

CANAL GETS TRADE

Salmon for Middle West Goes Cheaper Than by Rail.

SHINGLE CHARGES HALVED

Iron From Pittsburg Is Carried by Water for 46 Cents, Against 60.5 Cents by Lake-Rail Route, Says Eastern Message.

The probable effect of the Panama Canal on local shipping is the subject of a message received here from New York City yesterday.

All canned salmon, the message says has been diverted from the railroads and is now carried to New York by water according to Eastern statisticians, the fish can be shipped to New York by the canal route and thence to Milwaukee at less than the overland rate to the latter city.

A big westward shipping business has been started between Baltimore and Portland. This, it is asserted, has a large degree supplanted the overland shipments from Iowa. Eastern canned goods form a large percentage of this business.

Iron and Steel Rate Lower.

Pittsburg iron and steel may be shipped to Portland via New York and the canal, under a rate recently established by the shippers, at 46 cents, including wharfage and delivery charges. This is a 14 per cent reduction on the rate from New York to Portland, and a 65-cent rail and lake rate from New York to Portland is 30 cents.

On structural iron and plate steel the rail rate is 80 cents. The rail-lake rate is 75.5 cents, as compared with the 30-cent canal rate.

The cost of transporting shingles and lumber by the isthmian route was 55 cents per 100 pounds, but by the overland route. The water rate has been cut down by more than a half. The rail shipments are said to have been eliminated entirely.

The Hawaiian-American steamers have already carried several million feet of lumber from the Pacific Coast to Honolulu, N. Y. Dealers in that city are expecting large quantities of lumber from Oregon and Washington as soon as the Government fixes a tariff rate for deckloads through the canal.

40 Per Cent Cut Held Likely.

One New York steamship freight agent is quoted as estimating the canal freight rate as 40 per cent less than the prevailing rail and lake rates.

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Merchants Pressed Into Service on Other Side as Troopships.

Japanese tonnage promises to be scarce should trade conditions between the Pacific Coast and the Far East improve, judging from private advices received from the other side to the effect that the Japanese government is endeavoring to charter steamers as rapidly as the charters expire and about October 1 there had been over 70 carriers taken.

The talk at Oriental harbors was that the Japanese planned to use the vessels as troopships, probably sending the soldiers and their families and possessions temporarily, so the regular British troops could be relieved for duty in France. It was reasoned that such a large contingent would be required for emergencies arising from the Japanese attempt to take Tsingtau. So far there has been no shortage on the Pacific in the way of British tonnage and ships have been chartered freely and the grain charter market is steady.

GRAIN FLEET IS AUGMENTED

Steamer Loading and Others Prepare for Cereal Cargo.

When day broke yesterday the British bark Invercoe made her way up to the entrance of the river, completing a voyage she began August 27, when she set out under way from Talcahuano. The vessel is consigned to Hind, & Co., and is to be chartered to receive her grain cargo from the Portland Flouring Mills Company.

Other grain carriers in port include the Gen. de Sonis at Mersey dock and the French bark Desaix, at the North Bank dock, which are discharging European cargo and will prepare to work grain for the United Kingdom when unloaded, while the Semantha is ready to start receiving cereal, the Marosa and Urania are getting rid of ballast at Linton, the tramp schooner Pacific is loading at Montgomery dock and the Kirkcubrightshire is at Astoria, waiting to cross to sea.

CAPT. WRIGHT HERE BEFORE.

Montanan Leaves Port Today With New York Shipments.

Captain George Wright, of the American-Hawaiian steamer Montanan, which sails today for New York, left at 10 o'clock, and is expected to arrive at New York on his first trip by any means, as he navigated the coast previously going with the American-Hawaiian, and besides was in the Boston Steamship Company's fleet on this coast.

THREE SAILERS ARE FIXED

Former British Carriers Under Norwegian, Russian and Italian Flags.

Three new grain charters were made public in yesterday's cables from Astoria, all said to have been fixed at 300 ad. The Russian bark Port Cale-

Severe Blood Troubles Vanish

With Magic Effect, Great Remedy Makes Disease Disappear.

At almost any drug store you may obtain S. S. S., the famous blood purifier, and you may have the veritable wizard that makes all blood troubles vanish. Your stomach takes kindly to S. S. S., it rushes into your blood, is a purifying wave, makes the liver, kidneys, bladder and skin work in harmony; stops accumulations that have caused rheumatism, catarrh, swollen glands, sore throat and skin eruptions.

Just as food makes blood, so does S. S. S. follow the process of digestion to stimulate natural secretions to protect us against the ravages of disease germs. We are well aware of the fact that these germs are apt to be latent within us to break forth in violent eruptions of the skin whenever the system is in a low state of resistance. And it is to both prevent these eruptions or to get rid of them that Nature gave us such an ally as S. S. S. It is purely vegetable, contains no mercury, and yet it overcomes these serious troubles for which mercury has been employed for ages. In every community are people who know this to be true. They owe to S. S. S. their recovery. Get a bottle today. Refuse all substitutes. Read the folder around the bottle that tells of the wonderful work being done by the medical department in assisting users of S. S. S. For a special book on blood troubles address The Swift Specific Co., 51 Swift Bldg., Atlanta, Ga.

FINISHING CUT AT HUNTER'S - All Aids Shifted to Mark New Tongue Point Channel.

By tomorrow morning at the latest the Port of Portland dredge Columbia should finish a cut at Hunter's, and also be shifted to the lower end of Reeder's Crossing to widen a cut there. The dredge Willamette is engaged steadily in front of the new O-W. R. & N. dock on the East Side, but headway is not easy because of old piling, asphalt and debris that has been uncovered.

Dredging having been finished on the Tongue Point Crossing, a new straight channel now being used there, Henry L. Beck, Inspector of the 17th light-house district, said yesterday that the system is in a low state of resistance. And it is to both prevent these eruptions or to get rid of them that Nature gave us such an ally as S. S. S. It is purely vegetable, contains no mercury, and yet it overcomes these serious troubles for which mercury has been employed for ages. In every community are people who know this to be true. They owe to S. S. S. their recovery. Get a bottle today. Refuse all substitutes. Read the folder around the bottle that tells of the wonderful work being done by the medical department in assisting users of S. S. S. For a special book on blood troubles address The Swift Specific Co., 51 Swift Bldg., Atlanta, Ga.



Captain A. A. Dunning, Master for One Trip of Steamer Beaver.

yet to be moved from the North and the Quinault and Thomas L. Wand will be kept busy during the remainder of the year.

In ballast the Norwegian ship Marosa entered at the Custom-House yesterday from Callao.

Unable to load in time to sail last night, the steamer Geo. W. Elder is to depart at 9 o'clock this morning for Coos Bay and Eureka. The steamer Breakwater sails tonight for Coos Bay and is expected to go on drydock next Monday.

Besides gaining 1.2 feet for 24 hours ending at 8 o'clock yesterday, the Willamette is expected to rise during the next few days. The gauge yesterday showed 5.7 feet above zero.

MARINE INTELLIGENCE.

Steamer Schedule.

Due to Arrive.

Due to Depart.

European and Oriental Service.

Alaskan Service.

Movements of Vessels.

News from Oregon Ports.

ASTORIA, Oct. 19.-(Special.)-The tank steamer Herring and Frank H. Buck are reported off the mouth of the river tonight, but will probably not attempt to cross in before morning.

The steamer George W. Elder arrived this morning from California and is reported to have a full cargo of wheat on board. She shifted to Westport tonight.

The steamer San Ramon arrived this morning from San Francisco and San Pedro with a full cargo of freight, and a light passenger list. The cargo is to be discharged at Mersey dock and Portland. She loaded about 1500 cases of salmon here.

The tank steamer Maverick and the steamer schooner Daisy Gadsby and Yellowstone are still barbound. They dropped down to the mouth of the river this morning, but did not attempt to cross.

The steam schooner Multnomah arrived this evening from San Francisco and will make up lumber to the Hammond mill.

The British bark Invercoe arrived this morning, 53 days from Talcahuano, Chile, and is under charter to Hind, Rolph & Co.

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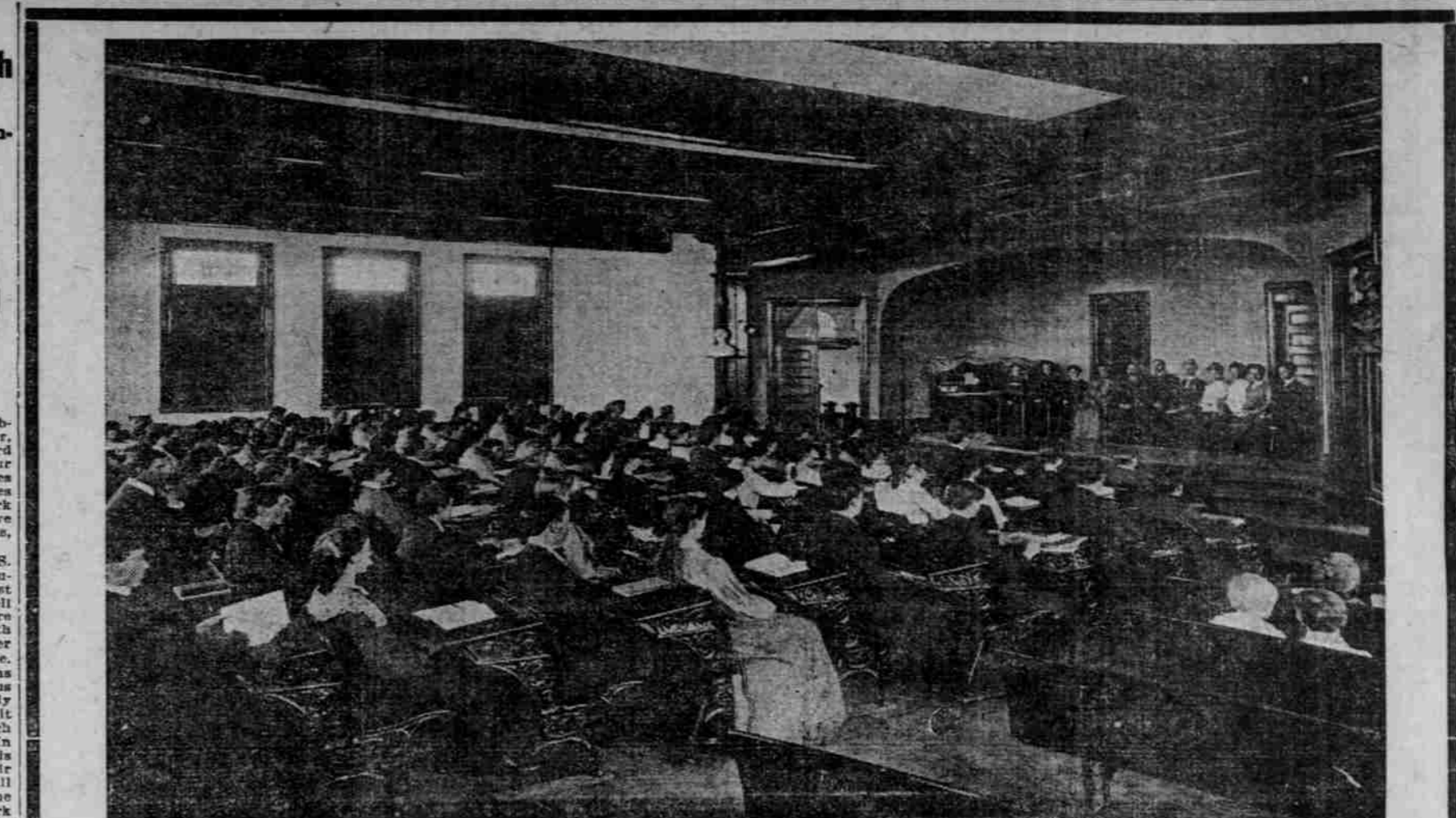
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A CORNER OF THE CHAPEL, EASTERN OREGON NORMAL

Advertisement for Eastern Oregon Normal School. Text: 'Oregon Is Advised to Keep Her Normal Schools. BE JUST TO EASTERN OREGON 316 X YES. One-Fortieth of a Mill. Cast your ballots for the cause of education, for the betterment of the public school system, for the better training of Oregon's young men and women who wish to become teachers. It will add but a feather's weight to the burden of your taxes. Eastern Oregon needs this school. Oregon needs it, and also needs the Southern Oregon Normal at Ashland. Three Normal Schools are none too many for this great commonwealth. Reflect that if you pay taxes on \$2000, the permanent and adequate maintenance of the Eastern Oregon Normal will cost you but five cents each year.'

Advertisement for Beaver Meets Gale. Text: 'BEAVER MEETS GALE Seventy-Mile Wind, Hail and Rough Seas Greet Steamer. CAPT. DUNNING AT HELM Bear's First Officer Relieves Captain Mason, Who Is Detained in San Francisco - Turtle Finds Way Into Staterooms. Steaming into a strong northwester from San Francisco to Northwest Seal Rock, the liner Beaver, of the "Big Three" flag, met a sudden change in weather, a strong southeast gale springing up, and at one time Sunday afternoon it whistled through the rigging at over 70 miles an hour, while as she crossed into the river yesterday break on the bar and a heavy down-pour of hail concluded what resembled a winter voyage. Leaving Astoria at 11:40 o'clock the steamer was in the run in five hours and 40 minutes. Captain A. A. Dunning, until this trip first officer on the Bear, of the same line, is in command, having relieved...

Advertisement for Pape's Cold Compound. Text: 'HEAD AND NOSE STOPPED FROM A COLD? TRIE THIS! "Pape's Cold Compound" ends severe colds or grippe in few hours. Your cold will break and all grippe misery end after taking a dose of "Pape's Cold Compound" every two hours until three doses are taken. It promptly opens clogged-up nostrils and air passages in the head, stops nasty discharge or nose running, relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness. Don't stay stuffed up. Quit blowing and snuffing. Ease your throbbing head; nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drug store. It acts without assistance, tastes nice and causes no inconvenience. Accept no substitute. Adv.

Advertisement for Man Dies for 'Holy Name'. Text: 'MAN DIES FOR "HOLY NAME" Russian Writes Note and Casts Self in Front of Train. NEW BRUNSWICK, N. J., Oct. 11.-A man, about 30 years old, leaped to his death from a Pennsylvania Railroad train bound from New York, about five miles east of here. A note in his pocket read: "I die for the holy name. My possessions in the Walnut-Street Bank, Philadelphia, I leave to my family. I die as a holy man. My family is in Russian Poland. I was born there. My name is Isaac Zeltichonell. God help me."

Advertisement for Commercial Club Night. Text: 'COMMERCIAL CLUB NIGHT Commercial Club Night at the Manufacturers' and Land Products Show is the Opening Night Monday, October 26th The special committee appointed by the Commercial Club ask that members set aside that evening and with their wives and families attend. Make an engagement with your wife for that evening. The club must be well represented. Get Badges at the door. If you will assist the committee in getting out a crowd phone Dr. E. A. Pierce, chairman committee, Main 2544, or F. O. Downing, secretary committee.'