LAND SHOW RECORD SET BY HILLSBORO

Orenco Joins in Sending Delegation of 480 Persons on Seven-Car Train.

BAND ACCOMPANIES PARTY

President Dunne and Manager Buckley, of Products Exposition, Extend Welcome — Vancouver to Have Turn Today.

PROGRAMME FOR TODAY AT MANUFACTURERS' AND LAND PRODUCTS SHOW.

Afternoon.

3 P. M.—Vancouver Woman's Club. 4 P. M.—Lecture by Charles H. Flory, forestry service. The Dalles day.

Evening.

8 P. M.—Ad and Rotary Clubs. 8 P. M.—Third Streeters. Parade at 8 o'clock, reach here at 8:30 P. M. for exercises in theater. 8:30 P. M.—Military night.

All records for out-of-town attendance in organized delegations at the Manufacturers' and Land Products Show were broken yesterday, when Hillsboro and Orenco sent in 480 persons in observance of "Hillsboro Day."

The Orenco band of 23 pieces accompanied the delegation and immediately after the seven cars that bore the crowd reached Portland, they paraded the streets to the Armory in force.

President Dunne and Manager Buckley, of the Show, received the delegation and a short programme was held in the little theater. Addresses were made by Mayor H. T. Bagley, of Hillsboro; E. L. Moore and R. M. Erwin.

Musical Selections Offered.

Musical selections were offered by the Orenco band and by the Hawaiian singers.

Members of the committee who were responsible for the great success of the celebration were J. R. Marshall, Sam Weil, G. V. Payne, G. C. Combs and E. L. Moore.

After the programme in the little theater the crowd swarmed out through the exhibit pavilions or scattered through the city to visit the Commercial Club and special points of interest.

A close rival of Hillsboro in numbers is expected to be found in the Vancouver delegation, which will have its day today. The Vancouver people will come over in the afternoon and will offer two programmes, followed by a military reception in the ballroom.

Women to Give Programme.

The Vancouver Women's Club will give a programme in the afternoon and in the evening the following programme is offered by the Vancouver Commercial Club:

Address of welcome, J. H. Elwell; vocal solo, "Mattinata" (Leoncanollo), Mrs. Margaret E. Gray; address, "Clarke County," James P. Stapleton; violin solo, selected, Professor John R. Knight; address, "Business Relations Between Vancouver and Portland," Lloyd DuBois; vocal duet, selected, A. J. Dorland and Robert Schulz; address, "Lively Statistics," E. E. Beard; song, "America" (in sign language), by student of School for Deaf. Awarding of prizes.

Rivaling the Vancouver crowd in the evening will be three organized Portland parties, the Ad Club, the Rotary Club and the Third Streeters. The Ad and Rotary Clubs will meet at the Portland Hotel at 8 o'clock to parade to the show and probably will join the line of march of the Third Streeters, which will be from Third street about the same time, with a big band.

No set programme is planned by the clubs, but many stunts will be pulled off. The Third Streeters will hold a short meeting, at which addresses will be given by A. Neppach and Frank Kiernan.

Aside from the Hillsboro programme yesterday the principal feature in the afternoon was a lecture on "Walnut Culture," by J. C. Cooper, of the Yamhill experiment station.

SCHOOL SITE PETITIONED

HAWTHORNE PARENT-TEACHER CLUB BACKING MOVEMENT.

East Side Business Men Lend Aid in Urging Purchase of Taylor-Street Property for Building.

Petitions are being circulated by the Hawthorne Parent-Teacher Association and the East Side Business Men's Club asking the Board of Education to secure a site for a new schoolhouse to take the place of the Hawthorne grammar schoolhouse now located on the Washington High School grounds.

It is set forth that the site at East Harrison and East Thirty-ninth streets is too far east and south to take care of the children attending the Hawthorne school. It is asked that the provision be made to purchase the site in this year's budget.

"We suggest that the site located at the northeast corner of East Seventeenth and East Taylor streets, including Yamhill street, be secured," the petitioners urge, "either by purchase or by condemnation and purchase. This block would give a site 260 by 260 feet, and later the Gulch property to the east can be secured for swimming pools, sunken playground and stadium in the heart of the city without cost of excavation. This site is located two blocks from the East Morrison-street carline, four blocks from Hawthorne avenue carline, one block from Belmont and East Salmon streets, two thoroughfares, and two blocks from East Twentieth street, which will ultimately have a cross-town carline."

It is expected to have the petitions assembled at the meeting of the Parent-Teacher Association this afternoon at 3:30 o'clock in the assembly hall of the Hawthorne school. Representatives from the entire district have been invited, including delegates from the East Side Business Men's Club and the Ladd Addition Improvement Association.

PERSONAL MENTION.

N. Bragen, of Albany, is at the Nortonia.

C. M. Everett, of Seattle, is at the Oregon.

A. D. McCully, of Newberg, is at the Carlton.

J. B. Werner, of Madras, Or., is at the Perkins.

J. R. Carroll, of Chehalis, is at the Carlton.

J. C. Cooper, Oregon's pioneer English walnut-raiser, is registered at the Imperial.

K. C. Earle, of New York, is at the Oregon.

W. E. Norton, of Salem, is at the Nortonia.

Will Madison, of Astoria, is at the Cornelius.

Estella Lanham, of Albany, is at the Cornelius.

F. L. Godard, of Cottage Grove, is at the Nortonia.

L. Barnum, a banker from Moro, Or., is at the Imperial.

C. J. Johnson, a contractor from Astoria, is at the Oregon.

Mr. and Mrs. C. R. Shinn, of Hood River, are at the Nortonia.

A. J. Cooley, a merchant from Omaha, Neb., is at the Multnomah.

Charles V. Brown, a merchant from Astoria, is at the Imperial.

C. W. J. Reckers, of White Salmon, Wash., is at the Cornelius.

Mrs. F. A. Fisher, wife of an Astoria merchant, is at the Perkins.

M. Adams, a merchant from Medford, is registered at the Perkins.

Charles Seaver, a book dealer of Seattle, is registered at the Seward.

Mr. and Mrs. Stuart Mannell, of Lewiston, Wash., are at the Carlton.

C. J. Vassar, an undertaker from Lewiston, Idaho, is at the Oregon.

Bob Mabry, a mine owner, is registered at the Perkins from Spokane.

John Bader and William Rabel, of Cottage Grove, are at the Carlton.

William J. Pedler, an automobile dealer from San Francisco, is at the Multnomah.

Victor Seebourg and R. W. McLean, two Astoria business men, are at the Multnomah.

M. S. Pittman, a professor at the State Normal School at Monmouth, Or., is at the Seward.

R. N. Stanfield, Representative-elect to the State Legislature from Umatilla County, is at the Imperial.

John G. Collins, Russell Ambus and O. M. Gaston, three Government surveyors, are at the Seward on their way home from a Summer's work in Southeastern Oregon.

HUGE TRAFFIC SEEN

Portland Likely to Have Record Grain Shipments.

ACREAGE INCREASE DUE

Tonnage Not Viewed as Doubtful if Britain Continues to Be Chief Buyer but Freights Probably Will Be High.

Barring losses to growing grain next year through hot winds or other causes, predictions are made that in the 1915-16 season Portland will dispatch more tonnage loaded with cereals than ever before in its history, providing also that the European conflict continues. Besides increases in acreage for Winter wheat, which are naturally expected, it is estimated that fully 1,000,000 acres in the Northwest will be sown in Spring wheat.

The latter, it is pointed out, may not all be stubble that is going back from this year's Summer fallow, but information reaching here is that every available acre of land will be utilized in the wheat growing sections, a general activity that has been brought about by prevailing high prices. In a favorable year it is said Spring wheat will run 15 bushels to the acre and that it is just as good as Winter wheat, though more likely to be caught by hot winds.

Winter Wheat Favored.

Winter wheat is more favored because it has the advantage of getting a strong growth and reaps strength from heavy rains and snow moisture, while Spring wheat is nourished only by rain falling after it is sown.

Russia, France and Germany though all large wheat producers, are in a fair way to have their crops curtailed enormously because in each country so many have been called from the fields to the army and a continuation of the conflict means that there will be materially less acreage in wheat, owing to the lack of farm laborers and not only will the crop be neglected, but the consumption will be increased; which will stimulate high prices and should produce an active demand for Northwest grain.

Unless a radical change is wrought in the present war map, Great Britain will continue to be the heavy purchaser, and for that reason the question of tonnage with which to move the crop is not looked upon as doubtful.

Freights will no doubt be stiff in view of the hampered movements of German vessels at large and the added fact that England's merchant marine has been decreased through destruction, capture and seizure. By then, it is assumed, many more foreign carriers will have adopted the Stars and Stripes for protection and engage in the wheat trade.

There have been 74 vessels so far to come under the United States flag from those of belligerent nations, of which 57 are steamers of 249,617 gross tons and 17 sailors of 24,197 tons, virtually all coming under the flag during September and October. It is reasoned that there will be many more before the war is terminated.

Hydrographic Office Notice.

Thomas Jackson, of the steamer City of Seattle, reports that November 1 he saw numerous icebergs between Iceberg Point and Outer Point, Lynn Canal, very dangerous to navigation. Also that November 4 Nell Point light, Vancouver Island, and Island Point light, Stukein Straits, were not burning.

Captain C. W. Delano, of the American steamer Kentuckian, reports by radio that at 4:15 P. M., November 6, when in latitude 48:25 N., longitude 124:57 W., we passed a log 15 inches in diameter standing upright six feet out of water. R. R. Smith, Lieut. (j. g.) U. S. N., in charge.

ST. HUGO IS FOR LIVERPOOL

Balfour, Guthrie & Co. Will Accept Outside Shipments.

Balfour, Guthrie & Co. have placed the British steamer St. Hugo on berth to load general cargo for Liverpool. After the steamer had shifted from the North Pacific mill to Montgomery dock yesterday it was given out that she would accept shipments of a miscellaneous character for that port, though up to that time it was understood that she would only work wheat for the firm. The news also came as a surprise because some firms have evinced such reticence about making known the destination of ships carrying foodstuffs.

The British steamer Usher, which M. H. Houser recently fixed for wheat, sailed from Norfolk Sunday and the same day the Japanese steamer Azumusan Maru, coming to Mitsui & Co. for cereals, left San Francisco for Portland and will first go to Municipal Dock No. 1. The Norwegian bark Bertha, which reached Iquique October 8, has been taken by Strauss & Co. for Portland loading. She is of 1344 tons net register. The British steamer Merionethshire is to sail this morning for the Orient and England and the Den of Airlie arrived with cargo from those countries last night.

WARNING IS GIVEN VESSELS

Entire North Sea Is Military Area, Great Britain Announces.

Warning to the merchant marine against sailing on the North Sea, which has been strewn with mines by the Germans, has been issued by the British Admiralty through the embassy in Washington and a copy was transmitted yesterday to the Portland Chamber of Commerce.

"The whole of the North Sea must be considered a military area," says the message. "From the 5th of November onward, all ships passing a line drawn between the northern point of the Hebrides through the Faroe Islands to Iceland do so at their own peril.

"Ships of all countries wishing to trade to and from Norway, the Baltic, Denmark and Holland are advised to come, if inward bound, by the English Channel and the Straits of Dover. There they will be given sailing directions which will pass them safely, so far as Great Britain is concerned, up the east coast of England to Farne Island, whence a safe route will be given, if possible, to Lindenass lightship. From this point they should turn north or south, keeping as near the coast as possible. Converse applies to vessels outward bound.

"By trict adherence to these rules the commerce of all countries will be able to reach its destination in safety, so far as Great Britain is concerned, but any straying, even of a few miles, from the course indicated may be followed by fatal consequences."

ASTORIA SCHEDULE CHANGED

Harvest Queen Leaves Here Sunday Night Instead of Saturday.

Responding to a demand from river travelers to establish a Sunday night service from Portland to all points as far as Astoria, the O.-W. R. & N. water lines department has announced that the steamer Harvest Queen will not depart from the Ash-street dock Saturday night, as in the past, but will lay over here Sunday and leave Sunday night at 8 o'clock. In eliminating her Saturday night trip, the company also ordered that there be no train service on the fifth division, between Meagler and Nahcotta, Sundays.

Since the Summer schedule ended and the steamers T. J. Potter and Hassalo were withdrawn, the Harvest Queen has been held over at Astoria Sundays and left there Monday morning for Portland. Under the new schedule, she will arrive here Saturday afternoon and remain until Sunday night. Many residents along the river thereby will be enabled to leave for Portland Saturday afternoon and pass Sunday here.

The steamer Lurline, which is on the day schedule from Portland, was held over to wash boiler Monday and the steamer Undine sent in her place, but the Lurline leaves at 7:45 o'clock this morning for Astoria as usual.

Local Office Will Direct.

After November 15 the Coos Bay, Roseburg & Eastern Railroad & Navigation Company, operating 28 miles of road between Marshfield and Myrtle Point, and the steamer Breakwater, plying between Portland and Coos Bay, will be under direct management of D. W. Campbell, assistant general manager of the Southern Pacific.

This property is a Southern Pacific subsidiary and heretofore has been operated by the officials at San Francisco. It is probable that the accounting and other departments of the road will be moved to Portland after the first of the year.

Mr. Campbell said yesterday that he expects the new line to Coos Bay to be completed soon after the first of the year.

GRAIN FLEET GROWING

TWO CARRIERS REACH RIVER AND OTHERS ARE DUE SOON.

British Steamer Craigina Fixed at Rate of 36s 3d and Russian Ship Finland Is Also Chartered.

The British steamer Craigina, now at Itosaki, has been fixed at a rate of 36s 3d to load grain here. The Russian ship Finland was taken at 31s 3d and comes from Guayaquil, where she arrived September 16.

There were two arrivals in the river yesterday—the Royal Mail liner Den of Airlie and the British steamer Lowther Range, both from British Columbia—and, while the former will take wheat and flour, with other cargo, the Lowther Range will work a full load of cereals for the United Kingdom. The Ecclesia, coming to the Portland Flouring Mills Company, and the Queen Eugenie, consigned to M. H. Houser, are thought to be close to the river, as they passed through the Panama Canal October 18. The Queen Eugenie was to have received orders at Balboa to proceed here, though originally slated to load on Puget Sound. The Quito may be nearing port from the West Coast, mariners expecting to see her put in an appearance in spite of the fact her sailing was not reported. She is for November loading.

News From Oregon Ports.

COOS BAY, Or., Nov. 10.—(Special.)—The Adeline Smith sailed this afternoon from Marshfield en route to San Francisco at 2 o'clock, carrying lumber from the Smith mill.

The steam schooner Yellowstone entered port this afternoon, after lying off the bar 39 hours. The vessel will ship a cargo of lumber for San Francisco.

The steamer Nann Smith is due tomorrow from San Diego and San Francisco.

The gasoline schooner Rustler, loaded for Port Orford and Wedderburn, was unable to sail on account of rough water at the bar.

ASTORIA, Or., Nov. 10.—(Special.)—The British steamer Den of Airlie, of the Royal Mail line, arrived from Vancouver en route to Portland.

The steam schooner Quinault sailed for Southeastern Alaska with general cargo.

The steam schooner Willamette sailed for Los Angeles with a cargo of lumber from Portland.

The British steamer Lowther Range arrived from Vancouver and will load grain at Portland for the United Kingdom.

The 20-ton steel draghead was reattached to the dredge Michle's suction pipe yesterday to replace the smaller head that was broken Saturday. It is expected the craft will sail for the south in the near future.

The Norwegian ship Marosa and the British bark Invercoe, grain laden from Portland for the United Kingdom, did not attempt to go to sea on account of the unfavorable weather conditions.

After having lightered about 400 tons of her cargo, the American-Hawaiian line steamer Honolulan, which stranded on the sands in the lower harbor yesterday, was floated. The tugs Oneonta and Wallula and the tender Manzanita pulled her into the channel. The Honolulan probably will go to sea tomorrow morning.

A loaded square-rigger was reported outside, but could not be found by the tug which went after her and probably headed out to sea. The craft is believed to be the French bark Pierre Antonine from Antwerp.

Marine Notes.

Laden with 99,530 bushels of wheat, valued at $114,260, the British bark Queen Elizabeth left down yesterday in tow for the lower harbor on her way to the United Kingdom.

With the Willamette still falling here District Forecaster Beals predicts that it will turn Friday, when a slight rise is looked for. The gauge showed 2.1 feet above zero yesterday, the stream having fallen two-tenths of a foot in 24 hours.

Bound for Coast ports the gasoline schooner Mirene was cleared yesterday with 35 tons of cargo for Waldport and 30 tons for Newport. The Ahwaneda was reported aground below Rainier yesterday, the Mirene was held up for a short time Sunday by the same trouble and the Della is detained, all because of fog.

Reports from Astoria yesterday were that considerable oil and other cargo had been lightered from the stranded American-Hawaiian liner Honolulan at Smith's Point, so that she was floated at 5:15 o'clock. The vessel stranded there Monday morning and was floated with the assistance of the lighthouse tender Manzanita, tug Oneonta and steamer Ocklahama.

Notice to Mariners.

The following affects aids to navigation in the Seventeenth Lighthouse District:

Columbia River, Tongue Point channel—Tongue Point channel buoys 4 and 6; the former is missing and the latter has been broken off. Reported by Captain A. L. Pease. The buoys will be replaced soon.

Astoria to Harrington Point—Beacon 4 light reported carried away by collision, November 7. It will be replaced as soon as practicable.

Astoria to Harrington point—Channel buoy 10, first-class nun, reported out of position by Captain A. L. Pease. It will be replaced as soon as practicable.

Walker Island to Martin Island—Hunters shoal buoy 2, first-class spar, reported missing by Captain A. L. Pease. It will be replaced as soon as practicable.

Tongue Point channel, correction—Tongue Point channel range lights; front light is red, rear light white.

HENRY L. BECK,
Inspector.

HILLSBORO SENDS DELEGATION TO ATTEND MANUFACTURERS' AND LAND PRODUCTS SHOW.

SNAP SHOT OF CROWD HEARING CONC ERT JUST AFTER VISITORS ARRIVED.

Audience Applauds, Thinking Arrest Part of Play.

Detectives Seize Three Pugilists Giving Exhibition in Nickelodeon as "Strong-Arm" Suspects.

WHILE 300 patrons of a Sixth-street nickelodeon applauded vigorously, thinking it a part of the performance, Detectives Coleman and Snow walked up onto the stage of the theater and placed three alleged notorious "strong-arm" men under arrest.

John Ashburn, William McLain and W. A. Strong, the three men, were giving a boxing performance, and after they had weakened themselves by their exertions the detectives seized them. Ashburn and Strong are being held on charges of vagrancy, while McLain is charged with passing a forged check for $10 on the proprietor of the Muller Hotel, at Sixth and Burnside streets.

While Riley Ross stood behind the counter of a cigar stand at Eleventh and Washington streets, which, it is said, he owns in part, Fred Urick, of 193 Chapman street, and Detectives Coleman and Snow were busy examining the clothing worn by Ross.

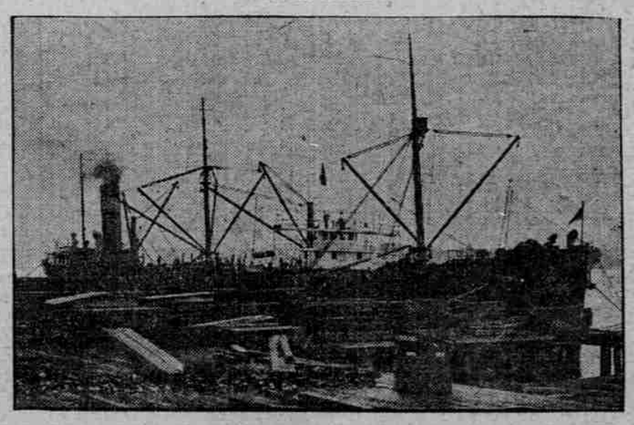
"Them's mine, them's mine," excitedly whispered Urick to Coleman.

Forthwith the detectives placed Ross under arrest and charged him with having entered the rooms of Urick and with having stolen a diamond pin, a watch and a suit of Urick's clothing the night of November 3.

Special Agent McChane, of the Southern Pacific Company, assisted Coleman and Snow in the day's cleanup.

American "cowboy" pictures continue to captivate Spanish children and even the whole public.

COAST-TO-COAST LINER LOADS LUMBER AT WAUNA FOR BOSTON YARDS.



STEAMER ATLANTIC.

At the Wauna plant of the Crossett Western Lumber Company the steamer Atlantic, of the Boston-Pacific fleet, loaded 800,000 feet of lumber, some of which was ties for use at and near Boston. The vessel is on her maiden voyage from the river and sailed the last of the week by way of San Francisco, where she will be in company with her sister ship, the Pacific, which has reached there on her way to Puget Sound, also being on her initial voyage.

Good Goods Don't Keep Quiet

When a man tells you that he has something to sell that is so good it needs no advertising—you may well view him with suspicion.

The man who really has "somethink good" is so proud of it that you could not keep him from advertising.

He just naturally wants to tell everyone about it—and his enthusiasm goes into every line he writes.

And the goods sell because he makes the public catch something of this enthusiasm. Newspaper advertising is the great outlet for the written message that sells the goods.

It reaches an audience that is always looking for something better.

There is a movement among the Boers of South Africa to have an edition of the Bible in their own patois, the "Taal." At present they read the Bible in the pure Dutch of Holland.