

BRITISH LIVER FREE

Lowther Range Held at Esquimalt to Load Here.

DOUBT CAUSES SEIZURE

Naval Battle Off Chile Creates Uncertainty Among Shippers, Who Fear Germans May Watch for Canal Cargoes.

Success has followed protests made to the British Columbia authorities over the enforced detention at Esquimalt of the British steamer Lowther Range, which was seized because her master is alleged to have been unable to explain satisfactorily why the draft of his ship was considerably less when picked up than when she left port with a full cargo of coal, and the question was raised whether she had made the West Coast port and discharged part of her load of fuel, which might have found its way to the bunkers of German men-of-war. The vessel is to proceed here at once and load a cargo of foodstuffs that will be supplied by Kerr, Gifford & Co.

The British steamer Oristano was an arrival in the harbor last evening, coming from Puget Sound after having discharged European cargo. She will be given a full cargo of grain here for the European Continent.

The Japanese tramp Kongasan Maru finished taking on 900 tons at Astoria dock yesterday and dropped down in the afternoon to the plant of the Portland Flouring Mills Company, where she will take on about 3500 tons of flour for the Far East. The Royal Mail liner Merionethshire shifted from Municipal Dock No. 1 to Albina dock yesterday to begin taking on wheat. The Marosa went to the stream from Irving dock, having terminated loading grain and the Queen Elizabeth was towed from Albina to Mersay dock for more grain. She will shift again today to Montgomery dock, for the last of her cargo.

The engagement between German and British fleets in the North Sea on Sunday, resulting disastrously for the British, has caused uneasiness among shippers as to the safety of vessels bound from North Pacific ports to England with foodstuffs, for it is regarded probable that after having been successful off the West Coast the German fleet will make its way northward and probably establish a rendezvous off the Mexican coast to intercept tramp steamers headed for the Canal with wheat and flour.

BATTLE CAUSES UNCERTAINTY

That English insurance interests look upon the next probable move in much the same light is evident from the fact that the British fleet, which the battle was reported, as to whether information was current here of the German fleet having moved and war risks were accordingly being raised to a stiff upward tendency. There had been no new quotations yesterday as no request had been made for rates, exporters always being ready to meet a ready to be dispatched before seeking quotations.

TESTS ON THE MICHIE TO END

Government Bar Digger May Dredge on Humboldt Bay.

Tests being conducted aboard the Government dredge Col. P. S. Michie, which was built for use on the Coos Bay bar and elsewhere recently for tests, as it is regarded doubtful if she could work advantageously during the winter, will be completed today. Experts aboard are to formulate recommendations as to the operation of the big machine and it is understood that recommendations will be made for changes in her equipment so as to increase the efficiency.

SIUSLAW CONTRACT ENDS

Funds Not on Hand for Continuation of Coast Jetty.

Though the time would not expire until after the Johnson-Anderson Company has completed its contract for extending the Siuslaw jetty and because funds are not on hand to continue the project, operations have been suspended. The work was made possible through an appropriation from the Government in conjunction with a fund created by the Port of Siuslaw Commission. It is said that while uncompleted the jetty will be a material help at the time of repairs to the proposed Grays Harbor improvement, they being members of a board of engineers convened for that purpose.

BIG REPAIR JOB SOUGHT HERE

Chamber of Commerce Seeks Catalina Contract to Help Idle.

Efforts to have the Steamship Santa Catalina, which was damaged by fire last month, repaired by a local firm, are being made by the Chamber of Commerce.

SHORE DRAWS BAR PILOTS

No Additions Looked For Soon in Staff at Entrance.

Pilots Gus Anderson and Gunderson, of the Columbia River bar force, have decided to become full-fledged landmen for the winter, they having resigned. The Port of Portland staff

there now consists of Pilots C. E. Anderson, Swanson and Wood, with Pilot Gifford available should a rush be experienced.

WAR STRIKES SOME HOUSES

Marine Trading Done With Neutrals or Fellow Countrymen. Masters of vessels making port these days belonging to belligerent flags will trade only with the natives of their own land or those of neutral countries according to a story going the rounds of the waterfront to the effect that solicitors boarding certain vessels here have been asked as to their nationality before a consignment would be given orders for supplies.

NEWS FROM OREGON PORTS.

ASTORIA, Or., Nov. 5.—(Special).—The Norwegian bark Urania, laden with grain for the United Kingdom, arrived from Portland and probably will sail tomorrow.

The French bark Desaix, laden with grain for Europe, is in the lower harbor and is expected to go to sea tomorrow.

The schooner Inna, with a cargo of lumber from Prescott for Iquique, went to sea.

The British steamer Oristano arrived from Seattle and will load grain for the United Kingdom.

COOS BAY, Or., Nov. 5.—(Special).—The steamship Breakwater arrived today from Portland with passengers and freight.

The steamship George W. Elder is due from Eureka tomorrow, and will sail for Portland in the afternoon.

The steamer Redondo arrived from San Diego and San Francisco.

The Estabrook steam schooner Speedwell arrived for a cargo of lumber to be shipped at North Bend.

The Besse Dolar and Adeline Smith, which were delayed yesterday by a rough bar, sailed today.

MARINE NOTES.

It is fully expected that the Willamette Iron & Steel Works will build the new Government dredge Monticello, intended for work on the Cowlitz, Lewis and Clatskanie rivers, bids for which were opened yesterday at the office of Colonel McKinstry. The tender of that firm was the lowest, \$23,825. Other bids were: Joseph Supple, \$23,944; Portland Iron Works, \$29,715; Wilson Bros., of Astoria, \$26,440.20; Hall Bros., of Winslow, Wash., \$42,483. The digger is to be 100 feet long, with a beam of 24 feet and a depth of hold of 5.5 feet. The hull will be wooden and there is to be a 10-inch suction installed. Later a tender is to be built.

G. L. Blair, general manager of the 'Big Three' fleet, is to leave San Francisco today aboard the steamer Rose City, so as to be here when the vessel is given her annual inspection. The Rose City is due Sunday and the Beaver, flagship of the line, sails tomorrow for the south.

United States Inspectors Edwards and Fuller will carry out investigations regarding the fire that broke out aboard the Santa Catalina into the fire and engine-rooms and other parts of the ship today. Cargo will be out this morning in all but No. 8 hold and that is to be discharged by night. Work of conducting a survey preparatory to making bids for repairs will be undertaken without delay.

Carrying 450,000 feet of lumber for Los Angeles, the steamer Willamette was delayed yesterday. The Cello and Multnomah, both lumber-laden, are carrying passengers, left St. Helens for sea yesterday, as did the Johan Northland, laden with lumber. The Northland went from Linnton to Knappa to compete her load for San Francisco.

C. Z. Delaet has relieved J. H. Delaet as master of the steamer Alarm. After full preparations were made for the steamer Solano to proceed to San Francisco yesterday another delay materialized and she will be held in port until next week. The vessel carries a full cargo of lumber, and is at the bar while entering Willapa Harbor.

If the last of a big shipment of rail ties to Boston for use on the new steamer Atlantic at Wauna today she will proceed to sea, bound for San Francisco to take on the rest of her cargo.

Fire that broke out early yesterday morning at launch moorings at the foot of Crampton street, damaged the catamaran Frigate, a considerable amount of the Whaluke burned and went down, as did a small launch and launch house. The harbor patrol launch was held up at the time of fighting the fire and towing the blazing craft into the stream.

SHOW TO BE STAGED

Many Entries Made Already for A. Many Entries Made Already for A. Many Entries Made Already for A.

BRAZIL NEEDS POTATOES

MARKETS CALL FOR AMERICAN PRODUCT, REPORT SAYS.

Firms Urged to Send Small Lots to Responsive Houses and High Prices Are Cited to Exporters.

Brazil needs potatoes. She imports large quantities. Before the war most of them came from France. The war has shut off the supply from that country.

These facts are set forth in a recent consular and trade report of the United States Government, which has just been received by H. B. Miller, director of the department of commerce and industrial survey at the University of Oregon.

The department is making further investigations concerning markets for Oregon products in South America and promises a more extended report soon. In the meantime Mr. Miller advises that dealers should at least send experimental shipments of potatoes to Brazil.

The consular and trade report says: "Prices for potatoes in Brazil are rising rapidly and it not only would be an excellent opportunity for the introduction of American potatoes, but would be a great relief to the people here to be able to get them. Present prices are \$1.45 to \$1.60 per case of 66 pounds, including cost, insurance and freight to Santos.

"Great care should be taken in packing. Wooden cases, as light as possible, to stand the rough handling of ocean freight, should be used. They should be securely strapped with either wooden staves or steel wire. The planks must be far enough apart to allow the air to pass through freely and each box must contain 66 pounds.

"The present price to the consumer is about \$4 a case in the local market. Recently Messrs. Hampshire & Co., an English house of high standing, who have been importers in the Brazilian market for many years, expressed a desire to get in touch with some American shipper who would send them a small shipment on consignment as an experiment. Messrs. Hampshire & Co. are agents for the Lamport & Holt line and a consignment to a responsible house at Santos should prove profitable and stand high. Anyone who would care to take advantage of this opportunity could not do better than to form a connection with this firm.

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MARINE INTELLIGENCE.

STEAMER SCHEDULE.

DUE TO ARRIVE.

Name From Date. Beaver, Los Angeles, Nov. 6. Geo. W. Elder, San Diego, Nov. 6. Rose City, Los Angeles, Nov. 6. Breakwater, Coos Bay, Nov. 6. Bear, Los Angeles, Nov. 6. Yucatan, San Diego, Nov. 6. Yucatan, San Diego, Nov. 6. Yucatan, San Diego, Nov. 6.

DUE TO DEPART.

Name For Date. J. B. Stetson, San Diego, Nov. 7. Willamette, San Diego, Nov. 7. Yucatan, Los Angeles, Nov. 7. Yucatan, San Diego, Nov. 7. Yucatan, San Diego, Nov. 7. Yucatan, San Diego, Nov. 7. Yucatan, San Diego, Nov. 7. Yucatan, San Diego, Nov. 7.

EUROPEAN AND ORIENTAL SERVICE.

Name From Date. Merionethshire, London, in port. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6. Merionethshire, London, Nov. 6.

ALASKAN SERVICE.

Name For Date. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7. Quinalt, Skagway, Nov. 7.

Marconi Wireless Reports.

(All positions reported at 8 P. M., November 5, unless otherwise designated.)

Wainwright, San Luis for Portland, on the Columbia River.

Atlas, Seattle for San Francisco, 430 miles north of San Francisco.

Admiral Schley, San Francisco for Seattle, 20 miles south of Cape Flattery.

Congress, San Francisco for Seattle, five miles north of Yaquina Head.

Empire, Portland for San Francisco, 24 miles north of Point Blanco.

Dewey, Seattle for San Francisco, 15 miles north of Yaquina Head.

El Segundo, Richmond for Vancouver, 11 miles north of the Columbia River.

Coronado, Aberdeen for San Francisco, 18 miles south of the Columbia River.

Alaska, Alaska for Seattle, 25 miles east of Cape St. Elias, at 8 P. M., November 4.



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Be sure of our label; a small thing to look for, a big thing to find.

Hart Schaffner & Marx Good Clothes Makers

Sam'l Rosenblatt & Co. Exclusive Agents for Hart, Schaffner & Marx Clothes.

DOCTOR RAISES NEW BARS

Three More Families Prisoners of Quarantine at Willamette.

OREGON CITY, Or., Nov. 5.—(Special).—Three more families were placed under quarantine at Willamette Thursday by County Health Officer Van Brakle and two cases of scarlet fever were found in the family of S. A. Cobb.

Eight houses in Willamette now are quarantined and 12 persons are ill either with diphtheria or scarlet fever. The cases of scarlet fever still further complicate the situation. Three diseases, contagious tonsillitis, diphtheria and scarlet fever, now are prevalent in the town, the first two approaching the nature of an epidemic. Dr. Van Brakle took four cultures Wednesday and they were examined by the State Board of Health at night in Portland.

Eleanor Cobb, one of the cases discovered today, has diphtheria as well as scarlet fever.

ROAD CONTRACT IN COURT

Astoria Plaintiffs Sue for Work Done on Columbia Highway.

ASTORIA, Or., Nov. 5.—(Special).—A suit on a contract was filed in the Circuit Court today by Emil Carlson and 12 others against C. Johnson and Andrew Peterson, doing business under the name of Peterson & Johnson, asking for a judgment in the sum of \$1465.95, with costs and attorney fees.

The complaints recite in June, 1914, the plaintiffs entered into a contract with the defendants to grub and grade the portion of the Columbia Highway between station 375 X30 and station 333 X50 on the unit basis. The complaint also avers that the plaintiffs worked until October 22, when their contract was canceled by the defendants. The plaintiffs, say the complaints, performed 1633 days' labor, worth \$2.50 a day, and John Soin, one of the plaintiffs, acted as foreman on the work during 182 days, his services being worth \$3 a day. The plaintiffs value their labor at \$2748.50 and allege they have been paid only \$1277.55, leaving a balance due of \$1465.95.

GIRL BLAMED BY DEFENSE

Case of Frank Arellanes Given to Jury but No Decision Reached.

After an Adam-like defense wherein the woman was found, followed by a severe grilling by Deputy District Attorney Collier, Frank Arellanes, baseball pitcher, saw his fate placed in the hands of the jury late yesterday. No verdict had been returned late last night and the jury retired to resume consideration of the case this morning. Arellanes was tried on a charge of having contributed to the delinquency of a 14-year-old girl.

MOVEMENTS OF VESSELS.

PORTLAND, Nov. 5.—Arrived—Steamer Willamette, from San Francisco, 100 miles north of San Francisco. Sailed—Steamer Oristano, for Portland, 100 miles north of San Francisco. Sailed—Steamer Redondo, for San Francisco, 100 miles north of San Francisco. Sailed—Steamer Breakwater, for Portland, 100 miles north of San Francisco. Sailed—Steamer Bear, for Portland, 100 miles north of San Francisco. Sailed—Steamer Yucatan, for San Francisco, 100 miles north of San Francisco. Sailed—Steamer Yucatan, for San Francisco, 100 miles north of San Francisco. Sailed—Steamer Yucatan, for San Francisco, 100 miles north of San Francisco.

Tides at Astoria Friday. High, 3:05 A. M., 8.5 feet; 1:11 P. M., 10.9 feet. Low, 2:04 P. M., 2.5 feet; 10:33 P. M., 0.1 foot.

Columbia River Bar Report. NORTH HEAD, Nov. 5.—Condition of the bar at 5 P. M.: Sea, smooth; wind, west, 16 miles.

OLDEST CARRIER DIES

T. E. White Victim of Heart Trouble After Work on Amity Route.

AMITY, Or., Nov. 5.—(Special).—T. E. White, the veteran mail carrier on route No. 1, dropped dead from heart trouble at his home in this city last night.

Mr. White had gone over his route yesterday, and up to 7 o'clock this morning he was still at his home. Although it is rumored that his team had run away with him while on his route, he mentioned no injuries. His wife found him dead when she returned from a neighbor's.

Mr. White was a prominent Odd-fellow and was the oldest mail carrier in Pierce county, having made the first trial trips when the service was inaugurated.

SENATOR W. D. COTTER DIES

Puyallup Pioneer and Close Friend of Governor Lister Passes.

OLYMPIA, Wash., Nov. 5.—(Special).—State Senator W. D. Cotter, of Puyallup, died today. This was the second special by-election to fill the seat, and probably will mean a Republican gain in the State Senate, as Pierce County is strongly Republican.

Senator Cotter, elected on the Progressive wave two years ago, was a prominent pioneer resident and close personal friend of Governor Lister.

BABE BURNED TO DEATH

Mother Gone but Few Minutes Returns to Find Home in Flames.

AMITY, Or., Nov. 5.—(Special).—The little 11-months-old baby of Mr. and Mrs. Charles Phelps was burned to death today when the house in which they lived was destroyed by fire.

The Phelps lived in a small house on a farm two miles west of here and Mrs. Phelps had gone to the neighbor's house a few feet away, for only a few moments, leaving the baby asleep. When she returned and opened the door the flames prevented her entry to get her child. The house being small, the whole interior was a mass of flames before the fire showed from the outside.

UNION-NEW BRIDGE COMPLETED

The new surface on the Union-avenue bridge across Sullivan's Gulch has been completed. The bridge has a pavement of wood blocks, placed on treated plank. The Grand-avenue bridge over Sullivan's Gulch will now be redecked.

DISTRICT ATTORNEY REAMES TO SPEAK

Clarence L. Reames, United States District Attorney, will address the Portland Realty Board at its weekly luncheon meeting in the rooms of the Portland Commercial Club today on "Realty Swindlers." Joseph C. Gibson will act as chairman of the day.