FOUR NEW PASTORS SENT TO PORTLAND

Appointments Announced at Close of Methodist Episcopal Conference.

THREE DETAILS SURPRISE

Rev. G. F. Hopkins Placed in Charge of $100,000 Fund for Aged Ministers — Taylor-Street Insurgents to Appeal Case.

Four new ministers are coming to Portland as the result of the appointments announced by Bishop R. J. Cooke following the conferences with his district superintendents during the Oregon State Conference of the Methodist Episcopal Church, which came to a close yesterday at noon.

The new pastors are Rev. E. O. Eldredge, of Medford, detailed to the Mount Tabor Church; Rev. George H. Feese, of Lakeview, who comes to the Patton Church; Rev. A. R. McLean, of Roseburg, who takes the Sellwood Methodist Church, and Rev. T. W. Lane, of Tacoma, who comes to the Centenary Methodist Church.

Rev. J. K. Hawkins, of the Sellwood Methodist Church, is transferred to Medford; Rev. C. L. Hamilton, of the Mount Tabor Church, is transferred to the University Park Church, and Rev. Delmer H. Trimble, of the Centenary Methodist Church, is to go to the First Methodist Church, of Tacoma.

Three Are Surprises.

Rev. George F. Hopkins, pastor of the Patton Church of this city, was appointed to have charge of the collection of the $100,000 endowment fund for superanuated ministers, their widows and orphans. Collection will begin at once.

Rev. Asa Sleeth, of the Portland superanuated ministers' list, was named minister in charge of the superannuated list.

Rev. R. N. Avison was returned to Salem for his fifth year, and Rev. T. B. Ford to Oregon City for his fourth year.

Though meeting defeat again, the "insurgents" in the Taylor-street Methodist Church dispute will take an appeal from Bishop Cooke's decision to the general conference in Saratoga, N. Y., in 1916. The action of the quarterly conference in moving the church from Third and Taylor streets to the old Grace Church was sustained by the bishop in his decision announced yesterday.

Resolutions of sympathy for Mayor Albee in the death of his son were adopted.

Rendezvous to Be Chosen.

No church offering an invitation for next year's conference, the bishop named the four district superintendents as a commission to select the place for 1915 sessions. Rev. H. S. Wilkinson, of Eugene, pastor of the largest church in the conference, was named to deliver the missionary sermon at the next annual conference, with Rev. Frank L. Loveland as alternate.

The appointments are:

Portland District.

J. W. McDougall, superintendent, 324 Glenn avenue, Portland; Astoria, W. S. Gordon; Clatskanie, C. T. McPherson; Houlton, D. T. Summerville; Knappa, W. F. Powell; Linnton, S. H. Dewart. Portland—Centenary, T. W. Lane; Central, C. C. Rarick; Chinese Mission, Asa Sleeth; Clinton Kelley, John Parsons; Epworth, C. O. McCullough; First Church, Frank L. Loveland; assistant, H. T. Greene. Laurelwood, V. E. Willings; Lincoln, supplied by M. C. Reed; Mt. Tabor, E. O. Eldridge; Montavilla, W. H. Hampton; Fulton, George H. Feese; Rose City Park, W. W. Youngson; Sellwood, A. R. McLean; St. Johns, W. E. Ingalls; Sunnyside, Robert E. Smith; Trinity, A. B. Calder; University Park, C. L. Hamilton; Westmoreland, to be supplied; Woodstock, Frank James; Woodlawn, Louis Thomas; Rainier, C. L. Dark; Seaside, C. M. Van Marter; St. Helens, F. N. Sandifur; Warrenton, supplied by Alfred Bates.

Salem District.

James Moore, superintendent, 1395 South High street, Salem, Or.; Amity G. O. Oliver; Ballston, supplied by J. M. Hixson; Banks, G. A. Jahn; Beaverton, supplied by Robert Brymer, Brooks, F. M. Jasper; Canby, T. H. Downs; Clackamas, B. A. Bristol; Cornelius, J. H. Irvine; Dallas and Carlton, G. H. Bennett; Dayton, E. T. Luther; Dilley, supplied by C. O. Pressnall; Estacada, C. B. Reese; Fairview, supplied by C. M. Brown; Falls City, M. A. Marcy; Forest Grove, R. E. Dunlap; Gresham, M. T. Wire; Hillsboro, R. E. Myers; Lafayette, supplied by C. W. Comstock; Lents, W. Boyd Moore; Liberty, William Nicholl; Marquam and Hubbard, Thomas Acheson; McMinnville, D. L. Fields; Metzger, G. A. Jahn; Molalla, J. F. Coleman; Nehalem, E. M. Smith; Newberg, H. Gould; Oregon City, T. B. Ford; Oswego and Oak Grove, C. E. Curtis; Pleasant Home and Boring, L. F. Smith; Salem, First Church, R. N. Avison; Jason Lee Memorial, J. M. Brown; Leslie, J. C. Spencer; West Salem, T. D. Yarnes; Salem Circuit, to be supplied; Sandy, G. O. Gray; Scholls and Farmington, supplied by T. J. Hazelton; Sheridan, A. S. Mulligan; Silverton, W. R. F. Browne; Tillamook, E. Gittens; Tualatin and Wilsonville, F. S. Francis; Willamina, supplied by J. S. Moore; Woodburn, L. C. Poor; Yamhill, Henry Spiess. James Lisle, custodian of museum at Willamette University.

Eugene District.

J. T. Abbett, superintendent, 1398 Willamette street, Eugene, Or.; Albany, D. H. Leech; Bandon, C. M. Knight; Brownsville, A. C. Brackenbury; Buena Vista, Oren C. Wells; Coburg, J. M. Crenshaw; Coos Bay circuit, W. E. Williams; Coquille, C. H. Bryan; Corvallis, J. C. Rollins; Cottage Grove, H. N. Aldrich; Crawfordsville, to be supplied; Cresswell, R. S. Bishop; Drain, J. F. Dunlop; Elgin, supplied by F. A. Piper; Eugene, H. S. Wilkinson; Gardiner, J. J. Pacey; Goshen, supplied by George Warner; Halsey, J. S. Green; Harrisburg, F. G. Drake; Independence, W. C. Stewart; Irving, supplied by Eric Bolt; Jefferson, R. C. Young; Junction City, C. O. Heath; Lebanon, Robert Sutcliffe; Lorane circuit, F. W. Snyder; Lowell circuit, supplied by Walter Ross; Marcola circuit, supplied by B. B. Paul; Marshfield, Joseph Knotts; Mehama and Lyons, supplied by Eric Bolt; Monroe circuit, supplied by J. G. Crozier; Mountain View circuit, supplied by R. S. Davenport; Myrtle Point, E. S. Mace; North Bend, A. S. Hisey; Port Orford, supplied by W. H. Myers; Saginaw, supplied by J. L. Stratford; Shedds, F. S. Clemo; Siletz Indian mission, supplied by W. T. Pierce; Springfield, J. T. Moore; Stayton, L. W. Chandler; Toledo, R. H. Allen; Turner, J. J. Mickey; Yoncalla and Oakland, R. Hocking.

Klamath District.

H. J. Van Fossen, superintendent, 407 North Main street, Ashland, Or.; Ashland, W. J. Douglass; Bonanza, S. W. Hall; Canyonville, supplied by J. T. Cowley; Central Point, C. L. Creessy; Gold Hill, to be supplied; Grants Pass, Walton Skipworth; Indian Mission, Klamath, C. C. Coop; Jacksonville, Alonzo Coslet; Kerby, W. J. Warren; Klamath Falls, E. C. Richards; Lakeview, W. J. Weber; Medford, J. K. Hawkins; Merrill, supplied by A. Hawthorne; Paisley, supplied by W. Hutchinson; Roseburg, W. R. Jeffrey, Jr.; Roseburg circuit, to be supplied by W. L. Wilson; Sutherlin, supplied by George P. Trites; Talent, supplied by J. H. Adams; Wilbur, H. W. Rummell; Wilderville, W. J. Warren; Wolf Creek, J. L. Beatty.

Special Details Made.

A. N. Fisher, field secretary of systematic beneficence, member First Church, Portland quarterly conference; Fletcher Homan, president Willamette University, member Centenary Church, Portland, quarterly conference; Clarence True Wilson, general secretary Temperance Society of the Methodist Episcopal Church, Topeka, Kan., member Centenary Church, Portland quarterly conference; W. B. Hollingshead, secretary of apportionments, member of First Church, Portland quarterly conference; H. G. McCain, extension secretary Temperance Society of Methodist Episcopal Church, Topeka, Kan., member of First Church, Salem quarterly conference; G. L. Tufts, secretary of Methodist Federation for Social Service, member First Church, Portland quarterly conference; W. F. Drew, president of Knox College, Galesburg, Ill., member First Church, Salem quarterly conference; D. A. Watters, financial secretary of Kimball College of Theology, member of First Church, quarterly conference; A. A. Heist, member First Church, Portland quarterly conference; G. W. Hall, member of First Church, Salem quarterly conference; H. G. Schroeder, member of First Church, Salem quarterly conference, left without appointment to attend school; M. B. Pasquan, Sunday school missionary, member First Church, Salem quarterly conference; R. C. Blackwell, superintendent Alaska mission; J. J. Patton and C. C. Cook, missionaries in Alaska; H. W. Swarts, missionary in Japan; C. O. Beckman, missionary in New Mexico; J. H. Westervelt and C. W. Pogue, missionaries in Nevada mission; Edwin Sherwood and E. S. Hammond, professors in Kimball College of Theology, members of First Church, Salem quarterly conference; G. H. Hopkins, financial secretary of conference claimants' permanent fund, member of Patton Church, Portland quarterly conference; James Lisle, custodian museum of Willamette University.

COOS-CURRY FAIR OVER

SCHOOL CONTEST FACTOR IN SUCCESS OF SHOW.

Third Annual Exposition at Myrtle Point Declared Success and Management Is Encouraged.

COQUILLE, Or., Sept. 28.—(Special.)—The third annual Coos-Curry fair closed at Myrtle Point Saturday and everyone agreed that it was far superior to the previous ones. The attendance was good and the management is much encouraged for the future.

Interest in the fair was augmented by holding a school industrial fair in connection, for which the County Court offered $500 in prizes. Half of the upper story of the new exhibition hall erected this year was devoted to these displays. First prize of $10 for best school exhibit was awarded to the Coquille school. Myrtle Point had the largest exhibit.

The prize for the best individual exhibit by a school girl was won to Rowena Roberts, of Myrtle Point; and for the best by a boy to Russell Train of the same place.

The blue ribbon for cheese was won by the Sugar Loaf factory on the South Coquille, and that for the best butter by the Coquille Valley Creamery at Coquille.

GRAIN FLEET GROWS

More Vessels Coming to Portland Despite High Rates.

TONNAGE IS PLENTIFUL

British Steamer's Voyage Through Panama Canal to San Francisco Indicates Owners Are Seeking Business Again.

More tramps are announced for grain loading, and while rates have advanced from 35 shillings to 36s 3d, and some are reported as high as 37s 6d, it is said there is plenty of tonnage to be had for early loading. That owners are seeking business once more is evident from the fact the British steamer Farley is on her way through the Panama Canal to San Francisco in ballast to load for Europe, a move that means her owners will pay about $2000 in tolls. Shippers say it would have been impracticable to send a vessel of her class via the old route through the Straits of Magellan, because being bound for Philadelphia, she would steam 13,182 miles as against 5237 miles by way of the canal.

Two vessels were listed for Portland yesterday to work grain cargoes for England, and one may be in ballast, the British steamer Barrington Court, which sails from Galveston October 22, and was reported Saturday as being the vanguard of a service from there, though shipping owners could not satisfy themselves as to how a foreign vessel was to ply in the coast-to-coast trade of the United States.

Other Comes From Newport News.

The other is the British steamer South Pacific, which sailed from Newpore News September 21 and is supposed to have a cargo of coal for the Government that she will discharge at Mare Island. The Barrington Court arrived at Galveston August 1 from Montevideo and is a vessel of 2835 tons net register, while the South Pacific is of 2307 tons net register.

Late war risk insurance quotations are reported at 2 per cent on steamer cargoes and 4 per cent for sailing vessels. Some exporters say they believe the latter class will be at a premium, as a sailing vessel is ordinarily about four months making the voyage, so storage for the extra time is taken care of as well as insurance.

Two Engaged at 36s 3d.

The engagement of the British steamers Volga and Strathdon last week to load here is reported from San Francisco to have been done at 36s 3d. The Queen Adelaide, now here, was fixed at 35 shillings. The British ship Kirkcudbrightshire, coming from Astoria, was taken at 32 shillings and the Norwegian bark Spartan at 30 shillings. The German bark Kurt, owners of which canceled her charter, had been chartered at 29s 6d, and the Dalbek, also canceled, was first fixed on about the same basis, so their owners stand to get higher rates when war abroad ceases, unless there is a decided slump in freights.

The British steamer Sowwell, which was to have been here this month to load for the European Continent, has been canceled, also the German bark Werner Vinnen, which sailed from Cardiff August 1 for Antofagasta. Both were consigned to the Portland Flouring Mills Company and other arrangements have been made to move their cargoes.

PORTLAND MINISTERS AFFECTED BY APPOINTMENTS AT METHODIST EPISCOPAL CONFERENCE.

Rev. J. K. Hawkins — Rev. C. L. Hamilton

MILITIA TO SELECT CRUISE

Navy Department Wants Oregon Sailors to Recommend Itinerary.

Every member of the Oregon Naval Militia is to have a voice in outlining the general course of the 1915 cruise, Lieutenant-Commander Blair having decided to let majority rule in determining whether the cruise shall be to Alaska, British Columbia and Puget Sound or to California ports. As the 1915 Fair will be on at San Francisco next Summer, it is regarded as a foregone conclusion that the citizen tars will select the Bear state.

Lieutenant-Commander Blair received instructions from the Navy Department to forward recommendations as to the cruise, where it was thought best to go, for what period and under what general plan of drill and instructions. The militia has a strength of 240 men and it is hoped to have 350 enrolled January 1. No drills have been held during September and it is intended after the 1915 cruise to grant the members a vacation of 30 days.

Naval militiamen believe that the Navy Department has requested that the next cruise be outlined because of intense dissatisfaction that existed after the cruise to Honolulu in July, on which the men failed to obtain the amount of instruction desired.

CHANNEL DEEPER AND WIDER

Big Gains Made in Few Months at Entrance to Columbia.

Having 31 feet of water in a channel 1500 feet wide immediately off the end of the south jetty at the mouth of the river, which is a gain of one foot in depth and 500 feet in width since June, is encouraging news resulting from the September survey of the Columbia River bar, which has been completed by a force under R. E. Hickson, junior engineer in the office of Colonel McKinstry, Corps of Engineers, U. S. A.

Data Mr. Hickson obtained from soundings made at his direction are being assembled and as soon as a new chart of the entrance is printed the details will be given out. The channel to the westward being dredged by the Government dredge Chinook is said to have deepened materially, while between that and the 31-foot channel there has been a large amount of scouring where the least depth was about 24 feet, as shown in the former soundings. The results are highly gratifying in spite of the fact the lack of rivers and harbors funds forced a shutdown on the new north jetty.

SIGNALS HEARD EIGHT MILES

Lighthouse Inspector Makes Personal Test of Fog Warnings.

If steamers traversing Puget Sound in fog will proceed under a slow bell so there will be no great noise from the wash of the vessels and machinery, fog signals can be distinguished several miles away, says Henry L. Beck, inspector of the Seventeenth Lighthouse District, who has returned after spending two weeks in the north looking over aids to navigation.

"We picked up the fog signals at Patos Island and Semiahmoo Harbor eight miles away and yet again we heard the Patos Island signal 11 miles off," said Mr. Beck yesterday. "Of course, the tender Heather, on which we were, was slowed when the attempt was made to locate the signals."

It has been complained that passenger vessels in the north pay little heed to foggy conditions and that they are seen passing certain points on schedule during thick weather the same as when conditions are favorable.

DEN OF AIRLIE HAS SAILED

Departure of Liner From Hongkong Delayed Nearly a Week.

Detained at Hongkong longer than was expected, the Royal Mail liner Den of Airlie sailed from there yesterday direct for Victoria, B. C., says a cable to Frank Waterhouse & Company. The liner was to have put to sea September 22. As a means of getting her on schedule again the company has ordered that she eliminate the usual Japanese ports of call and head for the North Pacific Coast. From Victoria and Vancouver she goes to Puget Sound and then comes here.

Advances in rates decided on several weeks ago by the Trans-Pacific Freight Bureau become effective Thursday. Trade with ports across the Pacific is not as brisk as is loked for in another month. Even with the withdrawal of the Hamburg-American fleet and the giant Great Northern liner Minnesota there appears to be no congestion at present, Oriental buyers not having resumed on an extensive scale because of conditions resulting from the European war and Japan's participation as an ally of Great Britain.

BIG DROP MADE IN DUTIES

Grain Ships Gather to Work Cargoes for United Kingdom Market.

How the new tariff schedule is working out to the detriment of the Custom-House financial showing was called to the attention of Government officials yesterday, when duties were paid on the cargo of the French bark Gen. de Sonis, which arrived Saturday from Newcastle, England, amounting to $600, while under the old tariff they would have approximated $4800. The ship is laden with fire bricks, fire clay, pig iron, mineral water and the usual general cargo assortment from that clime. She loads wheat when discharged.

The British ship Kirkcudbrightshire, hailing from Newcastle, N. S. W., is due here today after having discharged a cargo of coal at Astoria. The unloading of her cargo made it necessary for ballast logs to be used on each side of the ship to hold her on an even keel, and she was started up stream yesterday in tow of the steamer G. K. Wentworth. The vessel will be given a grain cargo by Balfour, Guthrie & Co.

The British steamer Queen Adelaide, which is loading wheat, flour and hops for the United Kingdom, shifted last evening from the Crown mill to Albina dock. The British steamer Inverlc arrived up last night, coming from Callao to work a grain cargo under engagement to Kerr, Gifford & Co. She berths at Montgomery dock after being lined at the bunkers. The British steamer Mexico City, which is working grain for the West Coast of South America at Montgomery dock, is to finish tomorrow night or Thursday.

News From Oregon Ports.

COOS BAY, Or., Sept. 28.—(Special.)—The steamship Gearge W. Elder arrived today from Portland at 9 A. M. and sailed for Eureka at 3.

The delegation of Humboldt County men and their horses which has been at the Myrtle Point fair sailed on the Elder.

The tug L. Roscoe is due from the Siuslaw River to tow the barge Lawrence to Florence.

The steam schooner Redondo sailed today for San Francisco and San Diego at 4 P. M.

ASTORIA, Or., Sept. 28.—(Special.)—On account of the bar being rough the dredge Chinook did not go down to the shoal, but spent the morning dredging the channel between Astoria and Flavel. Later she went to Three Tree Point to take on fuel.

The steamer Portland arrived this morning from California with oil for Portland.

The steamer Lottie Bennett is to sail tomorrow for Iquique with a cargo of lumber from Knappton.

The steamer Yellowstone sailed Sunday for San Francisco, via Coos Bay, with general cargo from Portland.

The steamer Yucatan arrived this morning from San Francisco and San Pedro.

The steamer Breakwater arrived today from Coos Bay with freight and passengers.

Marine Notes.

Frank Bollam, Portland agent for the independent lines, was advised yesterday from the San Francisco headquarters of the Oison & Mahony Steamship Company that the steamer Oliver J. Olson would be placed in regular service between Puget Sound and California harbors.

In a large exhibit to be made at the 1915 fair at San Francisco by the United States Immigration Department will be views of vessels and their crews that have been received and dispatched at Portland in which Immigration Inspector J. H. Barbour and his force were concerned. One of them will be the British steamer Mexico City, carrying 150 high-caste Chinese, photos of which were taken yesterday.

Captain Clyde Raabe has been returned to the command of the Yellow Stack steamer Oregona, relieving Captain E. P. Williams.

Among vessels due off the river today is the schooner Inca, coming from Puget Sound, which loads lumber at Prescott for the West Coast under charter to W. R. Grace & Co. The cargo of the schooner Samar is to be finished today. The Norwegian steamer Tricolor sailed from San Francisco for Portland yesterday to load lumber for the Grace interests, which goes to the Canal zone. The Santa Clara, of the Grace New York fleet, is due today.

All cargo ready for the steamer Rose City was aboard at 4 o'clock yesterday afternoon. She sails at 9 o'clock this morning and the freight to be delivered early will be hurried aboard so she can get away on time. The vessel arrived here Saturday, two days behind schedule.

W. G. Carroll, assistant engineer in the office of Major Morrow, Corps of Engineers, U. S. A., who is in the city, says that the harbor improvement project at Nehalem is progressing and headway is being made at Tillamook. The force under Major Morrow is all prepared to resume operations on The Dalles-Celilo Canal as soon as word is received from Washington that the rivers and harbors appropriation is available.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Rose City	Los Angeles	In port
Breakwater	Coos Bay	In port
Bear	Los Angeles	Sept. 28
Yucatan	San Diego	Sept. 29
Geo. W. Elder	Eureka	Oct. 2
Roanoke	San Diego	Oct. 4
Beaver	Los Angeles	Oct. 4

DUE TO DEPART.

Name.	For	Date.
Rose City	Los Angeles	Sept. 29
Breakwater	Coos Bay	Sept. 30
Yucatan	San Diego	Sept. 30
Celilo	San Diego	Sept. 30
Harvard	S. F. to L. A.	Sept. 30
Yale	S. F. to L. A.	Oct. 2
Bear	Los Angeles	Oct. 2
Paralso	Coos Bay-S. F.	Oct. 2
Geo. W. Elder	Eureka	Oct. 4
Multnomah	San Diego	Oct. 5
Roanoke	San Diego	Oct. 7
Beaver	Los Angeles	Oct. 8
Klamath	San Diego	Oct. 10
Northland	San Francisco	Oct. 10
San Ramon	San Francisco	Oct. 10

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Andalusia	Hamburg	Ind'f't
Den of Airlie	London	Oct. 23
Belgravia	Hamburg	Oct. 23
Merionethshire	London	Oct. 30
Cardiganshire	London	Nov. 13
Brasilia	Hamburg	Nov. 22
Name.	**For**	**Date.**
Andalusia	Hamburg	Ind'f't
Den of Airlie	London	Nov. 1
Belgravia	Hamburg	Nov. 4
Merionethshire	London	Nov. 10
Cardiganshire	London	Nov. 14
Brasilia	Hamburg	Nov. 29

ALASKAN SERVICE.

Name.	For	Date.
Quinault	Skagway	Sept. 29
Thos. L. Wand	Skagway	Oct. 3

Movements of Vessels.

PORTLAND, Sept. 28.—Arrived—Steamers Breakwater, from Coos Bay; Portland, from San Pedro; British steamer Inverlc, from Callao; British ship Kirkcudbrightshire, from Newcastle, Australia.

Astoria, Sept. 28.—Arrived at midnight and left up at 10 A. M.—British steamer Inverlc, from Callao. Arrived at 7 and left up at 8 A. M.—Steamer Breakwater, from Coos Bay. Arrived at 10 and left up at 11 A. M.—Steamer Portland, from San Pedro. Left up at 2:15 P. M.—British ship Kirkcudbrightshire.

San Francisco, Sept. 28.—Sailed at noon—Steamer Beaver, from Portland, for San Pedro. Sept. 27, Sailed at 2 A. M.—Steamer Roanoke, for San Diego; at noon—Steamer Bear; at 7 P. M.—Norwegian steamer Tricolor; at 4 P. M.—Steamer Alvarado; at 10 P. M.—Steamer Multnomah, for Portland; at noon—Steamer J. B. Stetson, from Portland, for San Pedro.

San Diego, Sept. 26.—Sailed—French ship Desaix, for Portland.

San Pedro, Sept. 28.—Arrived—Steamer Jim Butler, from Columbia River; steamer Roanoke, from Portland and way ports.

Coos Bay, Sept. 28.—Arrived—Steamer Yellowstone, from Portland.

Astoria, Sept. 27.—Sailed at 2 P. M.—Steamer S. H. Vance, for San Pedro; at 4:30 P. M.—Steamer El Segundo, for El Segundo, Sailed at 5:30 P. M.—Steamer Geo. W. Elder for Coos Bay and Eureka. Arrived at 10 and left up at 11 P. M.—Steamer Yucatan, from San Diego and way ports.

San Francisco, Sept. 28.—Arrived—Steamers St. Helens, from Seattle; Grace Dollar, from Bandon; Matsonia, from Honolulu; Governor, from Victoria.

Yokohama, Sept. 25. — Arrived—Tamba Maru, from Seattle.

Seattle, Wash., Sept. 28.—Arrived—Steamers Humboldt, from Southeastern Alaska; President, from San Diego; Admiral Farragut, Capt. A. F. Lucas, from San Francisco; Virginian, from New York via Panama; Mariposa, Admiral Evans, from Southwestern Alaska; Argyll, from Port San Luis; Henrik Ibsen (Norwegian), from San Francisco. Sailed—Steamers Alki, Spokane, Latouche, Jefferson, for Southeastern Alaska.

Balboa, Sept. 25.—Arrived—Steamers Isabella, from San Francisco; Lewis Luckenbach, from New York for San Francisco. Sailed—Steamer Vimeira, from Philadelphia and Norfolk, for San Francisco.

Criatobal, Sept. 28.—Arrived—Steamers Hanx Santa, from Catalina for Tacoma; South Pacific, Philadelphia and Newport News for Portland, Or. Sailed—Steamer Nevadan, from Tacoma to New York.

Philadelphia, Sept. 28.—Arrived—Steamer Dominion, from Liverpool.

Tides at Astoria Tuesday.

High.		Low.	
10:06 A. M.	7.0 feet	3:44 A. M.	0.4 foot
9:39 P. M.	7.6 feet	4:07 P. M.	3.1 feet

Columbia River Bar Report.

NORTH HEAD, Sept. 28.—Condition of the bar at 5 P. M., clear; sea, rough; wind, northwest 14 miles.

Marconi Wireless Reports.

(All positions reported at 8 P. M., September 28, unless otherwise designated.)

Santa Clara, San Francisco for Portland, six miles south Columbia River.

Admiral Schley, Seattle for San Francisco, off Cape Foulweather.

Bear, San Pedro for Portland, 113 miles south Columbia River.

Richmond, from Richmond for Seattle, 525 miles from Richmond.

Buck, from Monterey for Everett, 73 miles from Everett.

Northwestern, from Seattle for Alaska, off Kennedy Island.

Norwood, San Francisco for Grays Harbor, 55 miles north Blunts Reef.

Oliver J. Olson, San Francisco for Seattle, five miles north Cape Blanco.

Multnomah, San Francisco for Portland, five miles north Blunts Reef.

Vance, Astoria for San Pedro, 62 miles north Cape Mendocino.

Nome City, Everett for San Francisco, four miles north St. Georges Reef.

El Segundo, Portland for El Segundo, 35 miles north Blunts Reef.

San Ramon, Portland for San Francisco, off Point Gorda.

Santa Rita, Seattle for Port San Luis, 202 miles north San Francisco.

Asuncion, San Pedro for Richmond, 20 miles north Point Arguello.

Santa Cruz, San Francisco for New York, 566 miles south San Francisco.

Lightship Mazatlan, Ensenada for San Pedro, 10 miles north Ensenada.

Queen, San Pedro for San Francisco, eight miles south Point Arguello.

Atlantic, New York for San Francisco, 700 miles southeast San Pedro.

Yacht California, New York for San Pedro, 675 miles south San Pedro.

Cuzco, San Francisco for Balboa, 1500 miles south San Francisco.

Georgian, New York for San Francisco, 300 miles south San Pedro.

Chanslor, from Monterey for Honolulu, 996 miles from Monterey, September 27.

Sierra, from Honolulu for San Francisco, 1661 miles out, September 27.

Wilhelmina, from San Francisco for Honolulu, 1532 miles out, September 27.

Victoria, from Seattle for Nome 50 miles north of Unimak Pass, September 27.

Lurline, from Seattle for Honolulu, 90 miles from Diamond Head, September 27.

Governor, from San Francisco for San Pedro, 10 miles south of Pigeon Point.

Beaver, from San Francisco for San Pedro, 26 miles south of Point Sur.

Columbia, from Aberdeen for San Francisco, 25 miles south of Point Arena.

Willamette, from San Francisco for Seattle, 20 miles north of San Francisco.

Herrin, from Monterey for Linnton, 202 miles from Monterey.

Yale, from San Francisco for San Pedro, passed Pigeon Point at 6:22 P. M.

Kilburn, from San Francisco for Eureka, 18 miles south of Point Arena.

Speedwell, from Coos Bay for San Francisco, 125 miles north of San Francisco.

Washtenaw, from Portland for Port San Luis, 83 miles south of San Francisco.

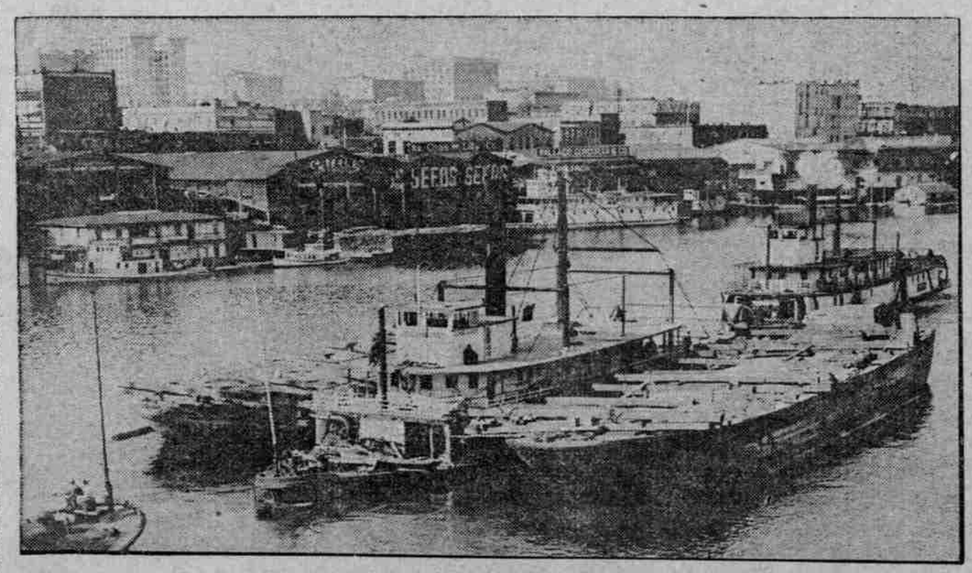
Olenus, Port San Luis for San Francisco, 176 miles south of San Francisco.

Topeka, from Eureka for San Francisco, 23 miles south of Point Arena.

Santa Maria, from Hilo for Port San Luis, 764 miles from Port San Luis, September 27.

Adeline Smith, from Marshfield for San Francisco, 76 miles north of San Francisco.

DAMAGED RIVER VESSEL REACHES YARD AFTER SLOW TRIP FROM SCENE OF SINKING ON MIDDLE COLUMBIA RIVER.



STEAMER GAMECOCK SUPPORTED BETWEEN BARGES.

Assisted by the steamers Vulcan and Henderson, the damaged steamer Gamecock, which struck a rock near Sheridan's Point and sank with a full load of wheat more than two weeks ago, reached the yard of the Portland Shipbuilding Company at 3 o'clock yesterday afternoon. The trip was begun at 7 o'clock Sunday morning. The steamer Shaver helped the other to a point below the rapids and then came here. Sunday night was spent at Vancouver and little trouble was met with in handling the tow. The bow of the Gamecock is damaged and she may have one or two holes in the hull where she swung against rocks. It is estimated her damage is about $1000 and with the cost of raising her and such expense the total will be close to $5000.

COURAGE IN WAR.

What war teaches—as well as business life.

Courage in war or business is born of good pure blood. Pure blood is the greatest blessing mankind can have.

Millions of people need this powerful vegetable remedy that puts the stomach, liver and bowels in fine condition; that clears the skin of pimples, rash, blemishes and eczema; that dissolves boils and carbuncles; that makes nerves stronger and steadier and gives to pale, weak, rundown people the fullest measure of health and happiness.

Dr. Pierce's Golden Medical Discovery, free from alcohol or narcotics, does just what is stated above, simply because it banishes from the blood all poison and impure matter. It is the world's great Blood Purifier; so enters joints, dissolves the impure deposits and carries them out, as it does all impurities, through the Liver, Bowels, Kidneys and Skin.

If you have indigestion, sluggish liver, backache over the kidneys, nasal or other Catarrh, unsteady nerves or unsightly skin, get Dr. Pierce's Golden Medical Discovery today and start at once to replace your impure blood with the kind that puts energy and ambition into you and brings back youth and vigorous action.

A GREAT BOOK EVERY WOMAN SHOULD HAVE

If you will pay the mailing charges, Doctor Pierce will send you his cloth-bound book of over 1000 pages newly revised with color plates and illustrations.

Everyone should read and have it in case of accident or sickness in the home.

Treats of so many subjects in such an interesting manner that knowledge of the human body is quickly and easily attained by all who read the book.

Send 20 cents in stamps for mailing charges to Dr. Pierce, Invalids' Hotel, Buffalo, N. Y., and enclose this notice. —Adv.

THOUGHT SHE COULD NOT LIVE

Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Unionville, Mo.—"I suffered from a female trouble and I got so weak that I could hardly walk across the floor without holding on to something. I had nervous spells and my fingers would cramp and my face would draw, and I could not speak, nor sleep to do any good, had no appetite, and everyone thought I would not live. Some one advised me to take Lydia E. Pinkham's Vegetable Compound. I had taken so much medicine and my doctor said he could do me no good so I told my husband he might get me a bottle and I would try it. By the time I had taken it I felt better. I continued its use, and now I am well and strong.

"I have always recommended your medicine ever since I was so wonderfully benefitted by it and I hope this letter will be the means of saving some other poor woman from suffering."—Mrs. Martha Seavey, Box 1144, Unionville, Missouri.

The makers of Lydia E. Pinkham's Vegetable Compound have thousands of such letters as that above — they tell the truth, else they could not have been obtained for love or money. This medicine is no stranger — it has stood the test for years.

If there are any complications you do not understand write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

Regain the Mastery Over Blood Trouble

No Matter How Disheartening You Can Overcome It.

Blood disorders are quickly checked by S. S. S., the famous blood purifier. It rushes into the blood and in three minutes has traversed the entire circulation. It penetrates to where the blood is made, it washes out those spots and places where stagnation has settled, it cleanses the membranes, drives irritation from the joints, fills the blood stream with antidotal influence and from head to foot creates conditions that make for blood health. There are people in every community who know this to be true. They have used S. S. S. for severe forms of rheumatism, for indolent, ulcerated spots, for eruptive skin diseases, for any and all those bodily conditions caused by blood loaded with impurities. Being a pure product of Nature it can not hurt the stomach and has therefore been the refuge of a host of people misguided in their dilemma by first flying to those dangerous mercurial drugs which have claimed so many unfortunates. If the skin breaks out in a rash, if boils or other eruptions appear, if there are blood risings or any other indications of impure blood get a bottle of S. S. S. at once of any druggist. But beware of substitutes. If in doubt as to your trouble or you wish competent medical advice free, write to the medical department, The Swift Specific Co., 58 Swift Bldg., Atlanta, Ga. This department is known far and wide as one of the greatest of helps to blood sufferers. But don't delay to get a bottle of S. S. S. today.

SIMPLE TO HEAL SKIN TROUBLES WITH POSLAM

With the use of Poslam the process of healing any skin trouble is simple. No guesswork, for you can see improvement after every application. Itching stops and burning skin is comforted at once.

You take no chances in using Poslam, for it cannot possibly harm. It is antiseptic, kills germ life and is unequalled for the eradication of Eczema, Acne, Itch, Pimples, etc.

Your druggist sells Poslam. For free sample write to Emergency Laboratories, 32 West 25th Street, New York.

Poslam Soap is non-irritating, absolutely pure, luxurious and beneficial for daily use, toilet and bath. 25 cents and 15 cents.—Adv.

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The Pains of Sciatica

Dr. E. C. Underwood says that there is no expression of neuralgia which is more distressing than that known as Sciatica. The cause of this condition is usually exposure to cold and dampness. One of the most common causes is rheumatism; indeed this is so often the cause that some writers include sciatica among the varieties of rheumatism.

The treatment includes remedies to counteract the cause of the disease, as well as measures looking to the relief of pain. Whatever treatment may be employed, two things must be borne in mind—the patient must be kept as free from pain as possible and be kept as quiet as possible. One or two Anti-Kamnia Tablets should be given every two or three hours, and the patient must be warned against going out in inclement weather.

Anti-Kamnia Tablets may be obtained at all druggists in any quantity, 10c worth or more. Ask for A-K Tablets.

In Headaches, Neuralgias, and all Pains, they give prompt relief.

Try Chamberlain's Tablets for stomach troubles, biliousness and constipation. There are many who have been greatly benefited by them. They only cost a quarter.

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