ROAD DIAGRAM SHOWING BEST ROUTE TO TAKE TO GET TO COLUMBIA HIGHWAY FROM

PORTLAND WHILE COUNTY ROADS ARE BEING IMPROVED.

FRAUD IN LIABILITY REPORTS CHARGED

Cashier Prosecution Drags on and Statements Are Introduced in Evidence.

RESPITE EXPECTED TODAY

Defense Will Require From 10 to 15 Days With Arguments of Numerous Attorneys Occupying Week. New Discrepancies Alleged.

The Government did not complete its case yesterday against Frank Menetee, F. M. LeMonn, O. A. Campbell, Thomas Bilyeu, O. E. Gernert, B. F. Bonnewell and H. M. Todd, officials and salesmen of the United States Cashier Com-

men of the United States Cashler Com-pany, as had been expected.

Though United States Attorney Reames believes he will finish today, even that is not certain. Mr. Reames said he thought he would rest his case late in the afternoon, but if there is an extended cross-examination of wit-nesses, it is quite likely to be Wednes-day morning before the Government case ends.

case ends.
Yesterday was the 18th trial day since the case was called before Federal Judge Bean on July 6. The defense will take probably at least 10 days and perhaps 15, and the arguments of the lawyers are likely to fill another week. There are two attorneys for the Government, and nine attorneys for the various defendants, and they all probably will talk to the fury.

FAIRVIEW

ED

The question of "stock liability" cut an important figure in yesterday's trial proceedings.

Liability Discrepancy Charged.

Through Hiram S. House, expert accountant, the Government emphasized the fact that in various statements and in reports to the stockholders, no stock liabilities had been listed among the company's liabilities.

This, necording to Mr. House, gave

the company a large apparent balance in assets over liabilities, whereas if the "stock liabilities" had been includ-ed, the balance would have stood the

other way.

The defense, on the other hand, con-The defense, on the other hand, contends that there is no such thing as a corporation's having "stock limbility." Martin L. Pipes, chief of counsel for the defense, who cross-examined Mr. House at length regarding "stock limbility," announced that the defense would later put expert accountants of its own on the stand who would testify that the commany was perfectly correct. that the company was perfectly correct in not including it on its statements. Mr. House testified to many other al-leged discrepancies in the various state-ments as to assets and liabilities made by the company.

Omission in Rating Alleged.

In a report made by the United States Cashler Company to Bradstreet October 21, 1911, he testified, \$22.587.67 was listed in the liabilities under bills pay-able, but nothing was said of a balance of \$117,262.01 due on patents, most of which was later paid; neither was there included in the liabilities an item of included in the liabilities an item of \$3282.72 on miscellaneous accounts payable, \$2555.50 balance due Frank Menefee on commissions, \$5526.95 balance due F. M. LeMonn on commissions, nor \$2122.85, commissions due agents.

He testified that the company reported its patents at what it had

actually paid, and not on what it had agreed to pay, the total of which should have been included in the liabilities. Mr. House testified at the same time that the company had approximately \$160,000 more in assets than listed in this report. On cross-examination, how-ever, he explained that this was ac-counted for by reporting at what had been paid for them, not for what the ompany had agreed to pay.

Rendy Cash Given at \$63.

United States Attorney Reames ques-tioned Mr. House as to his examination of the books and records of the com-pany to show assets and liabilities at the time it quit business in Portland and removed its machinery beaute, Ind., January 31, 1914. "How much cash was there on hand then?" asked Mr. Reames. "There was \$62.59," replied the wit-

Total assets, including valuations of \$459,115.59 placed on patents, amounted then to \$787,230.93.

The company had total actual liabilities of \$98,702.85 and had issued stock to the amount of \$1,196,235.82, leaving approximately \$3700 of the capitalization of \$1,200,000 not issued, he testi-

stock, for which had been received a total of \$1.511,335.26. In addition, he said, the company got \$21,476.65 for stock bought from W. S. Overlin, who developed the models of its money management.

HIGHWAY TRIP TO BE MADE

in store.

Mrs. Field is the widow of Marshall Field, the founder of the great mercan tile establishment of Marshall Field & Co., of Chicago. chines, making a total of \$1,532,811.92 received for stock. eived for stock. Was that all cash?" put in Attorney

No. it was not all cash," said Mr. House. Immediately afterward, Judge Bean adjourned court. Mr. House will be on the stand when court convenes this morning, and his testimany and cross-examination may take up the

Campfire Girls Go to Crater Lake.

whole day.

KLAMATH FALLS, Or., Aug. 2.—
(Special.)—Three auto loads of Campfire girls left Saturday for a short camping trip to Crater Lake in charge of Mrs. A. D. Miller. Miss Winnifred Winnard and Mrs. W. M. Montelius. The girls were Constance Miller, the girls were consta

The girls were Constance Miller, Eleanor Torrey, Edith Montelius, Heien Kepner, Gertrude Wirtz, Alma Brook, More and Constance Miller, Eleanor Torrey, Edith Montelius, Heien Kepner, Gertrude Wirtz, Alma Brook, Well, then, "she replied and launched field, Marie Shelby, Katherine Upp, Florence Bradley, Florence Dowling, Iris Turner, Lois Jacoby, Margaret Upp and Myra Galbreath.

Missing Lads Are Located.

It required less than an hour yesterday morning for Harbormaster Speier to locate Clayton Miller and Cliff Jorgenson, boys, who had left home Sunday night in a launch without the Galla to the Harbor Patrol Station and at 10 o'clock the missing pair was found, camping on the island. At 6.15 o'clock yesterday morning mothers of both sent frantic calls to the Harbor Patrol Station and at 7 o'clock the missing pair was found, camping on the island. That is mid-stream rendeavous is the mecca of numerous parties during the Summer and is kept under surveillance of the water-front squad at night as well as during the day.

Italians' Early Iosses Heavy.

BUDAPEST, Aug. i.—Austrian millitary alithorities estimate the Italian lesses during the first six weeks of the war at 190,000 men, including 11,000 prisoners.

Above-Detailed Drawing Showing Section Line Road Is the Only One Entirely Open, and Other Roads, Starred Portion, Showing Where Repair Work Is Underway. Insert Diagram Below Is Intimate Key, Showing How to Get to Highways From Center of City.

cisco Exposition Marvels at Rapid

Hotel Multnomah for a short visit in

Rebuilding of City Laid

to the amount of \$1,196,233.52, leaving approximately \$3700 of the capitalization of \$1,200,000 not issued, he testified.

Mr. House on Stand Again Today.

Mr. House said the company had not included in its assets \$57,458.27 paid for models and developments, the reason being that it had not included this amount in a statement of April 30, 1913, to stockholders.

He went on to testify that the company had sold, from August 17, 1909, to January 31, 1914, 119,623 shares of stock, for which had been received a total of \$1,511,335.26. In addition, he

DAILY CITY STATISTICS Party Returning From San Fran-

Marriage Licenses.

JAMESON-PROEESTIL—M. M. Jameson, 57. Molalia, Or., and M. Proebstil, 45, Arling-ton Hotel. Low by Big Fire.

BY EDITH KNIGHT HOLMES.

Mrs. Marshall Field, who is at the Hotel Multnomah for a short visit in Portland, couldn't see why she should be interviewed. But she was much more gracious and lovely than women who are only "near-rich," or "near-society," frequently are.

"Because you are so rich," I answered

33. 106 East Eighteenth street, 33. 106 East Eighteenth street, and Ger-trade Schafer, 29, 790 Macadam road, BOOTHE-GILMORE—J. P. Boothe, legal, Boothe, legal, same address, DUNCAN-LAUDER—Albert O. Duncan, legal, Hillsdale, Or., and Viola Lauder, legal, Miledale, Or., and Viola Lauder, legal, Hillsdale, Or., and Viola Lauder, legal, Miledale, Or., and Viola Lauder, legal, Miledale,

SMITH-To Mr. and Mrs. Robert C. Smith, 1174 East Lincoln street, July 30, a son, MOORE-To Mr. and Mrs. Francis W. Moore, 346 East Fifty-second street, July 18 a second a cross to bear, and that is hers. "Very

to continue beyond Latourell will have to follow the old road that includes the notorious Latourell hill. The road beyond Latourell is open all the way to Hood River and The Dalles. 63 LUMBER CARGOES LEAVE July Shipments, Including Rafts,

Tetal 46,857,094 Feet.

VALLEY

SECTION LINE BEST APPROACH

TO COLUMBIA RIVER HIGHWAY.

Paving Being Done on Sandy, Base Line and Powell Valley Routes,

Way for Autos Outlined.

As a result of paving activity on the Sandy, Base Line and Powell Val-

ley roads the only feasible way to ap-

proach the Columbia River Highway

at the present time is via the Sec-

tion Line road, which is now in splen-

The Base Line is closed and the Sandy and Powell Valley roads are so

badly torn up that motorists are advised to avoid them entirely until the way has been cleared sufficiently to

permit safe and comfortable travel.
The motorist intending to travel to
the entrance of the Columbia River
Highway should follow Hawthorne
avenue to Ladd's addition and drive
through Ladd's Addition to Division
street. The continuation of this street

is the Section Line road that leads on to the northern edge of Gresham. Instead of going south directy into

Gresham or going north over the road leading to the Twelve Mile House and

Fairview, the proper course lies straight ahead. After going east for

about two miles the road jogs to the right, then goes east again over a winding grade. The motorist then drops down gradually until he comes to a road to the left and soon after

making this turn he crosses a creek and then swings back north again until he comes to a church building at the corner. Then he swings to

the right and goes down a grade to the Portland Automobile Clubhouse on the banks of the Sandy River.

From this point all motorists are familiar with the course leading across the bridge and around the hills through Springdale and Chanticleer to the entrance of the Columbia River Highway proper. It is possible to drive to Crown Point, but the Highway from that point to Latourell is closed for paying and all who wish

closed for paving and all who wish

did condition.

ASTORIA, Or., Aug. 2.—(Special.)— During the month of July, 27 vessels oaded at the mills in the Lower Co-umbia River district, and their com-

lumbia River district, and their com-bined cargoes amounted to 21,925,000 feet of lumber.

In the same period, 24 vessels loaded 11,931,094 feet at the up-river mills, making a total of 33,857,094 feet of lumber that were shipped in cargoes from the Columbia River last month. addition to the shipments from the lower river district, two rafts, con-taining 13,000,000 feet of logs, were towed to San Diego.

Sweden is appropriating \$536,000 for the urchase of submarines.

Ancient Prison Ship Success Arrives at Astoria.

VESSEL COMES IN TONIGHT

Repairs Due to Rough Passage Delay Opening of Historic Exhibit in Portland Until Thursday Afternoon.

Being the oldest ship afloat, her cabins, cells and decks the scenes of past griefs and strewn with the tellilate traces of storms she has met with, were no barriers in a last battle with the elements by the old British prisonship Success, which came into the river Sunday from San Francisco in tow of the steamer Wasp, after one of the most severe Summer voyages recorded on the Pacific.

The Success weathered the onslaught Being the oldest ship affoat, her

on the Pacific.

The Success weathered the onslaught as she has countless others. Her old hull is as staunch, as free from leaks, and generally as seaworthy as was found many years ago, but at that the last voyage was anything but a "joy ride" for her crew. About deck minor damage resulted, while in the cabin various furnishings were turned topyturvy. Below decks, where are depicted persons and conditions that existed in the days when she carried unfortunates from the British Isies to Australia, the days when she carried unfortunates from the British Isles to Australia, more traces were found of the shaking up the elements gave her, all of which Captain D. H. Smith, her owner, has caused to be restored to its previous condition. The Wasp and her tow ran into a

heavy northwester after leaving the Golden Gate, and for 80 hours the vessels were headed into the teeth of the gale, making less than 100 miles in that time. The wind was of such force that the crew of the Success were unable to do anything with canvas that might steady the historic old bark, and she wallowed astern of the Wasp, so the men found it best to move about as little as possible and at the same time keep her on the course to mini-mize the strain on the line.

mize the strain on the line.

Since reaching the river the prisonship has been in the hands of her company, and she leaves Astoria at daylight this morning in tow of the
steamer Shaver, being due here tonight.
She goes to Yamhill-street dock, where She goes to Yamhill-street dock, where her formal opening was to have taken place this morning, but Captain Smith has postponed the event until Thursday. Mayor Albee and 200 guests will go aboard at 10:30 o'clock Thursday morning and inspect the ship privately, so by 1 o'clock the public will be permitted aboard.

The Success sustained no material damage coming up the coast, so there was no call on shore mechanics to fix her up, but Captain Smith decided that

her up, but Captain Smith decided that It was best not to move her from Astoria until she had been made shipshape about deck. Final preparations will be made tomorrow to receive the public, and every day until she is taken to Puget Sound to be exhibited the vessel will be available for sightseers.

REVIEW DENIES BAR STORY

California Publication Refutes Reports About Northern Pacific.

Gilman, president of the line; Captain Hunter and Pilot Lundquist, of the ship, and B. C. Ball, head of the Williamette Iron & Steel Works.

Dealing with the overwhelming evidence against the bar having figured in the matter, the Marine Review says:

"The letters show clearly that the recent rudder injury to the steamer Northern Pacific was not caused by grounding on the Columbia River bar or elsewhere. Portland people naturally resented the widespread intimation of a partial failure of the government's great work at the Columbia ment's great work at the Columbia River entrance, and the Pacific Marine Review takes pleasure in doing its part towards the removal of a false im-

BARMBEK IS NOW FRENCHMAN Ship With Portland Cargo, Cap-

tured, Sold by Prize Court.

Bearing her third name since being launched in August, 1886, a ship that was best known here as the German bark Brambek is now the French bark Pacifique, having been captured by the Pacifique, having oeen captured by the French a year ago this month, when en route from Portland to the United Kingdom with a grain carge. A French prize court recently ordered her sale, a French firm purchasing her and renaming the vessel. Originally, she was the British bark Gilcruix, and was purchased several years ago by Knohr & Burchard, of Hamburg, who operated her under the German flag. She left the Columbia River on her last voyage, April 21, 1914, and was picked up by French cruisers, which ordered her to Brest and she reached there August 20. The vessel carried wheat and barley valued at \$72,151 that was dispatched by M. H. Houser. The bark is of 2108 tons net register and is 289 feet long, with a beam of 42 feet and depth of hold of 24 feet.

SKIPPER CRUISES ON LAND

Capain "Jim" Shaver Surprises Marshfield With Trip and Car.

Navigating the largest and most at-Navigating the largest and most attractive car that has yet appeared in the streets of Marshfield, a big sixcylinder automobile, Captain James W. Shaver, of the Shaver Transportation Company, has returned after a week spent on the coast, accompanied by Mrs. Shaver and their guests, Mr. and Mrs. I A English of Hood Piver Mrs. J. A. English, of Hood River.
The party went through the Willamette Valley and reached the coast by way of Roseburg to Myrtle Point. They were as far south as Bandon and made Coquille and other points, returning by way of the Alleghany route. Captain Shaver said despite the fact there are three peaks 1200 feet high and the road was narrow, while in places it was muddy because of being sheltered by heavy timber, it was ne-gotiated without accident, though for 35 miles chains had to be used. In all more than 600 miles were covered.

DREDGE PIPES LENGTHENED

Deepening of Channel Necessitates Chinook Extending Equipment.

ASTORIA, Or., Aug. 2 .- (Special.)-To enable her to work more advantageously in the deepened channel at the
mouth of the river, the 30-inch suction
pipes on the dredge Chinook were
lengthened yesterday by 10 feet and
a section seven feet in length was
added to each of the 20-inch pipes.
This makes the pipes 88 feet long. The o enable her to work more advantage-

new section arrived Sunday morning and the work of installation was com-menced at once, so that the dredge can resume operations on the bar to-

while the thick fog prevailed at While the thick fog prevalled at the mouth of the river during a good pertion of last week, and the dredge Chinook thus lost 24 hours, the craft pumped up about 70,000 cubic yards of sand and carried out to sea. Since the Chinook commenced work in that channel last April she has handled 800,000 cubic yards, or approximately 1,500,000 tons of sand, and before the season ends she probably will have removed fully 1,250,000 cubic yards of material from the shoal at the mouth of the river.

When she went to work in that channel the deepest water was less than 26 feet. Now the minimum is between 33 and 34 feet, and in the greater portion of the channel the depth is 36 feet.

COLLISION CASE IS STARTED

Inspectors Hear Testimony on Northern Pacific-Oneonta Crash.

Captain E. J. Barnes, master of the Port of Portland tug Oneonta, was on trial yesterday before United States Inspectors Edwards and Fuller as a result of damage sustained by the vessel at Flavel July 14, when she was struck by the stern of the turbiner Northern Pacific, which cut through a hull plate and into the port oil tank. Testimony was given by officers of the Northern Pacific, which sails today for San Francisco, and the case will be resumed at 1 o'clock this afternoon when the last witnesses of the Onconta's the last witnesses of the Oneonta's

the last witnesses of the Oneonta's crew will be examined.

Colonel C. E. S. Wood, of the law firm of Wood, Montague & Hunt, is representing the Port of Portland Commission, with Judge Charles H. Carey, counsel for the Great Northern Parties Steamship Company, there on Pacific Steamship Company, there on behalf of that corporation. Manager Edward Wright, of the Port of Portland, and Marine Superintendent Wiley, of the steamship line, were also in at-

tendance. The Oneonta is used to assist the turbiners into their berth at Flavel, and it was while she was astern of the Northern Pacific for that purpose that

Utter Rocks Light Is Gone.

Included in the latest notice to mariners issued from the office of Robert Warrack, Inspector of the Seventeenth

Warrack, Inspector of the Seventeenth Lighthouse District, are the following:

Coos Bay—Utter Rock Light destroyed,
July 8.

Nehalem River Entrance — North Spit
Buoy 1, missing, July 7. The buoy will not
be replaced at present.

Bellingham Bay—Post Point Gas and Bell
Buoy 2, to be established about August 1,
1815, in the present position of Post Point
Bell Buoy 2PP, which will then be discontinued. The gas huoy will be cylindrical,
with skeleton superstructure, and will show
a flashing white light every three seconds;
flash 0.3 second duration, of 70 candlepower,
12 feet above water.

Annie Larsen Undergoes Repairs.

ABERDEEN, Wash., Aug. 2 .- (Special.)—The schooner Annie Larsen, which has been held here since July 29 when she arrived with a cargo of arms and ammunition, has gone upon arms and ammunition, has gone upon the marine ways for painting and repairs. The fact that she is being repaired seems to indicate that her owners, Olson & Mahoney, of San Francisco, believe that the vessel will be released soon. Washington authorities have communicated nothing concerning the disposal of the ship, although they were asked for advice several weeks ago.

SALEM, Or., August 2.—(Special.)— Corporation Commissioner Schulder-man today gave the Hawaiian Transports About Northern Pacific.

In the August number of the Pacific Marine Review, of San Francisco, a leading publication of its kind in the United States, about two pages are devoted to the Great Northern Pacific, and the Great Northern Pacific, and the Great Northern Pacific, and the Great Northern Pacific line's

ASTORIA, Or., Aug. 2.—(Special.)—Bringing passengers and freight for Astoria and Pertland, the steamer F. A. Kilburn arrived today from San Francisco via Eureka and Coos Bay.

The gasoline schooner Mirene arrived from Newport with a cargo of dairy products.
The steamer Breakwater arrived from Coos Bay with freight and passengers for Astoria and Portland.

The schooners Lizzle Vance and W. H. Smith and the steam schooner Santa Monica commenced loading lumber at Westport.

COOS BAY OF Aug. 2.—(Special.)—The COOS BAY, Or., Aug. 2.—(Special.)—The steam schooner Acme arrived from San Francisco this morning with freight for Marshfield and North Bend, The vessel will lead implies at Parsen will

Marshfield and North Bend. The vessel will load lumber at Porter mill.

The steam schooner Yellowstone is due tonight from San Francisco.
Captain Erickson, formerly of the steam schooner Redondo, is the father of a son, born recently at his home in Berkeley, Cal.
The gasoline achooner Relief, from Siuniaw and the Umpqua River and points on the Siuniaw tomorrow,
The steamer Adeline Smith arrived from San Francisco.

Marine Notes.

Captain Eagles, formerly master of the kell-known ship Drummuir, which was sent to the bottom off the River Platte last year by the German cruiser Lelpsie when on the way to the United Kingdom with grain, is in command of the schooner Golden State, formerly the Wm. F. Garms, which is on the way here from San Francisco to load lumber for Delagoa Bay.

As the first Monday is a bank holiday in Great Britain, no cables were received by exporters yesterday.

Oil burners are to be installed in the

exporters yesterday.

Oil burners are to be installed in the Government dredge Oregon in advance of her departure for Tiliamook Bay next month, because there is said to be no slabwood available there at present. Bids for the burners were opened yesterday at the office of Major Williams, Corps of Engineers, U. S. A., George Best bidding \$2300 and Smith & Watson \$1755. The dredge how digging a channel to Vancouver and will complete the job before the end of the monta.

AMUSEMENTS.

- MAIL ORDERS NOW. HEILIG | Strw'y at Taylor | Main 1 & A 1122 7 REGINNING Next Sunday

'DANCING AROUND'

AL JOLSON Eves.—Floor, 15 rows \$2, 3 at \$1.50. Bail, \$1.50, \$1, 75c, 50c, Gal., 50c. Both Mats.—Floor, 11 rows \$1.50, 7 at \$1. Bail, \$1, 75c, 50c. Gal., 50c.

THE SHADOW GIRL and Big Metropolita Company. Augmented Occhestra, under per sonal direction of Miss Margaret Whitney. 5 OTHER BIG-TIME ACTS—5 Boxes, First Row Balcony Scats Reserved by Phone—Main 4686, A 2236,

The OAKS

Portland's Great Amisement l'ark. Big free show, including new musical comedy and 20 pretty girls, Dancing, Skating, Swimming and l'ark Attractions. Children's day every Wednesday, Children under 15 admitted free. Admission to park, 10c, Express cars, First and Alder streets. Launches, Morrison Bridge.

Navajo is to load her cargo at New York for the Pacific side.

While linemen of the Pacific States Telephone & Telegraph Company were using a bargo belonging to Fritz De Rock, a diver, at Municipal Dock No. 2, yesterday, it was damaged and partly filled. The fireboat David Campbell assisted in pumping the hold free after canvas had been rigged to cover the damage.

Henry Hewitt & Co. are to continue as Lloyd's agents here in the future, though Mr. Hewitt, who had been agent of the big insurance firm since 1885, died in February, Official notice that the company would retain the same business was received yesterday.

Movements of Vessels.

Movements of Vessels.

PORTLAND. Aug. 2.—Arrived—Steamers Breakwater, from Coos Bay: F. A. Kilburn, from San Francisco, via way ports; Geo. W. Elder, from San Diego, via way ports; Geo. W. Elder, from San Diego, via way ports, Sailed—Steamers O. M. Clark, for Balboa; Atlas, for San Francisco.

Astoria, Aug. 2.—Arrived at 2 and left up at 11:15 A. M., steamer Breakwater, from Coos Bay. Arrived at 9:30 and left up at 11:15 A. M., steamer F. A. Kilburn, from San Francisco, via way ports.

San Francisco, wia way ports.

San Pedro, Sailed at 9 A. M., Cruiser Albany, for cruise. Steamer Georgias, from San Francisco, for Scattle, grounded on Duxbury reef, later floated, some water in No. 1 hold, shumage unknown.

Eureka, May 2.—Arrived and sailed at 2 P. M., steamer Sants Clara, from Portland, for San Pearo, May 2.—Arrived — Steamers Roanoke, from Portland, for San Diego; W. H. Murphy, from Portland.

Astoria, Aug. 1.—Arrived at 6 and left up at 7 P. M., steamer Geo., W. Elder, from San Diego, via way ponts. Arrived, steamer Santa Monica, from San Francisco, Sailed, steamer Despatch, for Southeastern Alaska, Seattle, Wash, Aug. 2.—Arrived—Steamers Humboldt and Paraise, from Southeastern Alaska; Congress, from San Diego, via San Francisco; Prince Rusert, from Prince Rupert R. C. Sailed—Admiral Dewey, from San Francisco; Minucsotan, from New York, via San Francisco; Hawallan, for New York; City of Seattle, forn Victoria, Phoenix, from San Francisco; Frince Rusert, from Smith, from Coos Bay; Bear, from Portland; City of Publia, from Victoria, Phoenix, from Bandon; Lewis K. Thurlow and Georgian, from New York; John Poulson and schooper W. G. Irwin, from Roche Harbor, Sailed, U. S. S. Albany, for Bremerton.

Marco

in the August number of the Au Marconi Wireless Reports.

Northand, San Francisco for San Feuro, off Santa Barbara.
Queen, San Pedro for San Francisco, 70 miles east of Point Hueneme.
Hioman, San Francisco for Hilo, 1006 miles out, August 1.
Hyades, Seattle for Honolulu, 190 miles from Cape Plattery, August 1.
Matsonia, Honolulu for San Francisco, 404 miles out, August 1.
Manchuria, San Francisco for Honolulu, 417 miles out, August 1.
Aztec, Balboa for San Francisco, six miles south of lightship.
Governor, San Francisco for San Podro, eight miles south of Pigeon Point.
Centralla, San Francisco for Eureka, 25 miles north of Point Reyes.
Matsonia, Henolulu for San Francisco, 137 miles out. Matsonia, Romonius for San Prancisco, in lies sout.

Hanify, San Francisco for San Pedro, 10 niles south of San Francisco,
Drake, Ketchikan for Richmond, 180 miles south of Ketchikan, August 1.

Admiral Evans, Scattle for Knik, off Alert

Germs Can't Stay With This Treatment

No Impurities Can Retain A Foothold_They're Driven Out.



and Smith & Watson \$1750. The dreage in one will agging a channel to Vancouver and will complete the job before the end of the montal.

Coming from San Francisco, the steamer Shoshone is due today with 538 tons of general recomplete the polyge line. Though scheduled to sail Friday night, the gasoline schooner Patsy did not get away until last might for Newport and Florence, but it is said she will make the trip to go out on time August 6. She carried 2000 cases of cans, 12 cases of can tops and 40 tons of general freight. The gasoline schooner fliamond facet, sail tonight. To discharge the last of her New York of the Steel Company is that of the shifted yesterday from the plant of the Williamette Iron & Steel Company at the upper end of the harbor.

Laden with approximately 1.000.000 feet of the harbor.

Laden with approximately 1.000.000 feet of the harbor.

Laden with approximately 1.000.000 feet of the top of the steamer Pair Oaks at Astoria, where the recompany at the upper end of the trip of tr