

Pacific line, that is backed by the crense, 105,000 barrels, as compared with 78,800 barrels last August. Oats receipts were almost twice as heavy being 3000 tons. Barley fell off from Emery Steamship Company, which has figured in the maritime life of the Atlantic since 1857 and has a fleet of 13 2990 tons last year to 2625 this year, and 2280 tons of hay were received as compared with 5220 tons last year. In this branch market prices are steadily vessels. Following the Atlantic will be the Pacific, also recently completed, scheduled to sail September 15. The Atlantic is due October 6 and is bringclimbing, due to a heavy demand, and ing a cargo of approximately 1600 tons of steel and its products and consider-

California has opened up an unusually favorable market at this time. able general cargo.

outgoing movement being heavier this last month than in the corresponding period of 1913. There were 680,464 bushels sent out as against 448,185 Boston-Pacific fleet in bringing the Massachusetts metropolls in direct con-nection with its commercial sphere, but the American - Hawalian Steamship Company has added Boston to its ports bushels in August 1913. Off shore movement has of necessity been af-fected unfavorably. Puget Sound shipof call as well and it is not improbable ments were slightly in excess of Portland.

the Atlantic-Pacific fleet, maintained by W. R. Grace & Co., will do likewise. And the development will not stop there, as the American-Hawaiian makes Lumber movements gained 4,303,658 feet over last August, the 1914 August total being 39,345,810. In view of the war situation this again is observed Charleston and Philadelphia, where the others are expected to be drawn with marked importance. Of the total more than 24,000,000 feet moved through competitive business. The Atlantic and Pacific are classed in Lioyd's as 100 A-1 and have a length over all of 405.9 feet, beam (moulded) 54.4 feet and moulded depth of 31.8 feet. abroad.

General Exports Decreased. Exports in general decreased, how-ever, in value from \$690,803 to \$152,707. but this was offset materially by coast business. Portland bankers and businessmen view the collection situation with view the collection, the improvement truck a satisfaction, the improvement truck and the satisfaction the improvement truck and truck and the satisfaction the single deck true and water ballast is carried in the

stuffs production. The effect the European war will have on international business is ex-pected to be offset partly, in time, by the opening of new markets in the continents not concerned directly in the conflict.

MRS. E. C. VIVIAN DEAD for carrying lumber, ports are pro-vided through the shell forward for foading long logs. In all propelling equipment and other features the ves-sels are most modern and include such facilities as a 28-ton evaporator and a Varcouver Resident Is Survived by

POTTER GOES ON NIGHT RUN

Husband and Son in Portland.

one-ton refrigerating machine. The company has purchased a tract of 14 acres at Boston that is being laid VANCOUVER, Wash., Aug. 31 .- (Special)-Mrs. Eva Charlotte Vivian, wife of W. R. Vivian, of Vancouver, died at the family home, 606 Esther avenue, yesterday.

Funeral services will be held from the Knapp chapel at 10 o'clock Tuesday, Kev. Charles J. Waehlte officiating. The body will be taken to the Portland Crematorium. rangements. Municipal dock No. 1 was inspected Crematorium.

Mrs. Vivian was born December 3. 1567, near Portland, Or., where she lived until nine years ago, when she name to Vancouver to make her home. Besides the husband, a son, Raymond C. Vivian, of Fortland; three sisters, Mrs. Ellen Bradley, of Monroe, Or.; Mrs. R. G. Brooks and Mrs. Ida Mc-Intosh, of The Dalles, and a brother, Paul J. Clift, of DeLeon, Tex., survive her.

HISTORIC COTTAGE BURNS include general stuff as well.

and Boston. It is assumed she will Three Fleets to Visit East. This city is not only favored by the

ton and Boston. It is assumed an will carry New York shipments as well, though that is not officially set forth. The steamer Isthmian does not come to Portland, but the Ohioan sails Sep-tember 20 for Philadelphia and New York. The Columbian sails from San Fran-

Through Canal September 15.

Changes in the original schedule of

the American-Hawallan fleet via the

Panama Canal have been made known to C. D. Kennedy, Portland representa-

tive of the company, to the effect that the

steamer Washingtonian sails from here

September 15 with cargo for Charles-

cisco October 22, for Charleston, Phila-delphia and New York and Portland cargo goes south on one of the coasters to be carried by the Columbian. The Georgian salls from Portland October Software and Software Software Software Software Software Software Software Software Software New York, the Texan salling from San Francisco November 17 for Charleston and New York. Other sailings remain unchanged at present.

GAIN MADE IN WHEAT MOVED

Interrupted Exportation Is Made Up

by Domestic Demand.

Heavy buying in California resulted n a combined movement of wheat from Portland of 680,464 bushels as against Fortiand of 550,566 bushels in August, 1913, though for the month ending yesterday only one offshore grain cargo was sent away, that being carried on the British steamer Fernley for Liverpool and

amounted to 205,645 bushels valued at \$178,000. Puget Sound wheat ship-ments were slightly in excess of those from here, being 669,614 bushels. California was the only region to obtain flour and shipments there were 40,171 barrels. Some of that was in-tended for reshipment to Central and South America though Portland does not receive credit in the export column for the bushess, as it is exported from San Francisco. For the season to date Portland has floated 1,204,152 bushels of wheat and from Puget Sound 842,927 of wheat and from Puget Sound 842,927

bushels were sent away. Regardless of any change in the war situation there is reason to expect a big gain in the cereal moved this month. TUG AND BARGE GO ON ROCKS

Lorne and America Said to Be Total

Losses Off San Juan Island.

Municipal dock No. 1 was inspected as well as Albers Bros', docks, and, while the former may be patronized when the slip and pier being built on the north is finished, it is probable the first two ships will go to Albers' dock. The two new steamers are of 9500 tons deadweight capacity, and as the trade increases it is promised that sufficient toppage will be added to take care of SEATTLE, Aug. 31.—The Canadian tug Lorne, the most powerful vessel of her kind on the Pacific Coast, and the barge America, formerly a famous China clipper, went on the rocks one mile west of Kanaka Bay, San Juan tonnage will be added to take care of it. A monthly schedule is prospective and, while the company intends to do considerable lumber business, it is an-nounced that the return cargoes will Island, last night in a dense fog and are reported to be total losses. The America was loaded with coal

and was being towed from Seattle to Vancouver. She was owned by Grif-fiths & Sons, of Seattle, and was val-ued at \$20,000, with small insurance. The coal, valued at \$37,000, was owned by the Pacific Coast Company and was

MORE SHIPS REJECTED

CANCELLATION OF CHARTERS AN OTHER RESULT OF WAR.

from Callao and will go on the dry-dock at Portland for an overhauling before loading lumber. The tank steamer Catania salled this

evening for Coos Bay with freight and passengers from Astoria and Portland. The steamer J. B. Stetson is due from Southeastern Alaska with canned sal-mon for Astoria and Portland.

Vessels in Demand Are Quickly Re-Engaged at Advanced Rates-Lum-

ber Loading Not Affected.

War abroad has led to additional cancellations of charters for new season loading, lumber engagements not being

disturbed. The latest list of ships re jected comes from San Francisco and includes the British steamer Karoo

which was engaged by G. W. McNear to proceed to the Golden Gate from Bris bane and take on barley for the United

Kingdom. The British steamer Harburg was to have been dispatched from the California harbor by Strauss & Co.

with barley for the other side and is about due from Manila. The British steamer Harpathian was canceled at the instance of her owners mounted to 208,645 bushels valued at and immediately re-engaged by Strauss

be done in cases when owners arbi-rarily cancel charters. Commenting on that feature the London Fairplay says:

One important point which has been be-fore owners has been the validity of char-ter parties entered into before the war. Acting under advice of their club secreta-

Acting under advice of their club secreta-rices some owners are canceling these con-tracts on the ground that the outbreak of war renders it impossible to carry them out on the same terms, as the freight agreed upon does not enable owners to effect an insurance against the risk of capture. In some cases the vessels are being re-chartered at an increased rate of freight, so that if the charterers consider it advisable the case the case to court, and the

that if the charterers consider it advisable thy can take the case to court, and the damage they can claim will be the increased freight they have had to pay. It is consid-ered, however, that the owners are quite right in the action they are adopting, and there is no doubt that the clubs will stand behind them in any disputes that might arise out of their refusal to carry out the original charter.

original charter.

RISKS REDUCED ONE GUINEA

Fifield for Bandon. Seattle, Aug. II. — Arrived — Steamers President, from San Diego; Santa Rita, from Port San Luis; Nome City, from San Francisco. Sailed—Steamers Ai-ki, for Aia-meda; City of Seattle, for Southeastern Alusia

Alaska. Balboa, Aug. 31.—Salled—Yacht California (from New York) for San Francisco. Cristobal, Aug. 31. — Arrived — Steamer Transvaal, from San Francisco. Philadolphia, Aug. 31. —Cleared—Steamer Pennsylvania, for San Francisco. Other Buildings Among Those in Path of Conflagration.

Tides at Astoria Tuesday, Low Water BURNS, Or., Aug. 31.-(Special.)-The worst fire in the history of Burns

High Water. 11:23 A. M...6.9 feet 5:07 A. M...0.2 foot 10:47 P. M...8.4 feet 5:14 P. M...3.1 feet began last night at midnight and in three hours a large number of business houses were in ruin. The blaze was Columbia River Bar Report, NORTH HEAD, Aug. 81.--Codition of the bar at 5 P M. clear; smooth, Wind, north-west, 14 miles. started in the hay loft of McKennon's Hvery barn, supposedly by someone sleeping there, and it quickly spread to every building in that block, in-cluding the Hotel French and a large Marconi Wireless Reports.

San Francisco, Quartermaster Harbor, Aug. 30.—Salled at 11 A. M.—Barge Washington, for Columbia River.

River. Astoria, Aug. 30.—Salled at 9:80 P. M.— Steamer W. F. Herrin, for Montsrey, San Francisco, Aug. 31.—Arrived—Steam-ers Coluga (British), Grace Dollar, from Columbia River, adeline Smith from Coos Bay; Avalon from Willapa; Chiyo Maru (Japanese) from Hongkong; schoomer Sau-salito from Siuslaw River. Salled—Steamer Filteld for Bandon.

an Francisco.

Marconi Wireless Reports. (All positions reported at 3 P. M. Aug. 31, unless otherwise designated.) Breakwater, Portland for Coos Bay, 7 miles north of Tilliamook. Geo. W. Elder, Portland for Coos Bay, 7 miles north of Tilliamook. Go. W. Elder, Portland for Coos Bay, 7 miles north of Tilliamook. Santa Rita, Port San Pedro for Astoria, Santa Rita, Port San Pedro for Astoria, Santa Rita, Port San Luis for Seattle, Santa Rita, Port San Luis for Seattle, Santa Rita, Port San Francisco, Mayerick, Richmond for Portland, 67 miles south of Columbia River. Catania, Portland for Seattle, 480 miles west by south of Flattery. Nome City, San Francisco for Seattle, 600 miles west by north of Flattery. Nome City, San Francisco Ité miles China Orient for San Francisco. St. Francis, Aliaska for Seattle, 600 miles west by north of Flattery. Nome City, San Francisco Ité miles West Point. China Orient for San Francisco. 16 every building it that Undex, in-to every building containing a pool hall and living rooms. Three small dwellings in the block to the east were buildings, which were quickly de-stroyed. Then they communicated to the roof of the stone building, oc-cupied by the Bedell saloon and barber shop and also to another stone building, oc-cupied by the Donnegan & Logan ab-stract office and Frank Davies' and China Orient for San Francisco. 16 miles end Harney County News office, adjoining these, were saved. In the

St. Francis, Alassa for Seattle, 600 miles
west by north of Flattery.
Nome City, San Francisco for Seattle, eff
West Point.
Thins Orient for San Francisco, 144 miles
from Honolulu, Aurgust 30.
Matsonia, Honolulu for San Francisco, 567
miles out, August 30.
Withing, Charles Zillis' law offices. The post-office and Harney County News office, adjoining these, were saved. In the livery stable 27 horsos were burned to death.
Matsonia, Honolulu for San Francisco, 567
miles out, August 30.
Withing, Honolulu, August 30.
Withing, Care and Harney County News office, adjoining these, were saved. In the livery stable 27 horsos were burned to death.
West Point.
The losses will reach \$50,000, with about \$20,000 insurance.
Several buildings on the west side of the street caught fire, but the flames were transite for Honolulu, 1811
Marine Noters, Fancisco for San Pedro, 50 miles south of Point Reyes.
Morevod, Grays Harbor for San Francisco, 51 miles north of Point Arena.
Buck, San Francisco for San Francisco, 51 miles north of Point Arena.
Marine Notes.
Marine Notes.
Marine Notes.
Marine from Callao after a run of 51 days the schooner Samar arrived in the friver yesterday and goes to Linnton francisco.
Miles east of Point Conception.
Miles east of Point Conception.
Miles east of Point Conception.
Ronnoke, Sam Pedro.
Miles east of San Pedro.
Miles east of San

enst of Point Concepcion. Reanecke, San Pedro for San Diego, 4 miles east of San Pedro. Speedwell, San Pedro for San Diego, 10 Miles east of San Pedro. Beaver, San Pedro for San Diego, 10 Miles east of Point Concepcion. Admiral Dewey, San Pedro for San Francisco, 5 Admiral Dewey, San Pedro for San Fran-lisco, 15 miles north of Point Arguelio at F. M.

BARN MENACES TOWN. Hotel, Residences, Pool Hall and Many

BURNS HAS \$60,000 FIRE



RASH SPREAD OVER

In Great Pain. Itched Terribly. Caused Disfigurement. Unable to Do Work. Used Cuticura Soap and Ointment. Not a Scar Left.

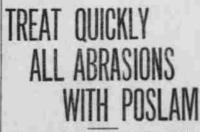
Pennington, Cal .- "A few months ago I was poisoned. It came on my hands first in a rash and in two days it had spread all over my hands and face. It gradually got worse day by day and I was in great pain. My hands and face were a mass of running scree and itched something terrible. I did not dare to scratch as it pained me so. I could not sleep at night. The eruption caused disfigurement. I was unable to do my work at all, it pained me so.

"I tried medicine but it did not help me. I had been about four weeks since I got polsoned when a friend saked me why didn't try Cuticura Soap and Ointment. sent for some right away and began using them following directions. Inside of two days I could see a great change and in seven days after I began to use the Cuticura Soap and Ointment there was not a scar left (Signed) Miss Edna Rogers, Apr. 30, 1914.

Samples Free by Mall

"Why should I use Cuticura Soap? There is nothing the matter with my skin and thought Cuticura Soap was only for skin troubles." True, it is for skin troubles, but its great mission is to prevent skin troubles. For more than a generation its delicate, emollight and prophylactic properties have rendered it the standard for this purpose, while its extreme purity and refreshing fra-grance give to it all the advantages of the best of tollet soaps. Cuticura Sosp and Cuticura Ointment are sold everywhere. Liberal sample of each mailed free, with 32-p. Skin Book. Address post-card "Cu-

ticura, Dept. 'l', Boston.



 One of Show Places of Seaside In Destroyed by Fire.
 OPTITER GOES ON NIGHT RUN Destroyed by Fire.
 Nancourse: Show Page of the superscription superscription of the superscription of t