OREGON TOUR FOR CONGRESSMEN SET

Federal Committee on Visit to Projects Is Expected Here August 18.

DELEGATIONS TO BE HEARD

Representatives Confer Over Trips, Steamer Meetings Arranged, and Welcome of Legislators After Arrival Is Planned.

Representative William E. Humphrey, of Seattle, passed through Portland yesterday on his way home from California and informed Representative C. N. McArthur and W. D. B. Dodson, who met him at the Union depot, that the Congressional rivers and harbors committee, of which he is a member, will arrive in Portland on the morning of Wednesday, August 18.

Mr. Humphrey had been in California for more than a week, accompanying the committee over various projects that the Government already has developed and over some others that the Californians want the Government to develop.

The party will leave early next week for Oregon. They will travel along the California coast to Crescent City, where they will inspect the harbor.

They will move overland from Crescent City to Grants Pass. On this part of the trip they will be guests of the Grants Pass Commercial Club.

Party to Be Met at Oregon City.

On account of the railroad that now is being built to connect Grants Pass and Crescent City the proposed harbor improvements at Crescent City are of immediate interest to Grants Pass.

It is aimed to reach Grants Pass on the afternoon of Tuesday, August 17. Representative McArthur will go to Grants Pass to meet them. Representative W. C. Hawley of the First Oregon district, now is in California and doubtless will accompany the visitors on the Crescent City-Grants Pass trip. Mr. Hawley probably will come with them to Portland, too.

The committee is due to arrive in Portland over the Southern Pacific at 7:20 A. M., but it is probable that representatives of the Portland Chamber of Commerce will meet them at Oregon City and arrange for them to leave the train there.

Trip to Be Made on Steamer.

In that event breakfast will be served at Oregon City, after which will follow an inspection of the Willamette River locks which recently were purchased by the Government from the Portland Railway, Light & Power Company. The party then will be brought to Portland by steamer, giving them opportunity of inspecting the local harbor. The remainder of Wednesday morning, it is expected, will be devoted to Portland harbor inspection. Wednesday afternoon will be given to the lower harbor and to Vancouver.

On Thursday, according to the tentative programme arranged yesterday, the entire committee, with representatives of the Chamber of Commerce, Representative McArthur and other officials will go to Celilo to see the canal recently completed there. It is probable that the eastbound trip will be made on the train, but the return journey probably will be by steamer.

Delegation to Attend.

The original schedule provided for a visit to Celilo on Wednesday instead of Thursday, and representatives of the upper river cities—Pasco, Kennewick, Wallula, Lewiston and others—had been invited to meet the committee at Celilo on Wednesday. The Chamber of Commerce yesterday advised the committee that the time had been changed and invited them to Celilo to present their requests for river improvements. It is possible that the committee will conduct a hearing on the steamer coming down the river.

On Friday, August 20, the Congressional party will be escorted down the river to its mouth. They will have a chance to see the south jetty, now complete, and the north jetty, which is being constructed.

They also will see the dredger Chinook at work and the plans for a new dredge, even more powerful, will be laid before them.

Bay Cities to Present Requests.

The commercial interests of Coos Bay, Yaquina Bay, Tillamook and other ports along the Coast will be invited to meet the committee either at Portland or on the down-river trip so that they can present their needs.

It is possible that the committee will set a time for hearing from all the other Coast cities and Columbia River cities while they are in Portland.

A dinner and an informal reception will be arranged for the members while they are in Portland. Opportunity will be given for Portland business men to meet them.

Until yesterday the Coos Bay people held out some hopes that the committee would be able to visit that port. Representatives McArthur and Humphrey urged them to include Coos Bay in their itinerary, but California, it seems, took so much time that Coos Bay had to be eliminated.

HONOR CONVICTS FLEE

SEVEN ESCAPES ARE REPORTED IN WASHINGTON.

Five Men Violate Pledge Within the Last Four Days While Working Without Guards.

WENATCHEE, Wash., Aug. 9.—(Special.)—The honor camp of convicts in Corbaley Canyon is not meeting with the success which has attended it heretofore. Within the last four days five convicts have escaped. E. Van Carlin, Ed. Turner, C. Mikkelson, Thomas Daley and Martin Schonnea. This makes a total of seven who have escaped since the camp was established, or almost 7 per cent of the convicts stationed there.

The only restriction imposed, which is new, is that the men are not allowed to visit any towns. The authorities are afraid that if the men get to towns they may become embroiled in drunken fights.

All the convicts are paid 50 cents for an eight-hour day. They are allowed all possible freedom, having no guards over them. A reward of $50 is offered for the apprehension of any who escape.

COLORADO CLUB TO PICNIC

Festivities of Society to Hold Sway at The Oaks Today.

Did you ever live in Colorado? If you did you ought to go to the Oaks today and join the other ex-Coloradoans in their first annual picnic. It is not necessary to be a member of the Colorado Society of Oregon to enjoy the fun at the Oaks. All former residents of the Centennial state are expected to attend.

It will be necessary only to come with lunch baskets well filled and join the Colorado family in a big picnic dinner spread among the sheltering oaks. The dinner will be served about 6:30. All ex-Colorado bachelors who have no one to prepare a lunch basket for them will be taken care of by the married folks and will be especially urged to join the party.

James Barton Adams, the popular Colorado poet, will recite some of his own verses. Talks will be given.

NATIVE DAUGHTER DIES

MISS M. L. HOLMES, BORN 1845, PASSES AT PIONEER ESTATE.

Member of Early Clackamas Family, Active in Charity and Church Work, Succumbs to Disease.

OREGON CITY, Or., Aug. 9.—(Special.)—Miss Mary Louise Holmes, one of the best known women in this part of the state and a native of Clackamas County, died at her home on Rose farm, near Oregon City, last night. Her death was due to complications resulting from a severe attack of typhoid fever last year. She was born January 30, 1845, and was the daughter of the late William Livingstone Holmes and Mary Louise Holmes, who were pioneers of 1842.

Miss Mary Louise Holmes, Who Died Sunday Night.

Miss Holmes was widely known for her prominence in church and charitable work. She was an active member of St. Paul's Episcopal Church here, and had been president of the King's Daughters since the body was formed 18 years ago. She was a charter member of St. Paul's Guild, and had been worthy matron of Pioneer Chapter, Order of Eastern Star.

Rose farm, where Miss Holmes lived with her sister, Mrs. Daniel O'Neill, was one of the most popular residences in the Oregon country in early pioneer days. Governor Lane, of Oregon, and other dignitaries of the time were entertained there.

Besides her sister, Miss Holmes is survived by two nephews, Charles Holmes, of Oregon City, and William Holmes, of Spokane, and an aunt, Mrs. Martin, of Spokane.

The funeral will be held Tuesday at 2 o'clock from the residence at Rose farm. Services will be conducted by Rev. T. F. Bowen, of Sellwood, and the interment will be in the Masonic plat of Mountain View Cemetery. The site of Mountain View Cemetery was donated to the city by Miss Holmes' father many years ago.

SCHOOL DISTRICT DISOLVED

Jennings Lodge Dropped From Union High School Plan.

OREGON CITY, Or., Aug. 9.—(Special.)—Circuit Judge Campbell, who is taking his vacation at Wilhoit Springs with his family, was in town long enough today to sign an order dissolving Union High School District No. 3; sign three divorce decrees and a number of judgments and court orders.

The order dissolving Union High School District No. 3 is part of the plan of friends of the Gladstone Union High School to eliminate Jennings Lodge from the district. A second election will be held in the Fall when the voters will pass on a proposal to form a Union High school out of Gladstone, Parkplace, Stone and Clackamas.

VETERANS ARE SPORTSMEN

Free Licenses Issued to 44 in Linn County Under New Law.

ALBANY, Or., Aug. 9.—(Special.)—That Civil War veterans are taking advantage of the new law whereby they may secure hunting and fishing permits free is shown by the fact that 44 combination licenses have been issued to veterans in Linn County since the new law went into effect May 22.

Nineteen of those who have taken out the permits are more than 70 years old. S. P. Barger, of Brownsville, 78 years old, is the oldest on the list, and F. M. McCoy, of Lebanon, and F. H. Wheeler, of Albany, each 77 years old, rank next.

Cyrus H. Walker, of Albany, 76 years old, is included in the number and another is J. C. Christy, of Albany, 76 years old.

LOST MILL TO BE REBUILT

Owner of Winlock Plant to Have Construction Begun at Once.

WINLOCK, Wash., Aug. 9.—(Special.)—J. A. Veness, president of the J. A. Veness Lumber Company, whose mill, a mile and a half south of this city, was destroyed by fire yesterday, arrived home from Seaside, Or., today. He has already taken steps immediately to rebuild a small mill of 40,000 or 50,000 feet capacity. When business conditions improve sufficiently to justify it, a larger mill will be erected.

Ashland Market Being Established.

ASHLAND, Or., Aug. 9.—(Special.)—Without waiting for municipal action, private parties have taken over the matter of establishing a public market. A building in the business center has been obtained and will be fitted up with stalls and other conveniences, rentals being nominal. Ashland's market deals for more than a year have been made on the curb. The city purchased a lot for market purposes some time ago, but the project never went beyond that stage.

JETTY AWARD MADE

Siuslaw Extension Work Let to Miami Quarry Company.

SUM NAMED IS $176,570

Government to Examine Yaquina Bay in Connection With Proposal to Deepen Harbor Entrance.

Involving a total of $176,570, a contract was executed yesterday between the United States Government, through Major Williams, Corps of Engineers, U. S. A., and the Miami Quarry Company, for the completion of the north and south jetties at the entrance to the Siuslaw. The south jetty is to be extended a distance of 330 feet and the north jetty 960 feet, and it is estimated that the project will not be finished until early in 1917.

Originally the Port of Siuslaw Commission constructed 2940 feet of the south jetty, that being in 1910 and 1911, and a contract was awarded by the Corps of Engineers, through which work was finished last season, on 400 feet more of the north jetty, and the south jetty was started. The addition to both jetties is depended upon to deepen the entrance considerably.

J. S. Polhemus, assistant engineer in the office of Major Williams, has been dispatched to Yaquina Bay to make an examination of the entrance and inside conditions, with a view to reporting on the advisability of conducting a thorough survey, looking to permanent improvements there. An examination was made two years ago, but it was decided not to order a survey. Since then Yaquina Bay interests have obtained improved conditions inside and an effort is being made to obtain increased depth on the bar.

At Coos Bay the dredge Col. P. S. Michie is covering herself with glory in digging on the bar. In July she handled a total of more than 200,000 cubic yards, which, while not the best she has done there in clear weather, is regarded excellent because of the fact there was so much fog last month.

More than 125 men are engaged in repairs to The Dalles-Celilo Canal, which was emptied a week ago Sunday for that purpose, and it is expected the locks and canal will be in condition for a resumption of navigation about August 21 or 22. Meanwhile freight and passengers from Portland to points on the Upper Columbia are being transferred from the Big Eddy over the state portage road to Celilo, from where the steamer Twin Cities operates as far as Kennewick.

At the Oregon City locks, dredging is progressing in geting ready for a concrete dividing wall at the upper end, so the locks and canal property will be separated from adjacent holdings. The water was drained for a short time Sunday morning so an examination could be made of what has been accomplished. The Government has barges under construction, to be used in handling material, mixing concrete and the like, so when the building of the wall is started it will be carried forward rapidly.

MORENO GETS NEW DREDGE

Skipper of Chinook Accepts Command of the San Pablo.

Captain "Jack" Moreno, master of the United States dredge Chinook, working at the entrance to the Columbia, who has been skipper of the big digger for the past three seasons, has been selected as master of a new Government dredge under construction on the Atlantic side for San Francisco Bay, named the San Pablo.

Friends of Captain Moreno have known for the past few weeks that he was being considered for the billet and of late it has leaked out generally. Because of his success with the Chinook officers of the Corps of Engineers are loth to have Captain Moreno leave the Chinook, but having originally been from San Francisco he is credited with such a longing for the California metropolis that "where rolls the Oregon" has no longer a hold on him.

The San Pablo is to be completed early in the Fall and shortly before then Captain Moreno will leave to navigate her through the Canal and to the Golden Gate. His successor on the Chinook has not been named.

WAPAMA STEAMS FASTEST

Latest of McCormick Line Leads Celilo and Yosemite to Port.

With no thoughts of racing, the crew of the McCormick steamer Wapama, newest of the fleet, is making a better showing in actual steaming time than others of the flag, and the latest run was to San Pedro, leaving St. Helens at the same time as the Celilo and Yosemite, the Wapama leading the others to San Pedro by five hours. The Celilo and Yosemite reached the southern harbor in company.

The McCormick interests are now engaged in getting out material for an auxillary motor schooner to be built at St. Helens. Some delay was met with because timber was not easily found of suitable length for the keel. Two lengths will be required, each 133 feet long. The vessel will have approximately 1,500,000 feet of lumber used in her construction and her carrying capacity will be 2,000,000 feet. The total cost is estimated at $125,000.

TOKAI MARU IS ON HER WAY

Car Receipts to Date for Season Are 265 Under Last Year.

Next to the grain carriers that is posted to arrive is the Japanese steamer Tokai Maru, which sailed from San Francisco Saturday and is consigned to M. H. Houser for a full cereal cargo. The steamer Isabella, of the Sudden & Christensen fleet, got away from Seattle yesterday morning for Portland to take on flour and lumber for the West Coast.

One to get away this week will be the British steamer Highbury, and the French bark Noemi may get into the river, as she has been out from San Francisco 12 days. The movement of wheat by rail from the interior continues light, the total receipts yesterday being 43 cars, while for the same day last year 101 cars reached tidewater. For the season to date 620 cars have arrived, a falling off as compared with the corresponding period last year, when 885 cars had been received.

MULTNOMAH LEAVES HENRICI

Clatsop Comes Here for Drydocking and Overhauling.

Headway has been made at Henrici by the Government dredge Multnomah in clearing away sediment in the channel there to the extent that she is expected to finish today and shift to Morgan's. The dredge Wahkiakum, of the same fleet, will be engaged at Slaughter's another week.

The dredge Clatsop, which operates largely in the estuary of the Columbia, is to start for Portland next week for drydocking and overhauling but is to stop three days at Walker Island to clear the channel. The dredge Chinook, working at the entrance to the Columbia, handled over 52,000 yards of material last week, though she actually worked only three days, in one of them moving over 21,000 yards. She made a higher score in a single day last month, having dredged 26,000 yards.

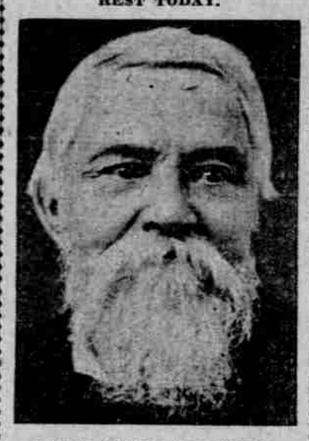
DREDGE ENGINES ON OHIOAN

Nevadan Comes Next Week With Big Cargo From New York.

Two turbine engines for a new steel dredge being completed for the Port of Portland Commission, are on the way from New York aboard the American-Hawaiian liner Ohioan, due here August 25, say advices received yesterday. The turbines weigh 31 tons together and on being discharged here they will be taken to the St. Johns drydock, where the dredge is being equipped with some of her machinery.

The liner Nevadan, of the same fleet, is due at Portland Monday from the East Coast and on the run from New York only one call was provided for, other than in the Canal, that being San Pedro. The Nevadan has 3500 tons of freight for Portland and will complete discharging here, loading for the return with over 4000 tons. The vessel is the first of the fleet to be sent eastbound direct from Portland since the Canal service was established.

PIONEER AND VETERAN RIVER PILOT TO BE LAID TO REST TODAY.



Captain Thomas S. Mountain.

The funeral of Captain Thomas S. Mountain, veteran river pilot and Oregon pioneer, who died at the home of his daughter, Mrs. B. O'Hara, 714 Overton street, Sunday at the age of 93 years, will be held today at 10 o'clock from the residence and from St. Patrick's Church, at Nineteenth and Savier streets. Interment will be in Mount Calvary Cemetery.

Captain Mountain, who was a member of the Pilots' Association, the Oregon Pioneer Association and Battery A, was a master of river craft before the formation of the old Oregon Railroad & Navigation Company, and had been in the employ of that company and its successor, the O.-W. R. & N., for 40 years. Captain Thomas J. Mountain, of the Portland Fire Bureau, is a son.

LINES AT ISLANDS CHANGED

War Department Approves Move to Increase Harbor Area.

Colonel Potter, Corps of Engineers, U. S. A., was officially informed from Washington yesterday that harborline changes recommended by Colonel McKinstry a few months ago at the north end of Ross Island, at the upper part of the harbor, and around Swan Island, at the lower part, had been approved by the War Department.

The changes, with others, were suggested by J. B. Ziegler and a public hearing was conducted, with the result that about 11 were not favorably acted on, Colonel McKinstry being favorable to two. The changes mean that the lines will be drawn closer to each island, thereby increasing the harbor area.

Marine Notes.

To begin loading grain the British steamer Highbury shifted yesterday from the Eastern & Western mill to Montgomery dock.

On the return of the steamer Undine from Astoria last night, arrangements were made to send her out again today on a freight run, where she will operate for the remainder of the week.

It is reported from San Francisco that the McCormick flagship Klamath, now loading case pineapples and hardwood ties at Honolulu for San Pedro, will make a voyage to Central America as far as Acajutla on her return.

Lumber measuring 725,000 feet makes up the cargo of the steamer Johan Poulsen, which was cleared yesterday for San Francisco. She is in with general freight, part of which she discharged at Couch and Oak-street docks.

Bound for Wedderburn the gasoline schooner Roamer was cleared yesterday with 45 tons of cargo.

Changes of masters recorded at the Custom House yesterday included W. E. Inman on the steamer Ruth, vice O. F. Hegdale, and W. E. Kelso on the Homer, relieving Fred Patterson.

San Francisco pilots have reduced the tariff there from $5 a foot draft on vessels under 500 tons to $2 and vessels over that tonnage from $3 a foot draft and 3 cents a ton, net register, to $2 a foot and 2 cents a ton.

Low water in the Yamhill River and at the Oregon City locks has resulted in the steamer Woodland being ordered out of commission today to remain until conditions improve.

Because she is to be drydocked, the steamer Solano, under charter to W. R. Grace & Company, will not be here this week to load lumber for Balboa, but is to start her cargo about August 25, says a message received yesterday from the San Francisco office.

Captain Ernest Kellogg, owner of Kellogg's boathouse, who has been ill at home for two weeks, is reported improving.

Three passenger vessels are due to leave today, the Great Northern from Flavel, and the Rose City from Ainsworth dock at 9 o'clock this morning, carrying a full cargo and capacity passenger list, while the Santa Clara sails at 6 o'clock tonight from Columbia dock with a full load and a big list of travelers.

News From Oregon Ports.

COOS BAY, Aug. 9.—(Special.)—The formal resignation of President L. J. Simpson, of the Port of Coos Bay, was presented and accepted at the regular monthly meeting today, and Charles Winsor, of North Bend, was chosen by the Commissioners to fill the vacancy. Mr. Winsor is a banker and capitalist and one of the leading citizens of this community.

The steam schooner Tiverton sailed last night from North Bend with a cargo of lumber for San Francisco.

The steamer Adeline Smith was loaded and sailed today from the Smith docks at 10 A. M., having her regulation 1,500,000 feet aboard.

The gasoline schooner Roamer is due from Portland Tuesday en route to Rogue River.

The steam schooner Hardy is loading lumber at the Porter sawmill.

Due tomorrow, the steam schooner Speedwell will arrive from Bandon and complete her cargo in this port. The vessel will take on a large consignment of railroad ties.

ASTORIA, Or., Aug. 9.—(Special.)—The steam schooner Olympic arrived today from San Francisco and went to Rainier to load lumber.

Bringing freight and passengers for Astoria and Portland, the steamer Breakwater arrived from Coos Bay.

The cruiser Albany arrived from Port Angeles bringing the members of the Oregon Naval Reserve, who have been on a cruise along the coast.

FLORENCE, Aug. 9.—(Special.)—The gasoline schooner Patsy arrived from Portland and returned a few hours later.

SURVEY NEEDS AID

Vessels Now in Alaska Waters Rated as Unseaworthy.

BIDS SOON TO BE OPENED

Director Hopes Contract Can Be Awarded to Pacific Coast Firm. Branch Office in Portland to Be Advocated.

OREGONIAN NEWS BUREAU, Washington, Aug. 9.—"There is urgent need of four or five new vessels for coast survey work on the Pacific Coast and in the waters of Alaska," declared Dr. E. Lester Jones, director of the Coast and Geodetic Survey, as he was leaving for the Pacific Coast. "This need will be evident when the public realizes that we are using in Alaskan waters today four vessels, the McArthur, Gidney, Yukon and Taku, all of them unseaworthy and all condemned by the Government steamboat inspectors.

"Why Government vessels should be exempt from the steamboat inspection laws when those vessels in private ownership would be sent to the junkpile is a mystery to me," added Dr. Jones. "Yet the Government is sending out more than 100 men of high education and technical training and is endangering their lives."

Two New Vessels Wanted.

"At the coming session we shall ask for an appropriation of $500,000 to construct two new vessels for the Coast survey work on the Pacific Coast and in Alaska. Bids will be opened on the 18th of this month for a modern vessel, authorized by the last Congress, and I am strongly hopeful that the bids will enable us to award this contract to a Pacific Coast firm."

Asked whether the Government would allow any differential in favor of Pacific Coast bidders, Dr. Jones said that question was under consideration. The new ship is to be an oil burner and oil fuel is cheaper on the Pacific Coast than on the Atlantic.

Dr. Jones has been urged by the Portland Chamber of Commerce to visit Portland while on the Pacific Coast, and he hopes to be able to arrange his schedule that way. He is desirous of meeting the members of the Portland Chamber and also desires to get in touch with the Senators and Representatives from the Pacific Coast states, for the coast survey must look to them pirmarily to get the needed appropriations for surveying the West Coast waters. If he visits Portland, Dr. Jones will lay stress on the advisability of establishing a branch office at Portland, as well as in the other large cities on the Pacific Coast, and detailing to each office a competent and responsible officer, whose duty it will be to watch for and report any shifting of sandbars, newly discovered obstructions to navigation and changes in channel depths, and to keep in touch with seagoing men who use the Government charts for their guidance in entering the Western rivers and harbors.

Wire Dragging Necessary.

In addition to the regular work of surveying the Coast waters, Dr. Jones hopes to impress upon Congress next session the necessity for more liberal appropriations for wire dragging. "Only by wire-drag methods will we ever be able accurately to chart our navigable waters," he declared. "We should wire drag the entire Pacific Coast, including Alaska. By that means, and only by that means, can we certainly locate and chart pinnacle rocks that can be missed readily in making soundings.

"Only last session," added Dr. Jones, "Congress appropriated $35,000,000 to build a Government railroad in Alaska, but as yet Congress has not appropriated money anything like adequate to enable the coast survey to survey and chart the waters that must be navigated in getting to and coming from the terminus of that railroad. Certainly by the time the railroad is completed the waters that must be traveled in reaching that railroad should be made as safe as man can make them."

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Rose City	Los Angeles	In port
Great Northern	San Francisco	In port
Santa Clara	San Francisco	In port
Breakwater	Coos Bay	In port
Bear	Los Angeles	Aug. 10
Northern Pacific	San Francisco	Aug. 11
F. A. Kilburn	San Francisco	Aug. 13
Geo. W. Elder	San Diego	Aug. 15
Beaver	Los Angeles	Aug. 15
Roanoke	San Diego	Aug. 22

DUE TO DEPART.

Name.	For	Date.
Santa Clara	San Francisco	Aug. 10
Great Northern	San Francisco	Aug. 10
Santa Barbara	San Diego	Aug. 10
Rose City	Los Angeles	Aug. 10
Harvard	S. F. to L. A.	Aug. 11
Northern Pacific	San Francisco	Aug. 12
Breakwater	Coos Bay	Aug. 12
Yale	S. F. to L. A.	Aug. 13
F. A. Kilburn	San Francisco	Aug. 14
Bear	Los Angeles	Aug. 15
Wapama	San Diego	Aug. 17
Yosemite	San Diego	Aug. 17
Celilo	San Diego	Aug. 17
Santa Monica	San Francisco	Aug. 17
Geo. W. Elder	San Diego	Aug. 18
Tamalpais	San Francisco	Aug. 18
Multnomah	San Diego	Aug. 20
Beaver	Los Angeles	Aug. 20
Willamette	San Diego	Aug. 24
Klamath	San Diego	Aug. 25
Roanoke	San Diego	Aug. 25

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Nevadan	New York	Aug. 16
Ohioan	New York	Aug. 24
Navajo	New York	Aug. 30

DUE TO DEPART.

Name.	For	Date.
Nevadan	New York	Aug. 19
Ohioan	New York	Aug. 27
Montanan	New York	Sept. 10
Dakotan	New York	Sept. 22
Honolulan	New York	Oct. 4
Iowan	New York	Oct. 22
Panaman	New York	Nov. 9

Movements of Vessels.

PORTLAND, Aug. 9.—Arrived—Steamers Breakwater from Coos Bay; Olympic, from San Pedro via San Francisco; cruiser Albany, from Port Angeles.

Astoria, Aug. 9.—Arrived at 6 and left up at 7:40 A. M., cruiser Albany, from Port Angeles; arrived at 6 and left up at 8:15 A. M., steamer Breakwater, from Coos Bay; arrived at 10:30 A. M. and left up at 12 P. M., steamer Olympic, from San Pedro via San Francisco.

San Francisco, Aug. 9.—Arrived—Steamer Argyll, from Portland; arrived at 7 A. M., and sailed at noon, steamer Celilo, from San Diego for Portland; arrived at 7 A. M., steamers Wapama, from San Diego for Portland; Yosemite, from San Pedro for Portland. Sailed at 9 A. M., steamer W. F. Herrin, for Portland; at 11 A. M., steamers Oleum, from San Pedro for Portland; Beaver, from Portland for San Pedro. Aug. 8—Arrived at 11 P. M., steamer Tamalpais, from Portland; arrived at 3 P. M., steamers W. F. Herrin, from Portland; F. A. Kilburn, from Portland via way ports; Northern Pacific, from Flavel. Sailed at noon, steamer Bear, from San Pedro for Portland.

San Pedro, Aug. 8.—Sailed—Steamer O. M. Clark, from Portland for Balboa.

Aberdeen, Aug. 8.—Arrived—Steamer Santa Barbara from Columbia River.

Seattle, Aug. 9.—Sailed at 5 A. M., steamer Isabela, from Philadelphia for Portland.

Manila, Aug. 8.—Arrived—Steamer Siberia from San Francisco.

Shanghai, Aug. 7.—Arrived—Steamer Tacoma from San Francisco.

Hong Kong, Aug. 6.—Sailed—Steamer Seattle Maru, from Seattle.

Shields, Aug. 7.—Sailed—Steamer Bravo for San Francisco.

San Francisco, Aug. 9.—Arrived—Steamers President, from Seattle; Umatilla, from Victoria; Svea, from Grays Harbor; Willamette, from Bellingham; Thomas S. Wand, from Genoa Bay; Argyll, from Columbia River; Bintang (Danish), from Copenhagen. Sailed—Steamers Cecile, Oleum, W. F. Herrin, for Columbia River.

Seattle, Aug. 9.—Arrived—Bee, from San Francisco; Admiral Farragut, from San Francisco. Sailed—Steamers Jefferson, for Southeastern Alaska; Seward, for Southeastern Alaska; Isabela, for West Coast via Portland.

Marconi Wireless Reports.

(All positions reported at 8 P. M. August 9, unless otherwise indicated.)

Bear, San Francisco for Portland, 62 miles south of the Columbia River.

Drake, towing barge 93, Richmond for Seattle, 144 miles from Seattle.

Atlas, towing barge 91, Richmond for Portland, off Cape Arago.

Moffett, Richmond for Balboa, 1076 miles south of San Francisco, August 8, 8 P. M.

Queen, San Pedro for San Francisco, 14 miles east of Point Hueneme.

W. S. Porter, Tocapilla for Port Harford, 20 miles south of Port Harford.

General Pesquiera, Sydney for San Francisco, 2626 miles out, August 8, 8 P. M.

Hyades, Seattle for Honolulu, 1952 miles from Cape Flattery, August 8, 8 P. M.

Yucatan, Honolulu for San Francisco, 180 miles from Honolulu, August 8, 8 P. M.

Manoa, San Francisco for Honolulu, 390 miles from Honolulu, August 8, 8 P. M.

Mongolia, San Francisco for Orient, 300 miles west of Honolulu, August 8, 8 P. M.

Manchuria, San Francisco for Orient, 320 miles west of Honolulu, August 8, 8 P. M.

Willamette, San Francisco for San Pedro, 40 miles south of San Francisco.

Beaver, San Francisco for San Pedro, 35 miles south of Point Sur.

Celilo, San Francisco for Portland, off Fort Ross.

Herrin, Port Costa for Linnton, 100 miles north of Port Costa.

Santa Cruz, New York for San Francisco, 150 miles south of San Francisco.

Norwood, San Francisco for San Pedro, 18 miles south of Point Conception.

El Segundo, Richmond for Seattle, off Point Benita.

President, San Francisco for San Pedro, 140 miles south of Pigeon Point.

Grace Dollar, Topolobampo for San Francisco, 85 miles south of San Francisco.

Lurline, Honolulu for San Francisco, 266 miles out.

Aroline, San Francisco for San Pedro, off Cliffhouse.

Chanslor, Monterey for Everett, 292 miles north of Monterey.

Lucas, Richmond for Seattle, 286 miles north of Richmond.

Adeline Smith, Coos Bay for San Francisco, 285 miles north of San Francisco.

Aztec, San Francisco for Tacoma, 305 miles north of San Francisco.

Windber, 20 miles north of Sarichelf Light, August 8, at 8 P. M.

Minnesota, Seattle for the Orient, 701 miles from Seattle, August 8, 8 P. M.

Tides at Astoria Tuesday.

High.	Low
1:14 A. M....7.4 feet	7:05 A. M....0.5 foot
.....	.....7.02 P. M....2.0 feet

Columbia River Bar Report.

NORTH HEAD, Aug. 9.—Condition of the bar at 5 P. M.: Sea, smooth; barometer, 30.14; wind, northwest 12 miles.

GUN SITES INSPECTED

ARMY ENGINEERS PAY SPECIAL ATTENTION TO FORT CANBY.

Natural Advantages of Position for Location of Mortars Appeal to Defense Experts.

FORT STEVENS, Or., Aug. 9.—(Special.)—Colonel H. C. McKinstry, accompanied by Colonel Mountlin and a staff of United States engineer officers, inspected Fort Stevens, Or., and Forts Canby and Columbia, Wash., on Saturday.

Favorable comment was made on the excellent condition of the lower river armament in charge of the district commander, Colonel Ludlow, ranking officer of his grade in the Coast Artillery Corps.

The use in the mortar batteries, commanded by Captain Waldron, of an engraved name-plate and historical sketch of the battery, received the indorsement of the Eastern officers.

Special attention was devoted to Fort Canby, Wash. Its advanced position on a headland projecting into the Pacific would give it an advantage in gun range of nearly 5000 yards. Being impervious to attack, except from one side, and completely protected from naval shell damage on account of its height above sea level it commended itself to the engineer board as an ideal location, for two or more batteries of mortars, said to be a comparatively inexpensive, though highly effective artillery weapon.

The recent increase of the channel depth to 33 feet, and the expected depth of 40 feet, has aroused the War Department to the necessity of more complete defense for the mouth of the river that taps over 250,000 miles of Northwest territory.

CLASSIFIED AD. RATES

Daily and Sunday.

	Per line.
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad six or seven consecutive times	56c

The above rates apply to advertisements under "New Today" and all other classifications except the following:

Situations Wanted—Male.
Situations Wanted—Female
For Rent, Rooms—Private Families.
Board and Rooms—Private Families.
Housekeeping Rooms—Private Families.

Rate on the above classifications is 7 cents a line each insertion.

On "charge" advertisements charges will be based on the number of lines appearing in the paper, regardless of the number of words in each line. Minimum charge, two lines.

The Oregonian will accept classified advertisements over the telephone, provided the advertiser is a subscriber to either phone. No prices will be quoted over the phone, but bill will be rendered the following day. Whether subsequent advertisements will be accepted over the phone depends upon the promptness of payment of telephone advertisements. Situations Wanted and Personal advertisements will not be accepted over the telephone. Orders for one insertion only will be accepted for "Furniture for Sale," "Business Opportunities," "Rooming-Houses" and "Wanted to Rent."

Advertisements to receive prompt classification must be in The Oregonian office before 9 o'clock at night, except Saturday. Closing hour for The Sunday Oregonian will be 7:30 o'clock Saturday night. The office will be open until 10 o'clock P. M., as usual, and all ads received too late for proper classification will be run under the heading "Too Late to Classify."

Telephone Main 7070. A 6095.

DAILY CITY STATISTICS

Births.

FRITZ—To Mr. and Mrs. Andy Fritz, 1089 East Nineteenth street North, August 5, a daughter.

SMITH—To Mr. and Mrs. S. F. Smith, Gladstone, Or., August 2, a son.

LAZENBY—To Mr. and Mrs. Hugh Lazenby, 1626 Stockton street, August 2, a daughter.

ELIS—To Mr. and Mrs. Alexander Ellis, 337 North Twenty-first street, August 5, a daughter.

POZZI—To Mr. and Mrs. Francis C. Pozzi, 1258 Greeley street, August 1, a daughter.

KAVANAUGH—To Mr. and Mrs. John P. Kavanaugh, 817 Irving street, July 16, a daughter.

STONE—To Mr. and Mrs. Edward W. Stone, 685 Irving street, July 28, a son.

HOLMAN—To Mr. and Mrs. Walter J. Holman, 486 East Ninth street north, August 2, a son.

MELLIR—To Mr. and Mrs. Arthur J. Mellir, 120 Willamette boulevard, July 27, a son.

WILSON—To Mr. and Mrs. Walter G. Wilson, 126 East Sixty-first street, July 30, a son.

CUMMINS—To Mr. and Mrs. A. J. Cummins, 5726 Seventy-first street Southeast, July 22, a son.

HENDERSON—To Mr. and Mrs. Ray Henderson, Sixty-fifth avenue and Sixty-eighth street, July 21, a son.

Marriage Licenses.

CURTIN-LEONARD—D. G. Curtin, 25, 411 North Twenty-sixth street, and Anna B. Leonard, 20, 401 Skidmore street.

ROGERS-ALBERTY—J. C. Rogers, legal, 975 East Yamhill street, and Ada Alberty, legal, same address.

DOFFLEMYER-MOORE—Louis E. Dofflemyer, legal, 24 West Prescott street, and Dorothy Moore, legal, 219 Russell street.

HOLGATE-FRETLAND—Donald W. Holgate, legal, 515 East Ankeny street, and Louise J. Fretland, legal, Westminster apartments.

DAVIS-TOWNSEND — Frank Davis, 62, 4328 Forty-fifth avenue, Southeast, and Jennie Townsend, 65, same address.

PAULSEN-ROBERTS—Frederick A. Paulsen, 46, 2555 Sixty-fourth street, Southeast, and Olive E. Roberts, 27, on Sixty-fourth street near above address.

MURRAY-COLFORD—Patrick Murray, legal, 290½ Fourth street, and Catherine Colford, legal, Graduate Nurses' Registry.

COHEN-RASMUSSEN—Arnold Cohen, legal, 345 Montgomery street, and Rose Rasmussen, 17, Lents, Or.

Accident Fatal to Idaho Instructor.

SALT LAKE CITY, Aug. 9.—Ross Cartee, assistant professor of entomology and comparative anatomy at the University of Idaho, Moscow, Idaho, died here today of injuries received in an automobile accident Friday morning.

Many a Business Man

who is careful to protect himself in money matters, is careless about health—his most valuable asset.

For many, coffee drinking silently undermines health, because each cup contains about 2½ grains of the cumulative, harmful drug, caffeine.

Five or six grains of caffeine will kill a rabbit or a cat, and repeated daily will cripple a man.

How cripple a man? The caffeine, little by little, causes hardening of the arteries and premature old age, showing more in some than in others.

Some of the symptoms of caffeine poisoning are headache, nervousness, biliousness, heart flutter, sleeplessness at night, and "fag" after coffee's reaction in the daytime.

The way to avoid all coffee troubles is to leave coffee alone and use

Instant Postum

—the pure food-drink.

There's no caffeine nor any other harmful substance in Postum. Made from prime wheat, roasted, with a bit of wholesome molasses, it contains all the goodness of the grains, and is nourishing, economical and delicious.

There's no "fag" in Postum, and

"There's a Reason"

—sold by Grocers.