received. The vessel came into the Columbia River from Nagasaki to escape German cruisers and received orders from the south, which directed her to proceed to the Golden Gate.

Captain W. P. Whitcomb has resumed responsibilities as master of the steamer Joseph Kellogg, relieving Captain O. A. Kruse.

W. R. Hewitt, of San Francisco, port engineer for the McCormick fleet, is in the city. Mr. Hewitt has inspected the latest addition to the fleet, under construction at the St. Helens Shipbuilding Company.

To discharge about 130 tons of salmon the Portland-Alaska steamer J. B. Stinson is due at Seattle today and will proceed here to unload 500 tons of the same commodity, being looked for Monday. The steamer sails on the return Wednesday.

Movements of coasters last evening included the departure of the Shoshone from Linnton for sea, the shifting of the Shoshone from here to St. Helens and the San Ramon from the Portland mill to Linnton.

Having replaced all spar buoys removed from the main ship channel in advance of the June freshet the light-house tender Heather arrived in the harbor yesterday.

It is reported from Puget Sound that no effort is to be made to raise the steamer Admiral Sampson, which was sunk in collision with the steamer Princess Victoria. The vessel is said to have been virtually out in two and lies in more than 20 fathoms of water.

Belgium Offers Amnesty.

Amnesty will be granted all deserters from the Belgian army if they will return to their country and take up arms in the present war before October 4, according to information received from Washington. Minister of Belgium at Washington, Dr. C. Henri Labbe, who represents that nation in Portland, the deserters are offered no aid in returning, however, and must go back at their own expense.

The candy bill of the American girl is \$184,000,000 more than the cost of the nation's paint and varnish.

BIG SCALE IS GIFT

Railroad Commission Laboratory Gets Instrument.

SENSITIVENESS IS GREAT

Apparatus Presented by Butterfield Bros. to Be Used in Rechecking Test Weights of Track Scale Testing Car.

One of the largest scientific scales on the Pacific Coast has been added to the laboratory equipment of the Railroad Commission of Oregon, the Portland office of which is in the Courthouse. The scale is a valuable addition to the Commission's apparatus used for testing standards of quality, purity, pressure, voltage, etc., of gas, electric railroad and water utilities.

The scale, which has been set up in the laboratory of the railroad commission, is a 50-foot scale on which is noted the date of the railroad commission, and since then all such scales are regularly inspected and kept to be maintained in an accurate condition.

George H. Kaiser, who in point of service is Oregon's oldest scale expert, was appointed to the position of state Railroad Track Scale Inspector. This step of clearing away all doubt in the minds of the farmers and merchants as to the weights of shipments has been productive of splendid results in the lack of complaints. The railroads can now call attention to the state test car in the weights of shipments made at last inspection, and the shipper knows a systematic inspection will maintain proper attention on the part of the weigher.

Each Section Can Be Tested. The test car is 22 feet over all, with a 19-foot wheel base, when traveling. During the testing of the scales, however, a device elevates the outer wheels so that the weight of the car is never to check the accuracy of each scale section separately. Track scales have from four to seven sections, depending on the length. The average is a 50-foot scale with five sections.

The test car is constructed entirely of steel to preclude any fluctuations due to temperature or weather. It weighs 4000 pounds and carries 250 weights weighing 50 pounds each, making a total weight of 60,000 pounds. To recheck these 50-pound test weights is the purpose of the railroad scale testing car. The weights of the car is the closest possible check on the car is maintained. Even the wear on the shoe brakes is accounted for.

Good Things in Markets

THE great of the peach wave is here. The supplies are from North Yakima, The Dalles and the Williams River, and are of a fine quality and a good share of it is choice.

The bulk of the offerings in market is Elberta, which can be had, of good quality, at 45 cents a box, some very fine samples at 25 cents a basket or 70 cents a box.

Bartlett pears are in prime condition for canning and are obtainable as low as 2 cents a pound, a 40-pound box for 90 cents. Choice stock retails at 15 cents a dozen, but good pears can be had at half that price.

Pineapples, another candidate for canning, is also at the best, and selling at 10 cents a pound. By the crate of 80 pounds, they are offered at 3 cents a pound.

Experienced dealers declare that fruit is cheaper at present than it has been in the past 11 years. Housekeepers are strongly urged, therefore, to can peaches, pears and pineapples for winter use, as the low price of fruit will more than offset the rise in sugar.

Concord grapes, the first of Oregon's crop, are on hand, looking fresh and large. They bring 20 and 25 cents a basket. Tokay and Malaga are each quoted at 10 cents a pound, but in some quarters Malaga can be had at 5 cents a pound. Tokays are 45 cents a basket, or 75 cents for a crate of four baskets.

A pleasant surprise is the appearance of second-crop local strawberries at 15 cents a box. A consignment of blackberries, of large size, are 25 cents for three quart boxes. The only other small fruit is huckleberries, at 10 cents a pound.

The banana war, which has lasted a month, and during which bananas went as high as 10 cents a dozen, is over, and the fruit has resumed its average price of 20 and 25 cents a dozen.

Italian prunes make a noticeable display and are as moderate as two baskets for a quarter, but some very choice stock brings 20 cents a basket. Beautiful Hungarian prunes are 25 cents a basket. Damson and Bradshaw plums, and silver prunes are each 5 cents a pound, an average of 65 cents a box.

Some navel oranges can still be had at 30 to 40 cents a dozen, but lemons hold firmly at 50 cents. The Italian shipments, which are mostly absorbed by New York, have been shut off by the war, and California is now supplying lemons to the whole United States.

Florida grapefruit has again made its appearance and brings 20 cents each, or two for 35 cents. Californian stock can be had at 5 cents each.

Black fresh figs are 29 cents a dozen, 65 cents a basket, the white variety 50 cents a basket.

Oregon and Washington have each produced a large crop of cantaloupes, the larger sizes of which sell at 5 cents each, smaller, down to 2 cents. Casavas are 25 to 40 cents each. Watermelon is generally 1 cent a pound.

Among vegetables comes a supply of tomatoes, grown on the Columbia bottom, near Portland. These are sun-ripened in the open field, comparing very favorably with the selected hot-house stock; they are being sold at 10 cents a basket of 4 1/2 pounds weight.

A fresh supply of Alaska green peas, from the White Pass, is on hand, at two pounds for a quarter. Irish potatoes from Mt. Scott bring \$1.50 a sack, but very good spuds can be had for 2 cents a pound. Sweet potatoes are quoted from four to eight pounds for a quarter.

Asparagus beans at 5 cents a pound meat ready sale, as do green Lima beans at 15 cents a pound, and considerably more for immediate shipment has been declined owing to lack of space. For the past few trips the liners have had all they could carry south-bound, and with the movement of wheat throughout the Fall to California they will be kept busy.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Table with columns: Name, From, Date, In port. Includes entries for Geo. W. Elder, Bureka, etc.

DUE TO DEPART.

Table with columns: Name, To, Date. Includes entries for Yale, San Ramon, etc.

ALASKA SERVICE.

Table with columns: Name, To, Date. Includes entries for J. B. Stinson, Skagway, etc.

Movements of Vessels.

PORTLAND, Aug. 28.—Arrived—Steamer P. H. Buck, from Monterey, Sailed—Steamer P. H. Buck, for Monterey, Shoshone, for San Francisco, Kodiak, for San Francisco, via St. Helens; British steamer Colusa, for West Coast.

ASTORIA, Aug. 28.—Sailed at 4:30 A. M., steamer Nevasian, for New York via Puget Sound. Arrived at 7 A. M., steamer P. H. Buck, from Monterey. Arrived down at 7 A. M., steamer Santa Cecilia.

SAN FRANCISCO, Aug. 28.—Arrived at 5 A. M., steamer Dakota, from Portland; at 7 A. M., steamer Klamath, from Portland; British steamer Ponus, from Astoria, Sailed at 1 P. M., steamer Klamath, for Portland, Portland, August 27.—Sailed at 6 P. M., steamer P. H. Buck, for West Coast; for San Pedro, Aug. 27.—Sailed—Steamer Santa Cruz, from New York, for Portland, Sailed—Steamer S. W. Fawcett, for Jumbula River.

SEASIDE, Aug. 27.—Arrived—Steamer Santa Catalina, from Portland.

EUREKA, Aug. 28.—Arrived—Steamer Geo. W. Elder, from Portland via Coos Bay. Sailed—Steamer S. W. Fawcett, for Jumbula River.

REDFORD, Aug. 28.—Arrived—Steamer Admiral Farragut and Col. E. L. Drake, from Astoria, Sailed—Steamer Santa Ana, from Southeastern Alaska, barkentine Guy C. Goss, from Nushagak, Sailed—Steamer Governor, for San Francisco, power schooner Bender Brook, for Kuskoquim.

Tides at Astoria Saturday.

Table with columns: Time, High, Low. Includes entries for 8:12 A. M., 1:23 P. M., etc.

Columbia River Bar Report.

NORTH HEAD, Aug. 28.—Condition of the bar at 3 P. M. cloudy. Bar smooth, wind northwest 15 miles.

Marconi Wireless Reports.

All positions reported at 8 P. M., August 28, (all times otherwise designated).

Paraiso, San Francisco for Portland, fog-bound off Coos Bay.

San Ramon, San Pedro for Tacoma, 10 miles south of Cape Mendocino.

Santa Cecilia, Astoria for San Francisco, ahead Columbia Lightship.

Herrin, Monterey for Linton, 854 miles from Monterey.

Falcon, with tow, San Francisco for Seattle, 13 miles south of Destruction Island.

Norwood, Gray Harbor for San Francisco, barbound inside Grays Harbor.

Whitaker, Monterey for Portland, five miles south of Hecla Head.

Alameda, Alaska for Seattle, off Virgin Rock, 11:30 P. M., August 27.

Berlin, Alaska for Portland, 727 miles west of Columbia River.

Victoria, Seattle for Noma, 380 miles east of Unimak Pass at 8 P. M., August 27.

Ship Nicholas, Astoria for Astoria, 600 miles off Columbia River.

Whitaker, Monterey for Port Lulu, 5 miles south of Blunt Reef.

Lelanaw, Nantamto to San Francisco, 250 miles north of San Francisco.

Oleum, Portland to San Francisco, 123 miles north of San Francisco.

Noma, Cruz, San Francisco to Seattle, 42 miles north of Blunt Reef.

Richmond, Richmond to Seattle, 275 miles north of Richmond.

Catalina, Port San Luis to Portland, 259 miles north of San Francisco.

Hannai, Eureka to San Francisco, 252 miles north of San Francisco.

Curco, San Francisco to Port Townsend, 22 miles south of Blunt Reef.

Roanoke, Portland to San Francisco, 25 miles south of Cape Mendocino.

Whittier, Port San Luis to Coos Bay, 145 miles north of San Francisco.

Enterprise, Honolulu to San Francisco, 609 miles out August 27 8 P. M.

Whitman, San Francisco to Honolulu, 459 miles out August 27 8 P. M.

Bear, San Francisco to Portland, off Point Arena.

Yucatan, San Francisco to Portland, 18 miles south of Point Arena.

Santa Rita, Port San Luis to Seattle, 55 miles south of San Francisco.

LOW EXCURSIONS EAST

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Two Through Trains to Chicago Via Minneapolis and St. Paul

Drawing-Room and Compartment Standard Sleeping Cars, Tourist Cars, Coaches, Dining Cars, with Real Dining Service that our patrons appreciate.

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A 1149

STEAMER SCHEDULE CHANGES

EFFECTIVE MONDAY, AUGUST 31

The OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

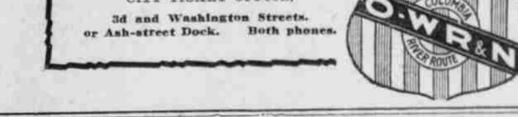
will operate steamers between Portland and beach connections as follows:

STEAMER "T. J. POTTER" Leaves Ash-street dock 9 P. M., daily except Sunday, for Megler and North Beach; returning, leaves Megler, daily except Sunday and Monday, 9:30 A. M.; Sunday only, 9 P. M.

STEAMER "HARVEST QUEEN" Leaves Ash-street dock 8 P. M., daily except Sunday, for Astoria and way points; returning, leaves Astoria, daily except Sunday, 7 A. M.

Tickets, reservations, schedules and information upon application:

CITY TICKET OFFICE, 3d and Washington Streets, or Ash-street Dock. Both phones.



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149 FIRST STREET. BOTH PHONES.

trolemen Lewis and Wendorf could find no accident of any consequence, and now they are looking for the man who telephoned.

People say "God bless me" after sneezing from the fact that in the days of the plague this terrible malady began with violent sneezing and other indications of it. The exclamation was thus originally a prayer to be delivered from the plague.

Domestic Scientists

particularly should read U. S. Bulletin No. 103 of the Dept. of Agriculture on the subject of Aluminum Compounds in Baking Powder

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