JOE KNOWLES SEEN IN PRIMITIVE GARB

Crowd Shouts Jovial Greeting to Nature Expert on His Return to Civilization.

CITY'S OFFICIALS VISITED

State Game Wardens and College Professor Among Others to Pay Tribute to Man Who Has Proved Human Superiority.

LECTURES BY JOE KNOWLES.

This afternoon at Heilig Theater, Broadway at Taylor street, free talk to school children.

Tonight at Heilig Theater, illustrated lecture.

BY REX LAMPMAN.

Figuratively, the gulf of the ages was bridged yesterday by the appearance of a veritable cave man, dressed as man must have dressed soon after he came down from the trees, on the crowded business streets of a metropolis.

The contrast was heightened by the fact that the cave man, such a man as must have stalked the mammoth in his fen, rode in a high-power automobile, one of the last words in the bright lexicon of modern mechanical achievement.

Joe Knowles saw downtown Portland, and downtown Portland saw Joe Knowles.

Downtown Portland shouted a cordial greeting and Joe Knowles waved a long, brown arm, muscled to the wrist and tattooed like a South Sea Islander—a memento of the days when, in Knowles' words, he was "a fool kid in the Navy."

The Boston artist who accomplished a self-set feat of atavism, who went back to nature and wrested a living from her with his bare hands for 30 days in the forests of the Siskiyous, was clad only in the skins which he took in the wilderness.

Costume Declared Ample.

Brief as was his costume, it compared favorably with many that have brought their wearers fame behind the footlights. It would have made several copious wardrobes for Isadora Duncan, Lady Constance Richardson and other dancers of the ultra-modern school.

Anyway, no one seemed to mind, and the shouts and salutations that greeted the latter-day Ab were all good-natured.

Traffic slowed down a little, drivers of automobiles risked dislocated necks and pedestrians stopped stock still and stared.

"How's life in the woods? I might want to go out some time myself," yelled a pocket-edition of a newsboy, who ran up alongside Knowles' car.

"Fine, my boy, fine," said the big fellow in the deerskins. "I'll tell you all about it tomorrow."

Knowles grinned joyously—he never smiles; he can't—for it is his fondest idea that he has taught a lesson and set an example that is of great value to the male young of the genus homo.

The traffic policemen, waving for Knowles' car to make the crossing, smiled in recognition and saluted. Some even cracked the traditional dignity of the "traffic cop" to the extent of singing out, "Hello, Joe!"

"Hello, Joe," Common Greeting.

And it was "Hello, Joe," all over town. Wherever the car stopped it was soon surrounded by a crowd, eager to get a near view of the man who has proved that in spite of a coddling civilization, a man may go back to the great mother and by dint of strong, two-fisted persuasion, make her acknowledge, tacitly at least, that "a man's a man for a' that."

Knowles' car was driven to the City Hall from the Hotel Oregon, where it took the nature man scarce more time than it takes to tell to divest himself of his store clothes and get into his jungle-garments.

Knowles shook hands with all the heads of the Portland city government, and was congratulated by them. Himself not greatly given to the arts of polite repartee—he is too much in earnest—Knowles "made" but little conversation. For that matter, he found himself busy answering the questions that were fired at him from all sides.

He met Mayor Albee, Commissioners Brewster, Bigelow, Dieck and Daly, City Attorney La Roche and other municipal officers. As he chatted with them for a few moments the lobby of the City Hall filled with clerks, stenographers and others who may not have been on the municipal payroll.

Policeman Gets "Funny."

Policeman Fones, whose duty it is to see that the peace and dignity of the city is preserved in its headquarters, drew deeply on his troglodytic sense of humor when Knowles first entered, and provided diversion for a short time while the Mayor's coming was awaited.

"We got several fellers down in the jail who have more on than you have," he said, pleasantly, edging up and comparing his face to Knowles', with no particular advantage to either "map."

"I presume you have," said Knowles, composedly, but scanning the Fones features closely for a jest-or-earnest clew.

He whose duty it is, and so on, pursued his remarks with all the delicacy of a dancing bear doing the hesitation.

He said, among other jovial things, that it "wouldn't take moer'n two minutes to git th' wagon.

But Knowles in some occult way determined that the guardian of the peace and dignity and all the rest was joking. He said later that his sense of the primordial often comes to his aid when he is puzzled by something in the haunts of civilization.

Outside the hall, J. B. Gehr, veteran employe of the engineering department, called out, "We want to know how you caught that deer."

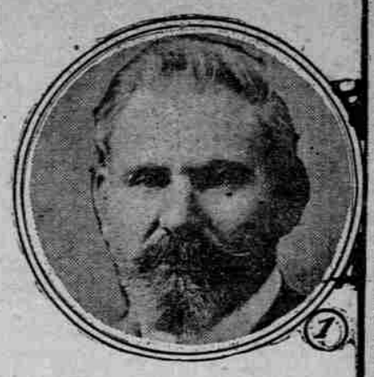
"All right, I'll tell you all about it tomorrow night," said Knowles.

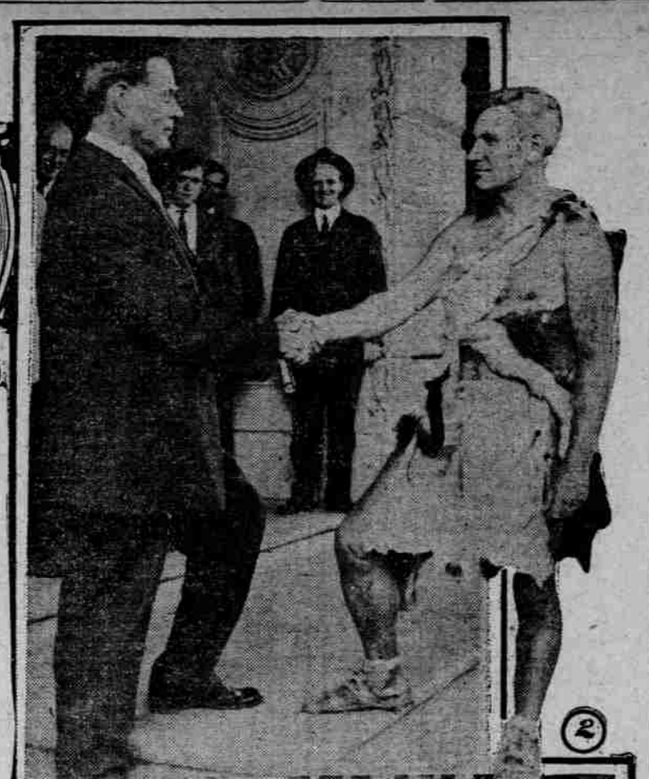
Other Calls Made.

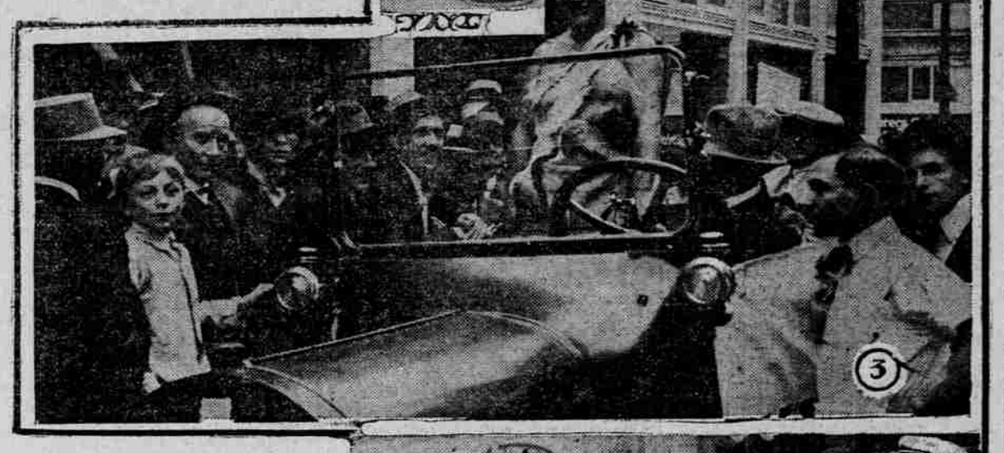
The colloquy continued while the photographer was getting fixed for a "shot," and Mr. Gehr called out "You're all right," as the car moved away.

Knowles called on W. L. Finley, State Biologist, and R. E. Clanton, Master Fish Warden, at the Pittock Block, and they came down to the street to greet him. With them were Sam L. Sandry, Chief Fish and Game Warden of District No. 1, comprising Southern Oregon, and Professor Sykes, of the chair of zoology at the Oregon Agricultural College, all of whom had brief chats with Knowles concerning his exploit and the country in which it was made.

Knowles will give a free lecture to school children today at the Heilig Theater, Broadway at Taylor.







MODERN ADAM APPEARS ON CITY STREETS AND CALLS ON HEADS OF MUNICIPAL GOVERNMENT.

1—Joseph Knowles, the Boston Artist. 2—Joe Knowles, the Nature Man, Meets Mayor Albee. 3—He Stands Up to Let the Crowd See Him. 4—Reflecting for a Moment on a Question Asked by W. L. Finley, State Biologist (Left) About the Exact Location of His Late Camp; B. E. L. Lambert, Friend of Knowles, at Right.

ALASKA FISH COME

Levi G. Burgess Brings 50,000 Cases to Portland.

BERLIN ARRIVES ALSO

Captain Einar Thomsen Says Run Was Steady All Season and Fishermen Make From $700 to $900 During Summer.

The bark Levi G. Burgess, in command of Captain Einar Thomsen, made the harbor yesterday from Bristol Bay with 50,000 cases of the Alaska salmon pack.

The Levi G. Burgess was 17½ days on the way, the distance from Bristol Bay to Unimak Pass being sailed in five days, and she was four days negotiating the pass proper. The Berlin, also of the Alaska-Portland Packers' flag, was sighted August 20 in the pass, well ahead of the Burgess and in tow of the tug Akutan, which helped her through, and August 23 the Berlin was easily three days ahead of the Burgess, yet the former entered the Columbia Monday morning and the Burgess crossed the bar Tuesday morning, making up two days in sailing. Last year the Burgess made the return in 18 days, and the Berlin towed through the pass, and they both entered the river the same day.

"We had thick weather at Bristol Bay and in the pass, and there was a stiff wind on when we left the pass, but otherwise the weather was all right," said Captain Thomsen. "The fishing was better than usual and there was a long and steady run. One thing we noticed was that the Government has no net stretched across the entrance to Woodriver Lakes this year, which was maintained before so as to count fish entering there, and they were permitted to get into the lakes for spawning without interference, and there were no dead fish seen as before. The run was mostly red fish."

The Burgess anchored in the stream yesterday, where dropped by the tug Waliula, which brought her from Astoria, and as soon as the Berlin finishes discharging at North Bank dock, where approximately 40,000 cases will be landed, she shifts into a berth there. On the vessel were 52 men, mostly fishermen and cannery hands, and six are to stand by to care for the vessel until she enters Winter quarters at Goble, where the Akutan has gone and will be followed in a few days by the Berlin. Some of the fishermen earned from $700 to $900 for the trip, which began in April and ended this week.

News of the European war reached the crews at Nushagak, as the Berlin has wireless, but no warships were sighted on the run down, and so far as was learned none steamed into Alaskan waters, as had been reported.

BATHTUB DEMAND INCREASES

Steamer Brings Shipment to Keep Up With Wave of Cleanliness.

Lessons in hygiene in some quarters are thought to have borne fruit, say longshoremen engaged yesterday in unloading 600 bathtubs from the Grace liner Santa Cruz, which started discharging at Municipal Dock No. 1. Gear at one hatch was kept busy all day handling the bathing equipment, and while consigned to Portland dealers, some of the tubs will find their way to the interior, because this port is becoming a greater distributor for the inland region.

Other cargo on the Santa Cruz consisted of 12,555 kegs of wire nails, 640 kegs of staples, 7000 reels of wire fence, a large shipment of barb-wire and 1400 tons of steel for the Northwest Steel Company, to unload which the ship moves tonight through the bridges to the company's plant in South Portland. There were many shipments of a miscellaneous character, the vessel having 2750 tons in all. Captain Watson brought the Santa Cruz around from New York by way of the Straits of Magellan, and she is the last of the Grace flag to follow that course, the company having determined from the start to use the Panama Canal as soon as it was open. Not much lumber is being accepted for eastbound delivery at present and all space available is being taken for general cargo.

ASSORTED FREIGHT IN BOND

Portland Firms Get New Goods by Emergency Routes.

Interrupted transportation arising from the chaos at European ports is diverting cargo by various routes to Portland, shipments in bond having arrived yesterday numbering 616 packages that came from many lands. One lot of earthenware and toys was from the Orient via the Pacific Mail line to San Francisco and thence here. There was crockery from Antwerp; stoves, glow lamps, 150 sacks of peas and enameled ware from Hamburg; crockery from Rotterdam; asbestos slats from Amsterdam; sardines from Kopeevin, and like consignments, some of which were discharged at San Francisco from vessels sailing direct and others are said to have been carried through the canal on European vessels and then brought up the Coast by Pacific Mail vessels.

The Oriental movement is accounted for by the fact the Hamburg-American has suspended service temporarily and the Royal Mail fleet was tied up for a time on the other side, so certain commodities were booked on the first vessels leaving for the Pacific Coast.

PORTLANDER IS CANDY KING

Edward Newbegin Carries Stock to Palo Alto Co-Eds.

Evidently friends of Edward Newbegin and his daughter, Miss Ellen Newbegin, feared that a prolongation of strife abroad and its consequent effect on the sugar market might play havoc with the candy output, for on their departure for Palo Alto yesterday aboard the "Bulldog" Bear, of the San Francisco & Portland line, they were showered with boxes of sweets. As the liner backed away from the dock Mr. Newbegin had difficulty holding seven boxes of varied sizes in one arm while he waved adieu with the other. Miss Newbegin enters school in the south.

The Bear has 310 guests and 29 more boarded the ship at Astoria, while in the way of freight she had all nooks in the hold filled. Heavy shipments of wheat to California, combined with the movement of other seasonable commodities, is giving the vessels abundant business and on the departure of the Beaver next week it is promised that she will carry the record south-bound load.

SAXON MONARCH IN HARBOR

Fleet Working Here Grows Regardless of Shipping Slump.

Arriving last evening from Hongkong the British steamer Saxon Monarch, a carrier of 3024 tons net register, swelled the fleet in port for grain to three, of which the Norwegian bark Alcides leaves down this morning in tow of the steamer Ocklahama, bound for Falmouth for orders. The Norwegian ship Nordhav is being loaded rapidly at Irving dock and will get away early in the week and her berth will be occupied by the Saxon Monarch, which will be lined by then.

Three big ships were at West Side docks yesterday, the British steamer Crown of Seville, at municipal dock No. 1, discharging European freight; the Santa Cruz, at the same dock, unloading New York cargo, and the British steamer Cape Finisterre, at the bunkers, receiving fuel, preparatory to shifting to St. Johns to take on 400,000 feet of lumber that will complete her cargo for China. The salmon ship Berlin was discharging at the North Bank dock, and the Levi G. Burgess was in the stream awaiting a berth there.

The American-Hawaiian freighter Oregonian is due Sunday or Monday on her first trip here, bringing New York cargo. She is of 8000 tons capacity and will be followed before the week ends by the Washingtonian, of 10,000 tons. Also the Norwegian steamer Cuzco, of the Grace West Coast line, will be in the harbor; the British steamer Hurst is coming from Eureka to work the last of her lumber load for Australia and others are expected along that will join the grain fleet.

PASSENGERS LAND QUICKLY

Delay for Travelers at Ainsworth Is Thing of the Past.

In seven minutes 305 passengers were landed from the flagship Beaver, of the "Big Three" fleet, at Ainsworth dock yesterday afternoon. She reached her berth at 2 o'clock and was the first inbound vessel of the line to use a new double gangplank completed this week. When a single plank was in service, which barely permitted a person with baggage to navigate, it required an average of 14 minutes to land passengers, and with many children or feeble persons arriving the time has been extended to 16 minutes.

Fair weather, a smooth sea and absence of naval vessels along the Coast were reported by Captain Mason. There were gangs of longshoremen ready to discharge the Beaver yesterday, and she is to shift to Irving dock tomorrow for 1200 tons of wheat for California. Cereal is being carried on the regular vessels for the south, also on some of the steam schooners, and the business promises to reach a high mark this month.

Etna to Begin Run at Woodland.

WOODLAND, Wash., Sept. 4.—(Special.)—Captain Gray, of the steamer Etna, that operates from Woodland to upper river points, expects to start operations about the middle of September. That is the earliest that it will be possible under ordinary conditions to navigate the river.

Marine Notes.

Preparations have been made to launch the steamer Wauna and the gasoline tug Echo, of the Shaver fleet, at the Portland shipyard this morning. Both have been on the ways for an overhauling.

At Supple's yard yesterday the propeller Nahcotta, of the O.-W. R. & N. fleet, which customarily plies between Astoria and Megler, was hauled out for extensive work. She will be on the cradle 10 or 12 days. The sternwheeler Elmore is running in her place.

On the arrival of the steamer Gamecock at Astoria yesterday with a load of wheat from The Dalles, arrangements were made for her to tow a log raft from the lower river to Portland and from this city she will probably proceed to The Dalles for a second cereal shipment.

Repairs are being made to the tug Daniel Kern, of the Columbia Contract Company's fleet, on the Oregon dry-dock.

Having spent less than a week along the Coast replacing outside buoys the lighthouse tender Manzanita returned to Astoria yesterday. As Captain Richardson is on his annual leave, the vessel is in command of First Officer Charles A. A. Modeer.

Cargo for San Francisco aboard the steamer Northland when she leaves will consist of 700 tons of wheat and 300,000 feet of lumber, according to her manifest filed at the Custom-House yesterday. The steamer Klamath was an arrival from the Golden Gate yesterday, and berthed at Couch-street dock to discharge cement.

Informal application has been made by the Southern Pacific Railroad to the Commission of Public Docks for permission to erect a single-deck open dock on the East Side, between the Burnside-street bridge and the company's hop warehouse, where it is proposed to handle lumber from the Willamette Valley that will be shipped to California by water. The first plans were not in accord with regulations of the Commission, but are to be altered if the Southern Pacific executives authorize the construction.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Breakwater	Coos Bay	In port
Geo. W. Elder	Eureka	In port
Beaver	Los Angeles	In port
Roanoke	San Diego	Sept. 8
Rose City	Los Angeles	Sept. 9
Yucatan	San Diego	Sept. 13
Bear	Los Angeles	Sept. 14

DUE TO DEPART.

Name.	For	Date.
Breakwater	Coos Bay	Sept. 5
Northland	San Francisco	Sept. 5
Cello	San Diego	Sept. 5
Harvard	S. F. to L. A.	Sept. 5
Geo. W. Elder	Eureka	Sept. 6
Yale	S. F. to L. A.	Sept. 7
Paraiso	San Francisco	Sept. 9
Roanoke	San Diego	Sept. 9
Beaver	Los Angeles	Sept. 9
Klamath	San Diego	Sept. 14
Rose City	Los Angeles	Sept. 14
Yucatan	San Diego	Sept. 16
Bear	Los Angeles	Sept. 19

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Andalusia	Hamburg	Ind'f't
Monmouthshire	London	Sept. 18
Den of Airlie	London	Sept. 22
Merionethshire	London	Oct. 20
Belgravia	Hamburg	Oct. 28
Cardiganshire	London	Nov. 18
Brasilia	Hamburg	Nov. 27

Name.	For	Date.
Andalusia	Hamburg	Ind'f't
Den of Airlie	London	Oct. 1
Merionethshire	London	Nov. 4
Belgravia	Hamburg	Nov. 4
Cardiganshire	London	Nov. 18
Monmouthshire	London	Sept. 20
Brasilia	Hamburg	Nov. 29

ALASKAN SERVICE.

Name.	For	Date.
Quinault	Skagway	Sept. 10
Thos. L. Wand	Skagway	Sept. 15
J. B. Stetson	Skagway	Sept. 19

Movements of Vessels.

PORTLAND, Sept. 4.—Arrived, steamers Klamath, from San Francisco; Geo. W. Elder, from Eureka and Coos Bay; Beaver, from San Pedro and San Francisco; British steamer Saxon Monarch, from Hongkong; British steamer Cape Finistere, from Aberdeen. Sailed, steamers Bear, for San Francisco and San Pedro; Yosemite, for San Pedro via San Francisco.

Astoria, Sept. 4.—Left up at midnight, steamer Klamath; arrived at 2 and left up at 4:30 A. M., steamer Geo. W. Elder, from Eureka and Coos Bay; left up at 6:30 A. M., British steamer Saxon Monarch; arrived at 5 and left up at 6:30 A. M., steamer Beaver, from San Pedro and San Francisco; sailed at 6 P. M., steamer Bear, for San Francisco and San Pedro.

San Pedro, Sept. 4.—Arrived, steamer Rose City, from Portland; sailed yesterday, steamer E. H. Vance, for Columbia River. Sept. 3—Arrived, steamer Multnomah, from Portland via San Francisco.

Astoria, Sept. 3.—Sailed at 7 P. M., Geo. W. Fenwick, for San Pedro.

San Francisco, Sept. 3.—Sailed at 4 P. M., steamer Cello, for Portland.

San Francisco, Sept. 4.—Arrived, steamers Sierra, from Honolulu; Nevadan, from Tacoma; Admiral Schley, from New York; ship Indiana, from Nuskagak. Sailed, steamers Solano, for Grays Harbor; William Chatham, for Tacoma, Roanoke, for Portland.

Queenstown, Sept. 4.—Arrived, Baltic, from New York; Benefactor, from San Francisco.

Punta Arenas, Sept. 4.—Sailed, Maria (from Portland, Or.), for Dublin.

Seattle, Wash., Sept. 4.—Arrived—Steamers Capt. A. F. Lucas, from San Francisco; Seward, from Southeastern Alaska; schooner Melrose, from Milo. Sailed—Steamers Northland, Jefferson, Santa Ana, for Southeastern Alaska.

Balboa, Sept. 4.—Arrived—Steamer Lord Lonsdale, from San Francisco.

Tides at Astoria Saturday.

High.	Low.
0:56 A. M. ....8.1 feet	7:39 A. M. ....0.5 foot
1:30 P. M. ....8.1 feet	7:58 P. M. ....1.4 feet

Columbia River Bar Report.

NORTH HEAD, Wash., Sept. 4.—Condition of the bar at 5 P. M.—Sea smooth. Wind northwest; 18 miles.

Marconi Wireless Reports.

(All positions reported at 8 P. M., September 4 unless otherwise designated.)

Santa Rita, Seattle for Port San Luis, 536 miles north of San Francisco.

Richmond, Seattle for Richmond, 420 miles from San Francisco.

Herrin, Monterey for Portland, 61 miles south of Columbia River.

Bear, Portland for San Francisco, 36 miles south of Columbia River.

Ship Reuce, Alaska for Astoria, 720 miles from North Head, September 3.

City of Seattle, Seattle for Alaska, leaving Wrangel September 3.

Northwestern, Alaska for Seattle, off Low Inlet at 11 P. M., September 3.

Willamette, San Francisco for Everett, off New Dungeness.

Admiral Evans, south bound, off Gabriola Island.

Queen, San Francisco for Seattle, two miles west of Race Rocks.

Admiral Dewey, San Francisco for Seattle, five miles south of Rogue River.

Yosemite, Astoria for San Francisco, 20 miles north of Cape Blanco.

Buck, San Luis for Everett, 540 miles north of San Luis.

Santa Maria, Tacoma for Port Harford, 23 miles north of Cape Mendocino.

Cello, San Francisco for Portland, 245 miles north of San Francisco.

Leelanaw, San Francisco for Nanaimo, 195 miles north of San Francisco.

Fenwick, Astoria for San Pedro, 25 miles south of Cape Blanco.

Chanslor, San Francisco for Honolulu, 647 miles from Honolulu September 3.

Manoa, San Francisco for Honolulu, 553 miles out September 3.

Sonoma, San Francisco for Honolulu, 810 miles out, September 3.

Hyades, Seattle for Honolulu, 1184 miles from Cape Flattery, September 3.

Lurline, Honolulu for San Francisco, 1450 miles out, September 3.

Oleum, Port Harford for San Francisco, 33 miles south of San Francisco.

Chatham, San Francisco for Seattle, 10 miles north of Point Reyes.

Congress, San Francisco for San Pedro, 11 miles south of Pigeon Point.

Lyra, San Francisco for New York, 40 miles south of San Francisco.

Argyll, Oleum for Seattle, 20 miles north of San Francisco.

Speedwell, San Francisco for Bandon, 15 miles north of San Francisco.

Vance, San Pedro for Columbia River, 48 miles south of Mendocino.

Topeka, Eureka for San Francisco, 20 miles north of Point Arena.

Yucatan, Portland for San Francisco, eight miles north of Point Arena.

Kilburn, San Francisco for Eureka, 15 miles south of Point Arena.

Roanoke, San Francisco for Portland, two miles south of Point Arena.

Hubbard, Eureka for San Francisco, 125 miles north of San Francisco.

Redondo, San Pedro for San Francisco, 120 miles south of San Francisco.

Santa Clara, Port San Luis for San Francisco, 7 miles north of Piedras Blancas.

Aroline, San Pedro for San Francisco, 10 miles south of Point Sur.

An American steel company has acquired immense deposits of iron ore in Chile that it proposes to ship to the United States, at the rate of 1,000,000 tons annually on the opening of the Panama Canal.

RUSH FLOUR ORDERS GIVEN NORTHWEST

Grain Trade Completely Altered to Benefit of Industry in This Country.

URGENCY ABROAD SHOWN

Interior Mills Sell Output for Two Months Ahead and Employment Situation Expected to Be Relieved—Wheat Rises.

Millers of Oregon and Washington are receiving orders for flour to be shipped immediately to the East. This demand has sprung up suddenly and completely alters the grain trade situation in the Northwest. It has been a foregone conclusion that Europe would need our breadstuffs, but the difficulty has been in getting the grain and flour there, owing to the scarcity of ships and steamers, the perils of navigation and the difficulty of financing sales.

These obstacles appear to have been largely removed now. The flour will be shipped to New York and other Atlantic ports, either by water or rail, sold there and then transshipped to England, or left on the Atlantic seaboard to take the place of American flour already sent over.

Heavy Movement Expected.

It is known that a considerable quantity of flour and also of wheat has already been sold to go East, and grain men believe the movement has only begun. Four or five mills in the interior have closed such deals, the destination of the flour being New York and Boston.

Evidently the need of flour in England has suddenly become urgent. Grain men were advised yesterday that the Pillsbury mills at Minneapolis had sold 100,000 barrels of flour to be shipped at once, and it was said a total of 500,000 barrels had been disposed of by mills in that section during the day.

All the freight that can be handled out of Portland by the canal route will doubtless go that way. The American & Hawaiian line announces a $6 rate from Portland to New York on flour and barley and a $7 rate on wheat.

Urgency in England Shown.

If England's need of flour becomes more acute, however, as it seems may be the case, it will be forwarded by rail at whatever cost.

The buying of flour rather than wheat shows the urgency of the English position.

It is also a good thing for the Northwest that the manufactured rather than the raw product is wanted, as it insures the mills of this section a prosperous run and increases employment. Flour milling, next to lumber manufacturing, is the largest industry in this part of the country; and a boom in the flour trade will have a stimulating effect on all lines of business. Some of the flour mills in this territory have already sold their output for two months ahead.

Wheat prices advanced yesterday in all the Northwestern markets, but Portland is still the cheapest wheat market in the United States, according to dealers. The local quotation is 8 cents below the New York price, freight included, and this has opened the way for wheat shipments to the East.

Mississippi Valley Buys.

Another outlet for grain has been found in the Lower Mississippi Valley. Large sales of soft, white wheat were reported in Idaho yesterday for shipment to Louisville, Ky. California continues to bid strongly for northern grain.

At the noon session of the Merchants' Exchange, forty fold was sold at the dollar mark, the highest price this kind of wheat has brought in years. Dealers bid 97½ cents for club without getting any. At Walla Walla a block of club wheat was sold at a price equal to 98 cents here. A lot of bluestem sold on the local market during the forenoon at $1.15, a 3-cent advance over the highest price bid on the preceding day.

GRAIN CARGO TO SAIL TODAY

Norwegian Bark to Leave Portland for English Port.

Second of the grain cargoes dispatched for England since the outbreak of war will leave port today aboard the Norwegian bark Alcides, which was loaded by the Northern Grain & Warehouse Company on account of Strauss & Co., the latter having arranged from their European headquarters to finance the business. The British steamer Fernley, sent away August 23 with a full grain cargo, was dispatched by Kerr, Gifford & Co.

Exporters profess to know of no material change in the exporting situation, but there is an enormous movement of wheat from the interior to tidewater, a proportion of which is to supply the California demand. As to financing it is said that assistance is being given by banks.

"The banks are freely lending on wheat, that is meeting the demand, but that is limited owing to storage space," said Emery Olmstead, vice-president of the Northwestern National Bank, last evening. "I understand that European interests are making arrangements to take care of cargoes."

News From Oregon Ports.

COOS BAY, Or., Sept. 4.—(Special.)—Sailing of the steam schooner Paraiso for San Francisco was postponed until 10 A. M. Saturday.

The gasoline schooner Roamer, which arrived from Siuslaw River last night, encountered a number of large sharks while en route. The sharks are following the herring school and feeding on the small fish.

The schooner Oakland was towed into Siuslaw harbor yesterday noon by the tug L. Roscoe. The Oakland was towed from Portland to a point off Florence by the steam schooner Northland, and laid off shore two days before she could enter.

Chief Engineer Donnelly, of the tug Roscoe, has resigned and is on Coos Bay, en route to San Francisco.

Siuslaw harbor, where 16 and 17 feet of water had prevailed for several weeks, has shoaled, and 11 and 13 feet is the present depth.

ASTORIA, Or., Sept. 4.—(Special.)—The steamer Bear sailed this evening for San Francisco and San Pedro with freight and passengers from Portland and Astoria.

The steamer Beaver arrived this morning from San Francisco and San Pedro with freight and passengers for Astoria and Portland.

The steamer Geo. W. Elder arrived this morning from Eureka and Coos Bay.

The steam schooner Klamath arrived this morning from San Francisco with cargo for Astoria and Portland.

The steam schoner Yosemite sailed today for San Francisco, with a cargo of lumber loaded at Westport and Rainier.

The British steamer Hurst is due to arrive tomorrow morning from Eureka to load lumber at the Hammond mill for Australia.

The gasoline schooner Della arrived today from Nestucca with cargo for Portland.