EXTRA SESSION NOT URGED BY MEMBERS

Governor Takes Right Stand on Land Grant Problem Is View Expressed.

INTERVIEWS ARE OBTAINED

Legislators Agree Subject Should Receive Attention and Study Before Definite Action Can Be Decided On.

Members of the Multnomah delegation in the Legislature who were interviewed last night are almost unanimous in believing that a special session of the Legislature to take up the Oregon & California land-grant question would not be wise. A general belief was expressed that Governor Withycombe has correctly summed up the situation in his statement published yesterday morning. The interviews follow:

I. N. Day—The crux of the whole situation is to be had from consideration of the following conditions: Congress granted the lands to the railroad upon condition that they should be sold to actual settlers at a price not to exceed $2.50 per acre. In 1907 the Legislature of Oregon adopted a resolution asking that the railroad be compelled to sell the lands under the terms of the grant, under penalty of forfeiture. The 1915 Legislature passed the famous "midnight resolution" which calls for the enforcement of the conditions of the grant—in other words, that the lands be open to settlers upon payment of $2.50 an acre. The Supreme Court of the United States has said that the conditions of the grant are enforceable. convenants, and all that remains now to be done is for Congress to declare the manner in which the lands shall be sold. I cannot see how at the present time a session of the Legislature would be of any service in solving the problem. It is to be borne in mind always that the railroad interest extends beyond the $2.50 per acre. The enforceable covenants insure to it a settlement of the land. The interest of the railroad from now on must be in the settlement and development of the lands to the greatest extent. Its interest is the interest of the people, which is not the creation of extensive reserves. A railroad running through a forest reserve has small chance of becoming a paying property and a factor in upbuilding the state. It appears to me that at the present time the Legislature should hesitate in reversing its action, inasmuch as the Supreme Court of the United States has handed down a decision which practically confirmed the request of the State of Oregon made by two Legislatures that the lands be opened for settlement. I favor action to insure to Oregon the largest participation in the benefits from the sale of these lands, and would gladly see as much as we can secure go for the benefit of our school, irrigation and road developments. I believe that Oregon has an equitable right to a large share in the surplus value of these lands, and believe it is the peculiar and particular work of the Oregon delegation in Congress to secure the same.

E. V. Littlefield—I have been thinking the problem over very carefully and I cannot see the necessity for calling a special session. I believe that the Legislature should wait until the people have made known their wishes in some substantial form—through the Chambers of Commerce or some body of that sort—indicating what they think best to be done. I can see no way in which a special session of the Legislature would be of use at the present.

S. B. Huston—I have been rather under the weather lately and haven't been able to study the case as it deserves. In the present status of the case I am not in favor of a special session, but I may change my mind after I have looked into it further. On general principles, I am against a special session, however.

Plowden Stott—I would not favor a special session until the land-grant question had been most thoroughly considered by those best versed in it and it had been determined whether such a session were necessary. I think it could be handled at present by some representative state committee at large, which could meet and agree upon the procedure advisable with regard to the land-grant cases. It will then be time enough for the Governor to consider whether to call a special session.

Arthur Langguth—I don't see that there is any immediate need of a special session to consider the Oregon & California land-grant case. There is nothing a special session could do except get together and talk things over. The whole affair is in the formative and debating period. I think the Governor and state officials are amply able to cope with the situation now. Personally, I think much as Governor Withycombe does, that the land ought to be settled. It should be sold to the highest bidder, and if the highest bid for portions of the land should be $40 an acre, let it be sold for $40 an acre. In the meantime, however, the whole matter should be fully discussed, and from as many viewpoints as possible, so that after sentiment is crystallized and a definite plan is mapped out, the Legislature would know what to do if it should then seem advisable to call a special session.

Louis Kuehn—Before we spend money on an extra session I think the matter should be carefully considered, and it should be determined whether it will be of any real advantage to the state. If not, it is no use to spend the money on an extra session. But if we can do anything of actual value to the state I should not be opposed to such a session.

Ben Selling, Speaker of the House—I haven't received the Governor's letter, and don't want to comment on the situation until I get it.

Oscar W. Horne—I have just returned from business in Montana and have had no opportunity to give the Oregon & California land-grant question proper consideration. I have read ex-Governor West's letter and Governor Withycombe's statement. If it would be to the advantage of the state to call a special session, then one should be called, but until I have had time to study the question better I am inclined to agree with Governor Withycombe that a special session is not necessary.

S. B. Cobb—I do not favor calling a special session. I do not think it is necessary, and I believe it is too soon for us to begin to formulate too definite a plan. You cannot take up a question of such great importance and settle it offhand in a day, or in a month even.

Conrad P. Olson—I don't see what possible advantage could result to the state from a special session. The United States Supreme Court said it was up to Congress to make rules for the disposition of the Oregon & California lands, and that if Congress didn't do it, the United States District Court would. A special session would only occasion a waste of money and would lead to nothing. Its proceedings would be all conjecture and speculation. The Legislature has done already all it could do towards protecting the state's interest.

D. C. Lewis—My own impressions are that such things should be left entirely to the Governor. The burden ought to be on the Governor, and he should be left with free hands to work out the problem.

Dan Kellaher—I do not favor a special session. The Supreme Court, in its decision, has said that Congress is to deal with the land grant. I think it's up to Congress and I don't see where we have any right to butt in. A special session would cost a lot of money, and in the present condition of business I am sure the people don't want that extra tax to pay. As a member of the State Senate, I am opposed to a special session and am perfectly willing to rely on Congress to handle the question.

L. J. Wentworth—I am strongly opposed to a special session of the Legislature at this time. I do not know that the Legislature could accomplish anything, and in common with many others, I have no clear conception yet as to what policy should be followed by the state. I think we would better wait until we all understand the situation better and can have something specific on which to base a special session, if it should appear that a special session could do any good.

Robert S. Farrell—I favor a special session under certain conditions. If the Legislature could work in conjunction with our Senators and Representatives in Congress, and formulate a plan whereby we could make definite arrangements, so the funds from the Oregon & California lands could be divided between the railroad and the state school fund and perhaps the irrigation fund, I think a special session would be all right. I feel sure that Congress would take note of it if such a plan were worked out, with the influence of our three Representatives and two Senators and our own people. Something must be done. What I am especially concerned in is to save the taxes, aggregating over $1,000,000 to the state, which should be done without robbing the railroad company. I wouldn't advise an extra session under any other conditions, and it should confine its business to consideration of the land grant question alone.

CHARITIES FUND GROWS

FUND NOW ON HAND FOR SUMMER RELIEF WORK IS $2651.

Fresh Air Outing Plan Abandoned Because of Heavy Demands of Those in Urgent Want.

CONTRIBUTIONS TO MAINTENANCE FUND OF THE ASSOCIATED CHARITIES.

Previously reported	$2555.80
Mrs. W. B. Ayer	50.00
Cash	10.00
P. K.	10.00
J. E. Johnson, of Baker	5.00
A friend	1.00
Mrs. G. N. Bloch	5.00
N. J. Salley	1.00
Cash	.25
D. B. McBride	2.50
Sherwood Congregational Sunday School	5.00
Mrs. J. Stule	1.00
Nannie Raabe	5.00
Total	$2651.55

Contributions should be sent to V. R. Manning, 411 Commercial block, or to R. S. Howard, treasurer of the Associated Charities, at Ladd & Tilton Bank.

The fund for the Associated Charities now totals $2651, and there must still be raised $2349 if the work of the institution is to be kept going continuously until next Fall.

Every season brings its especial problems for the Charities, but the demands have been unusually heavy this Summer owing to the long period before the unemployment situation began to be relieved.

The Charities has abandoned the idea of holding fresh air outings for the poor children this Summer, owing to the heavy demands for regular relief work that must be met.

Nevertheless, there are the problems of the poor that arise especially in the Summer season, which must be met and relieved. Poor housing conditions for some families in the record-breaking hot days of the past week are one fruitful source of appeals to the Charities.

Illness is especially likely to occur and especially serious under these conditions, and this is added to the cases of regular relief work that the Charities must handle.

Following are a few appeals that came to the Charities yesterday:

1. Deserted woman must support herself and little girl by day work. She has not been able to find enough to do to keep herself and child fed, and is in great need of assistance.
2. Man with wife and children to support out of employment for a long time. Family almost destitute. Work secured for him through the Charities and transportation for him and family to place of work given.
3. Woman must support husband, who is ill and not able to work, and care for two children. Has been trying to secure work, but is unable to find any.
4. Woman with two small children deserted by her husband has broken down her health trying to care for her little ones. Needs rest and care in the country. Charities trying to find a place where she can be sent.

KLAMATH CELEBRATIONS ON

Three-Day Observance of Fourth Begins With City Crowded.

KLAMATH FALLS, Or., July 2.—(Special.)—A big three-day celebration of the Fourth of July began here this morning with hundreds of visitors in the city. The forenoon was occupied by events on Main street for the white people and in the afternoon there were events for Indians and a baseball game. Tonight there was free street dancing and an address by Senator Chamberlain.

There will be a barbecue tomorrow and Indian events and a baseball game between Klamath Falls and Redding. Representative Sinnott will speak in the evening and there will be street dancing later.

Senator Chamberlain was taken over the Klamath project today by Project Manager Camp and spoke principally concerning irrigation and what Congress had attempted to do for the states containing large bodies of semi-arid lands. He said that he had visited every Government reclamation project in the United States and found none more promising than the Klamath project and he pledged every support he could give to Klamath County.

Salem 8, Corvallis 2.

SALEM, Or., July 2.—(Special.)—The Salem baseball team defeated Corvallis here today by a score of 8 to 2. Proctor, for Salem, pitched effective ball in all but two innings. The attendance was fair.

Portland People in Chicago.

CHICAGO, July 2.—(Special.)—A. J. Lewthwaite, of Portland, is at the La Salle, and H. A. Melcher is at the Great Northern.

JETTY WORK RUSHED

Rock Deposited in Past Year Aggregates 1,000,000 Tons.

RESULT SHOWN BY SURVEY

Extensive Operations Carried On in Columbia River Between Mouth of Willamette and Astoria. New Rock Contract Let.

More than 1,000,000 tons of rock have been dumped along the line of the north jetty, at the entrance to the Columbia River, since July 1, 1914. The driving of piling for the trestle is nearly finished and the entire project is about half completed.

The dredge Chinook has handled more than 500,000 cubic yards of material from the bar since she began operations a few weeks ago.

In the Columbia River, between the mouth of the Willamette and Astoria, the dredges Clatsop, Multnomah and Wahkiakum have removed more than 6,000,000 cubic yards during the year.

Recently the Government contracted for 650,000 tons of rock for the north jetty, reserving the right to increase the order to 780,000 cubic yards. In favorable weather the jetty crew deposits upwards of 100,000 tons a month, and with the plant there operated to capacity it is figured in some quarters that all of the new order of rock will be in place along the trestle by January 1.

Naturally, conditions on the north side are much the same as were found along the line of the south jetty as regards the enrockment sinking, so that about three seasons is required to build it.

Up to the opening of the fiscal year in 1914 there is said to have been dumped from the jetty trestle 500,000 tons of rock, so to date approximately 1,500,000 tons rest on the bottom.

Effects of the jetties and dredging are illustrated in every bar survey during the past two years, and as the north jetty extends and the Chinook is able to work continuously, more marked results are shown. The dredge is kept in service 24 hours each day, and only comes in at the end of each week for fuel and to have her machinery gone over.

SEASIDE STEAMERS PACKED

Hassalo and Potter Carry Capacity Lists to North Beach.

On the departure of the steamers Hassalo and T. J. Potter last night every accommodation had been reserved, and some passengers were unable to obtain berths. The Potter was crowded Thursday night, and both steamers are sold out for tonight.

The beach travel has been increased during the past few days, to some extent by warm weather, and besides many families fixed on July 1 as the time for their yearly migration to North Beach. "Captain" Budd, of the O.-W. R. & N. packets, who spent two days at the beach, says the weather is cool, the atmosphere clear, and, with the prevailing northwesters on, it is felt certain there will be no excessively warm days there. More cottagers are arriving and in another week he expects that crowds will abound from The Willows to Ocean Park.

TUG HERCULES IS DAMAGED

Vessel In From San Francisco Injures Propeller Blades.

ASTORIA, Or., July 2.—(Special.)—The tug Hercules, Captain Tichworth, which arrived from San Francisco this morning with the British bark Kilmallie in tow, is out of commission on account of a broken propeller and will have to go on a drydock to have a new wheel shipped.

The Hercules crossed the bar shortly after 6 o'clock yesterday morning and almost immediately the fog shut in thick. She was proceeding under a slow bell and was in 5½ fathoms of water when she struck a submerged log and one, if not two, of the blades of her propeller were broken off. While the tug was still able to make headway she was forced to drop anchor on account of the fog until this morning, when she came to the wharf here and her owners were notified. She is awaiting orders from San Francisco.

BLOW HOLDS JAPANESE SHIP

Bankoku Maru Steams in Teeth of Northwester From Golden Gate.

For three days the Japanese tramp Bankoku Maru barely made headway against a stiff northwester, into which she plunged soon after leaving San Francisco Saturday afternoon, and though her master held well to the coastline, she was five days gaining the Columbia. The vessel arrived in the harbor early yesterday, berthing at Municipal dock No. 1 to discharge about 500 tons of sulphur.

She finished working inward cargo last night and then the task of fumigating her began. It is planned to start loading lumber aboard today at Inman-Poulsen's and she will finish at Linnton. The Bankoku Maru made a voyage in the Spring from Portland with lumber in the service of the China Import & Export Lumber Company, to which firm she is under charter for the remainder of the year.

COAST SURVEYS NEARING END

Oregon to Begin Dredging Vancouver Channel Next Week.

Surveys of the Tillamook and Nehalem bars have been completed by the force under Colonel Morrow and at Tillamook the work is being continued on the inside channel from the entrance to Bay City, in which the dredge Oregon will dig later in the season. The Oregon is now at the government moorings, being prepared to dredge at Vancouver, Wash., and it is planned to have her operating there Thursday. That stretch of channel improvement is to require about six weeks to complete.

Slight repairs are to be made to The Dalles-Celilo Canal next week, there being minor details to be gone over that have not been attended to before owing to the height of water. Colonel Morrow has been advised that dredging on the Coquille River, between the entrance and the town of Coquille, has been practically finished.

FERRY HERE FOR REPAIRS

Steamer St. Johns to Be Replaced in Service Without Delay.

To be completely repaired, the ferry St. Johns has been towed to the West Side slip of the Lower Albina ferry, which route has been closed temporarily so the lower ferry could be used at St. Johns. An estimate was made that $6000 would be required to wipe out traces of a fire that occurred aboard the St. Johns 10 days ago while she was lying in her slip.

It was determined to have the reconstruction carried out with day labor because, under the law, bids would have to be advertised for a period of 12 days, and it was the aim of the Commissioners to hurry the task so that she can be returned to the route without delay. Damage is principally to the deck and houses, while it is thought the machinery will have to be removed so the foundations can be replaced.

ASTORIA PROJECT INDORSED

Citizens Back Up Port Commission in Proposal to Operate River Line.

ASTORIA, Or., July 2.—(Special.)—A mass meeting of approximately 150 citizens and taxpayers of Clatsop County this afternoon unanimously indorsed the project of the Port of Astoria Commission to establish and operate a line of power barges between Astoria and points along the upper Columbia River as far as Lewiston. Plans submitted by the Commission were for the construction of two vessels that will carry 600 tons of cargo, run approximately 14 miles an hour and will cost $50,000 each.

Contracts for building the boats are to be awarded in the immediate future and the Commission expects to have the line in operation within 90 days.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Great Northern	San Francisco	In port
Beaver	Los Angeles	In port
F. A. Kilburn	San Francisco	July 4
Geo. W. Elder	San Diego	July 4
Northern Pacific	San Francisco	July 4
Breakwater	Coos Bay	July 5
Rose City	Los Angeles	July 6
Santa Clara	San Francisco	July 8
Bear	Los Angeles	July 11
Roanoke	San Diego	July 11

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. to L. A.	July 3
Great Northern	San Francisco	July 3
F. A. Kilburn	San Francisco	July 4
Willamette	San Diego	July 4
Yale	S. F. to L. A.	July 5
Northern Pacific	San Francisco	July 6
Beaver	Los Angeles	July 6
Geo. W. Elder	San Diego	July 7
Breakwater	Coos Bay	July 8
Wapama	San Diego	July 8
Santa Clara	San Francisco	July 9
J. B. Stetson	San Diego	July 10
Rose City	Los Angeles	July 11
Multnomah	San Diego	July 14
Roanoke	San Diego	July 14
Klamath	Honolulu	July 15
Yosemite	San Diego	July 15
Bear	Los Angeles	July 16

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Isthmian	New York	In port
Hawaiian	New York	July 1
Honolulan	New York	July 16
Panaman	New York	July 2

DUE TO DEPART.

Name.	For	Date.
Isthmian	New York	July 5
Hawaiian	New York	July 10
Honolulan	New York	July 16
Panaman	New York	July 23

Movements of Vessels.

PORTLAND, July 2.—Arrived — Steamers Santa Clara, from San Francisco, via way ports; Isthmian, from New York, via way ports; Atlas, from San Francisco; Japanese steamer Bankoku Maru, from Muroran, via San Francisco. Sailed—Steamer Santa Clara, for San Francisco, via way ports.

Astoria, July 2.—Arrived at midnight and left up at 1 A. M., steamer Santa Clara, from San Francisco, via way ports. Arrived at 2 A. M., steamer Daisy Putnam, from San Francisco. Sailed at 4 A. M., steamers Breakwater, for Coos Bay; Catania, for Port San Luis. Sailed at 5 A. M., steamer J. A. Chanslor, for Monterey. Arrived at 4:30 A. M., steamer Great Northern, from San Francisco. Arrived at 5:30 and left up at 7 A. M., steamer Isthmian, from New York, via way ports. Arrived at 8:30 A. M. and left up at 2:20 P. M., steamer Atlas, from San Francisco.

San Francisco, July 2.—Sailed at 11 A. M., steamer Geo. W. Elder, from San Diego for Portland. Arrived at 4 P. M., steamers Multnomah, from Portland for San Pedro; Northern Pacific, from Flavel. July 1.—Sailed at 8 P. M., steamer Saginaw, for Portland; at 9 P. M., steamer Daisy, for Portland.

San Pedro, July 1.—Sailed, steamer Olympic, for Portland.

Seattle, Wash., July 2.—Arrived—Steamers Mexico Maru (Japanese), from Hongkong; Admiral Dewey, Colonel E. L. Drake and Mayfair, from San Francisco for Southeastern Alaska. Departed—Steamers Spokane, for Southeastern Alaska; Congress, for San Diego; Mariposa, for Southwestern Alaska; City of Puebla, San Francisco.

San Francisco, July 2.—Arrived—Steamers Governor, from Seattle; Multnomah, from Portland; Northern Pacific, from Astoria. Sailed—George W. Elder, Johan Poulsen, for Portland; Arizonan, for Puget Sound; Tamalpais, for Grays Harbor; Admiral Schley, for Seattle; Willapa, Aberdeen.

Balboa, July 2.—Arrived—Steamer Epsom, Portland, Or., for London, and proceeded. Sailed—Steamer William O'Brien, from Philadelphia for San Francisco.

News From Oregon Ports.

ASTORIA, Or., July 2.—(Special.)—The steamers Great Northern and Santa Clara, which were delayed outside the bar for several hours on account of the dense fog, came in early this morning.

The tank steamer Catania sailed today for California after discharging fuel oil at Portland.

The steam schooner Daisy Putnam arrived this morning from San Francisco and went to Knappton to take on lumber. She shifted for Portland tonight.

The steam schooner Shoshone shifted tonight from Westport to Knappton to complete her lumber cargo and will sail for California tomorrow night.

The American-Hawaiian line steamer Isthmian arrived this morning from San Francisco, bringing part cargo from New York for Portland.

The British bark Kilmallie, which arrived this morning from San Francisco, is being towed to Portland tonight by the steamer Gamecock. This is understood to mean that the Puget Sound Tugboat Company is arranging again to engage in towing at the mouth of the river.

The steamer Breakwater, which started for Coos Bay last evening, returned before reaching the mouth of the river, as Captain Magenn was taken ill and was forced to release his command of the vessel. The Breakwater left out this morning with Captain H. O. Hansen, the bar pilot, as master.

The tank steamer Atlas arrived this morning from California with a cargo of fuel oil for Astoria and Portland.

The steam schooner Prentiss sailed this evening for San Pedro with a cargo of lumber from the Hammond mill.

The fishing schooner Decorah arrived this evening from the banks off the mouth of the Columbia with approximately seven tons of halibut. She left for Portland with her catch.

The steam schooner Northland arrived this evening from San Francisco with freight for Astoria and Portland.

COOS BAY, Or., July 2.—(Special.)—The steamship F. A. Kilburn arrived from San Francisco and Eureka at 3:30 this morning and sailed for Portland at 3 in the afternoon.

The steamer Adeline Smith sailed for San Francisco this afternoon at 3:30.

The gasoline schooner Gjoa is here from Rogue River to transport freight for the Seaborg cannery.

Delayed at Astoria by fog, the steamship Breakwater was late tonight for the first time in many months.

The A. M. Thompson, with a cargo of lumber from the Simpson mill, sailed at 4:30 P. M. for San Francisco.

The gasoline schooner Roamer sailed at noon for the Siuslaw River.

NEWPORT, Or., July 2.—(Special.)—The fog along the Oregon Coast lifted for a while today and many coastwise steamers were seen close to shore. Among those that took advantage of the change were the schooner Patsy, which arrived from Portland; the halibut schooner Nenamosha, arriving from Tillamook banks, the launch Empire, which arrived from Astoria; the launch Relief, which arrived from Florence, and the halibut schooner Pilgrim, from Newport banks. The schooner Gerald C. has been waiting here for the Patsy.

Thick fog has fallen again tonight but if it raises tomorrow some of the boats will go to the Independence day celebration at Waldport, on Alsea Bay. Word has been received that many launches will arrive in Yaquina Bay from various ports to witness Newport's celebration Monday.

Marine Notes.

Changes in masters recorded at the Custom-House yesterday were that Captain Clyde Raabe went from the steamer Grahamona to the Oregona, changing places with Captain Chris Blohm; C. C. Turner took the steamer Undine, vice Frederick Hagstrom, and Frederick H. Lundy took the steamer J. N. Teal, relieving Art Riggs.

Bound for San Diego, the steamer Shoshone was cleared yesterday with a lumber cargo measuring 675,000 feet.

Approximately 1200 tons of grain was loaded aboard the steamer Colon, which finished yesterday at Irving dock and will get to sea today.

Arriving yesterday from the Golden Gate by way of Eureka and Marshfield, the North Pacific steamer Santa Clara was dispatched on the return trip last night with a large cargo and about 40 passengers. The F. A. Kilburn, in the same service, is due today.

Bringing 650 tons of cargo, a considerable portion of which is asphalt for road work in Multnomah County, the steamer Northland is due today from San Francisco, and loads lumber for the return voyage on Puget Sound.

As soon as the American-Hawaiian liner Isthmian reached Albers dock from New York yesterday afternoon gangs of longshoremen began the work of discharging, and it is hoped to have all of the cargo out by Sunday night. She brought 2600 tons, the largest lot that line has handled from New York here, and she steams from the Columbia River for the West Coast to take on nitrate for the Atlantic side. The largest item on the Isthmian's inward manifest is 275 tons of steel.

As the steamer Georgiana was lifted on drydock yesterday to have a new propeller fitted her place on the Portland-Astoria route for the day was taken by the steamer Undine.

Taken ill after getting away from Astoria with the steamer Breakwater, Captain T. J. Macgenn put back Thursday evening and returned here by train and went to St. Vincent's Hospital, where he is reported resting easy. The Breakwater was taken to Coos Bay by Captain Hansen, one of the bar pilots.

Being held off the bar all night because of dense fog, the liner Great Northern crossed into the river at 4:30 o'clock yesterday morning. Her passengers, arriving here about 11 o'clock, said they enjoyed the novelty.

Marconi Wireless Reports.

(All positions reported at 8 P. M., July 2, unless otherwise designated.)

Santa Clara, San Pedro for New York, 40 miles south of San Pedro.

Queen, San Pedro for San Francisco, off Point Concepcion.

Aroline, San Francisco for San Pedro, four miles west of Santa Barbara.

Colonel Drake, with barge 93, Richmond for Seattle, 36 miles from Seattle.

City of Puebla, Seattle for San Francisco, 21 miles west of Race Rocks.

Minnesota, Orient for Seattle, passed Cape Flattery.

Speedwell, San Diego for San Francisco via San Pedro 59 miles south San Francisco.

Governor, San Francisco to San Diego, 10 miles south Pigeon Point.

William Chatham, Balboa for San Francisco, 45 miles from San Francisco.

Multnomah, San Francisco for San Pedro, 12 miles south of San Francisco.

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

Bear, Portland for San Francisco, 155 miles north of San Francisco.

Roanoke, Portland for San Francisco, 123 miles north of San Francisco.

Adeline Smith, Coos Bay for San Francisco, 336 miles north of San Francisco.

Kilburn, Coos Bay for Portland, 60 miles north of Coos Bay.

Umatilla, San Francisco for Seattle, 12 miles south of Cape Blanco.

Yosemite, Grays Harbor for San Francisco, 20 miles south of Cape Blanco.

Moffett, Richmond for Seattle, 314 miles north of San Francisco.

Chanslor, Linnton for Monterey, 165 miles south of Columbia River.

Hilonian, two miles north of Cape Blanco.

Tides at Astoria Saturday.

High.		Low.	
5:21 A. M.	6.7 feet	11:45 A. M.	1.3 feet
6:12 P. M.	8.1 feet		

BEND RATE RULING MADE

Price for Water Reduced 25 Per Cent; Electricity Little Changed.

SALEM, Or., July 2.—(Special.)—In an order issued today by the Public Service Commission of Oregon, rates for electricity of the Bend Water, Light & Power Company were reduced about 25 per cent, and water rates, with the exception of making classifications more equal, were not changed. The rates are based upon physical valuations made by the Commission, the investigation having been made upon the request of the city of Bend.

Reproduction of the electric plant "reasonably used," according to the Commission, would cost $94,282. Lessened by depreciation the cost of reproduction would be $84,118. Reproduction of the water plant, figuring depreciation, would cost $35,099.

DOG QUARANTINE ORDERED

Rabies Leads to Muzzling Requirement Around Sheridan.

SHERIDAN, Or., July 2.—(Special.)—A zone 15 by 20 miles was declared under dog quarantine last night in an order issued by Frank Brown, president of the State Livestock Sanitary Board, and W. H. Lytle, State Veterinarian. The order goes into effect immediately.

This zone takes in Sheridan, Willamina, Upper Willamina, Bellevue and Gopher Valley. "The infectious disease known as rabies having been diagnosed in a dog in Yamhill County," reads the notice, "the State Livestock Sanitary Board orders that all dogs held or owned within five miles of where the rabies was diagnosed, or where the rabid dog was known to have bitten another dog, be restrained from running at large or shall either be muzzled or held by a chain. This order to remain in force until notification. An offense will subject the offender to a fine of not less than $50 or more than $250."

ALASKA JOBS ARE FILLED

Engineering Commisson Head Tells Plan of Railroad Work.

SALEM, Or., July 2.—(Special.)—Representative Hawley has received a letter from William C. Edes, chairman of the Alaskan Engineering Commission, explaining the system of employing men for the construction of the proposed Government railroad in Alaska and saying there is little chance for many applicants to obtain positions.

All engineering positions have been filled and Mr. Edes indicates that there are many men in Alaska capable of serving in other various positions. Not more than two or three construction trains will be in service this season, the letter says, and most of the construction work being done is carried on by station men, associations of a few men who form partnerships to grade short stretches and who work themselves.

Appointments do not come under civil service and applications for work must be sent to the Alaska Engineering Commission at Seward, Alaska, the letter says.

CYCLE SALE BRINGS FINE

Dealer First Man Arrested by Purchaser for Speeding.

EUGENE, Or., July 2.—(Special.)—Gus Devos, a motorcycle dealer, recently sold Will Judkins, Eugene's mounted policeman, a motorcycle guaranteeing it to go fast enough to catch any motor speeder.

Devos was the first caught, and paid his fine in the police court this afternoon.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 2.—Maximum temperature, 89.4 degrees; minimum, 64.2 degrees. River reading, 8 A. M., 7.4 feet; change in last 24 hours, 0.1 foot fall. Total rainfall (5 P. M. to 5 P. M.), none. Total rainfall since September 1, 1914, 30.04 inches; normal, 44.01 inches; deficiency, 13.97 inches. Total sunshine, 15 hours 40 minutes; possible, 15 hours 40 minutes. Barometer (reduced to sea level), 5 P. M., 29.92 inches.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	88	0.00	8	NW	Clear
Boise	90	0.00	6	NW	Pt. cloudy
Boston	60	1.10	12	E	Rain
Calgary	58	0.00	6	N	Pt. cloudy
Chicago	82	0.16	8	NW	Cloudy
Colfax	88	0.00	10	S	Clear
Denver	98	0.24	8	N	Cloudy
Des Moines	74	0.01	10	NW	Clear
Duluth	64	0.16	8	SW	Pt. cloudy
Eureka	58	0.00	6	NW	Cloudy
Galveston	88	0.00	12	S	Pt. cloudy
Helena	72	0.00	8	N	Clear
Jacksonville	86	0.10	12	NW	Cloudy
Kansas City	70	0.04	8	N	Clear
Los Angeles	78	0.00	12	SW	Clear
Marshfield	66	0.00	4	NW	Cloudy
Medford	98	0.00	12	NW	Pt. cloudy
Minneapolis	68	0.00	12	W	Pt. cloudy
Montreal	66	0.52	20	NE	Cloudy
New Orleans	88	0.00	8	S	Pt. cloudy
New York	74	0.04	10	NE	Cloudy
North Head	60	0.00	10	S	Cloudy
North Yakima	90	0.00	4	NW	Pt. cloudy
Pendleton	100	0.00	10	W	Clear
Phoenix	102	0.00	8	W	Clear
Pocatello	80	0.02	4	SW	Cloudy
Portland	89	0.00	4	NE	Clear
Roseburg	92	0.00	8	NW	Clear
Sacramento	90	0.00	12	S	Clear
St. Louis	82	0.12	14	N	Cloudy
Salt Lake	84	0.00	6	W	Clear
San Francisco	62	0.00	26	SW	Clear
Seattle	82	0.00	4	NW	Clear
Spokane	88	0.00	4	NE	Pt. cloudy
Tacoma	88	0.00	6	W	Clear
Tatoosh Island	58	0.00	24	S	Cloudy
Walla Walla	96	0.00	4	NW	Clear
Washington	86	0.64	10	NW	Cloudy
Winnipeg	60	0.08	8	N	Cloudy
Yellowstone Park	64	0.01	8	NW	Pt. cloudy

WEATHER CONDITIONS.

A high-pressure area extends from Alberta southeastward to Kansas and a trough-shaped depression overlies the Pacific Slope. The barometer is relatively low over the North Atlantic and relatively high over the South Atlantic States. Showers and thunder storms have occurred in portions of Utah, Colorado, Wyoming, Kansas, Nebraska, the Mississippi Valley, Gulf States and generally in the Lake Region, Middle Atlantic and New England states. It is slightly cooler in Western Oregon and the Sound country and decidedly cooler in Nevada, Southeastern Idaho, Colorado, Kansas, New Mexico and Western Texas.

The conditions are favorable for fair weather in this district Saturday except in Southeastern Idaho, where it will be showery. It will be cooler in Western Oregon and Western Washington and warmer in Southeastern Idaho.

FORECASTS.

Portland and vicinity—Fair, not so warm; westerly winds.

Oregon and Washington—Fair, not so warm interior west portion; winds mostly westerly.

Idaho—Fair, except showers and warmer southeast portion.

EDWARD A. BEALS, District Forecaster.

DAILY CITY STATISTICS

Births.

HOWELL—To Mr. and Mrs. John G. Howell, 1061 Vaughn street, June 29, a son.

QUACKENBUSH—To Mr. and Mrs. Guy G. Quackenbush, 872 Ivy street Southeast, June 22, a daughter.

STEPHENS—To Mr. and Mrs. Langley Stephens, 1444 Macadam road, June 28, a son.

BRICKLEY—To Mr. and Mrs. J. M. Brickley, 1039 East Tenth street North, June 19, a son.

NEELY—To Mr. and Mrs. H. C. Neely, 60 Trinity Place, June 2, a daughter.

JENKINS—To Mr. and Mrs. Thomas E. Jenkins, 1182 Gladstone avenue, June 19, a son.

BERG—To Mr. and Mrs. Henry W. Berg, 353 East Thirty-ninth street, June 16, a daughter.

MALOY—To Mr. and Mrs. W. H. Maloy, 1808 East Stark street, June 29, a son.

Marriage Licenses.

MILLER-PHENNING — John Miller, Jr., 21, 300 Falling street, and Kate Phenning, 18, 709 East Sixteenth street North.

HOLMES-FRY — Walter J. Holmes, 27, 393 College street, and Sarah J. Fry, 21, same address.

DIXON-BUTCHER — Claude Dixon, legal, 11 East Ninth street, and Ethel Ellen Butcher, legal, 1035 East Twenty-ninth street North.

LEKBERG-JOHNSON — Alfred E. Lekberg, legal, 267½ Fourth street, and Hilda Johnson, legal, 2047 East Taylor street.

DODGE BROTHERS MOTOR CAR

Roadster Model Now on Exhibition

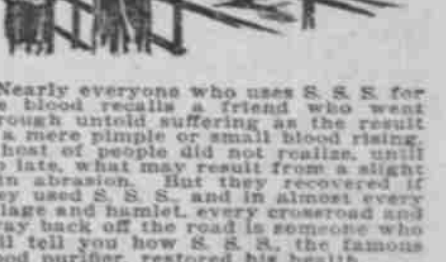
The Price of the Car Complete Is $785 (f. o. b. Detroit.)

Covey Motor Car Co.

Twenty-First and Washington Streets

Blood Risings Begin A Mere Speck

Stop Them From Growing Large and Dangerous.



Nearly everyone who uses S. S. S. for the blood recalls a friend who went through untold suffering as the result of a mere pimple or small blood rising. A host of people did not realize, until too late, what may result from a slight skin abrasion. But they recovered if they used S. S. S. and in almost every village and hamlet, every crossroad and away back off the road is someone who will tell you how S. S. S., the famous blood purifier, restored his health.

It is a most interesting fact that this remarkable vegetable medicine overhauls the blood in a manner that excites curious minds.

But it acts in accordance with accepted physiological laws and yet its effect is almost beyond comprehension to those who are wedded to such drugs as mercury, calomel, arsenic, iodide of potash, copper and other baneful influences which all the world bears silent testimony to their destructive tendencies.

S. S. S. is indeed a nature's tribute to what we need and it is worthy of note that in almost any drug store throughout the country you will find it regularly in stock. Get a bottle today. And if you believe yours is a peculiar case, write to the Medical Adviser of The Swift Specific Co., 108 Swift Bldg., Atlanta, Ga. Our word for it, he is one of Georgia's appreciated specialists, retired from active practice, but proud of his name and of his recognized ability.

TOO LATE TO CLASSIFY.

MOTHER and daughter, 19, want housework together, prefer farm. Call Mrs. Dennis, 183 Commercial st. Phone Woodlawn 1120.

BARBER wanted for Saturday and Monday. 283½ Burnside st.

GIRL WAITRESS. Apply 22 N. 4th st.