

# THE KATH RAILWAY OBSTACLES SHOWN

"Hostile Public Sentiment" Is  
Blamed by Southern Pa-  
cific for Inability.

## CHAMBER PLAN IS SET BACK

Appeal for Construction of Line to  
Natrone as Part of Development  
Move for District Refused  
and Stand Explained.

Why the Southern Pacific Company has been unable to complete the Natrone-Klamath cut-off, which is needed to give Portland direct rail connection with Klamath Falls is told in a frank and pointed letter just received by the Portland Chamber of Commerce from William Sproule, president of the Southern Pacific in reply to a letter from the Chamber asking for a statement of the railroad's attitude on this subject.

"Hostile public sentiment," is the phrase that sums up Mr. Sproule's reason for inactivity on the Natrone-Klamath line.

"When anyone and everyone can attack railroad rates, state and interstate," says Mr. Sproule, "the railroad has little foundation left upon which to borrow money."

Setback to Activity Foreseen.  
Hostile legislation and hostile public sentiment, he explains, make investors timid and when such a sentiment and such legislation have the effect of reducing railroad revenues, no money can be expected for new improvements.

This explanation of the Southern Pacific's attitude, it is feared, will prevent the Chamber from making a successful effort at any time in the near future for the Klamath development. Until public sentiment permits the railroad to borrow money and relieve unproductive investors of their freight, it is believed activity on this project will have to be held in abeyance.

The Chamber of Commerce appealed to the Southern Pacific a few weeks ago to build the Natrone-Klamath line.

An appeal to extend the Oregon trunk road from Bend to Klamath Falls was sent by the Chamber to James K. Hill and his associated railroad officials a few weeks ago.

The Klamath Falls people are eager to have a direct outlet to Portland. Their only rail service to the outside world now is through Weed, Cal. This places them in closer touch with San Francisco than with Portland, and as a result San Francisco gets most of the Klamath County trade.

Portland has a vital interest in obtaining rail connection with the Klamath country, but in presenting its appeal the Chamber also points out that the railroad would be largely benefited if the connection is provided.

Under the existing state of public opinion, however, Mr. Sproule's explanation can see no immediate benefits accruing to the railroad from any new construction work.

His letter on this subject is as follows:

Money Can't Be Raised.  
Construction on the projected railway line between Klamath Falls and Portland has been discontinued because the cost of raising the money to finish it under existing conditions was estimated at \$1,000,000. It was felt that this would be a heavy burden on the people of the Klamath country, and that the money would be better spent in other ways.

These states need development; yet they have for some years been the most isolated in their attitude toward the railroad. Which the people from whom we might expect to borrow money cannot understand, and sincerely regret.

Colonel Jackson Better  
Auto Victim Believes Driver of  
Blame for Accident.

Colonel James Jackson, United States Army, retired, and inspector-general of the Oregon National Guard, refused yesterday to prosecute Harry Hanson, driver of the car that ran into and injured him Tuesday.

Colonel Jackson is thought to be out of danger of serious hurts from the accident.

"He was driving carefully, but lost his head a little when I grasped the fender, and did not put on the brakes in time," said Colonel Jackson. He was at his home, 240 East Thirty-second street North and resting easily.

Investigation showed Mr. Hanson of blame for the accident, and City Prosecutor Deitch did not hold the young man, who is employed by the Northwest Butte & Produce Company and lives at 1719 East Taylor street.

## DAILY CITY STATISTICS

**Marriage Licenses.**  
HEAVENER-MARKS—A. S. Heavener, 1612 Broadway street, and Gertrude Marks, 1612 Broadway street, August 11, 1935.

**Deaths.**  
HUGGINS—To Mr. and Mrs. Christ Huggins, 491 Market street, August 11, a daughter, 1935.

**Births.**  
HARRIS—To Mr. and Mrs. William Harris, 1218 Broadway street, August 11, a son, 1935.

**Deaths.**  
HARRIS—To Mr. and Mrs. William Harris, 1218 Broadway street, August 11, a son, 1935.

## BIG CROWD VIEWING \$105,000 BLAZE IN PORTLAND YESTERDAY.



WHAT WAS LEFT OF WOOL WAREHOUSE OF THEODORE BERNHEIM & CO.

## FIRE EXPORT AND SEEN

Increase Expected With Visit  
of Honolulu Lumberman.

## ISLES OPPOSE 'FREE SUGAR'

Robert Lewers, Visiting Here With  
Family, Says Great Question Is  
Whether or Not Prices Will  
Warrant Acreage Planted.

Increased shipments of fir to the Hawaiian Islands from the mills of the Columbia and Willamette Rivers are expected as a result of the visit here of Robert Lewers, a Honolulu lumberman, who is expected to leave for Honolulu tomorrow.

Mr. Lewers is accompanied by Mrs. Lewers and their son, and is expected to stay here for several days.

"Our lumber purchases on the mainland are largely influenced by prices," said Mr. Lewers. "We recently received a shipment of 200,000 feet of fir from the steamer Klamath, which carried two cargoes to Pearl Harbor for drydock purposes. In the past much of our lumber has been shipped from Puget Sound and Grays Harbor, though we have moved material out of the river."

Hope Held Against Free Sugar.  
"In the islands the great question is whether they will receive prices for their sugar," Mr. Lewers said. "Our entire country, nearly every industry and virtually every man is interested in sugar, and if we could be sure that 'free sugar' would not be passed at Washington everyone would be happy."

For the past 19 years Mr. Lewers has resided in the Hawaiian Islands, with occasional trips to the Pacific Coast. His first visit to Portland was in 1916. He was recently acquainted with Mr. Pettigrove, who named Portland through flipping a coin with a companion. During all of his life Mr. Lewers has been in the lumber business, and as he expresses it, "has been through all phases of the trade, from shoving a jackplane to buying cargoes."

The firm, which has four masted schooners, Alice Cooke and Robert Lewers, and the three-masted schooner Repeat, one of the famous and famous fleet, which was turned out on Coos Bay.

St. Helena Plants Inspected.  
The Robert Lewers arrived at Honolulu July 28 from Grays Harbor, after having inspected the four-masted schooner Alice Cooke and Robert Lewers, and the three-masted schooner Repeat, one of the famous and famous fleet, which was turned out on Coos Bay.

Plants at St. Helena and vicinity were visited Tuesday by Mr. Lewers, and he has inspected other lumber manufacturing concerns in carrying about for quotations on timbers, piling and other stuff. The family left the islands on the steamer Niagara, traveling by way of Victoria to Vancouver and then Seattle and Tacoma to Portland, and will return via San Francisco.

While here they have been entertained by Mrs. E. O'Reilly, Miss O'Reilly and R. J. O'Reilly, the families having been close friends for many years.

INCA AND TALBOT LISTED  
Lizzie Vance Leaves and Smith and  
Geneva Are Enlisting.

Two lumber carriers were added to the en route list of vessels on the board at the Merchants' Exchange yesterday, the schooner Inca, coming from Adelaide, and the schooner W. H. Talbot, from Sydney, both under engagement to Comyn, Mackall & Co. The Inca is now on the way to Australia from Tacoma, having left Puget Sound with a lumber cargo June 27. The W. H. Talbot left Puget Sound July 18 for Sydney with lumber loaded at 1,000,000 feet.

The schooner Lizzie Vance, which reached the river July 21 from San Francisco, to load lumber at Westport for Kahului, under charter to Hind, Ralph & Co. finished her cargo Tuesday night, and will leave for Honolulu tomorrow.

The schooner W. H. Smith is also at Westport, loading for Sydney in the interest of the American Trading Company, and the brigantine Geneva, working lumber at the North Pacific mill for the same firm, which will be dispatched to Sydney, has started her deckload and will finish this week.

NOEMI IN FOR CEREAL LOAD  
Le Pillier Will Be Loaded When Aus-  
talian Cargo Is Flotted.

Making a run of 13 days from the Golden Gate, the French bark Noemi was reported off the river at 4:30 o'clock yesterday afternoon, and was brought inside by the Port of Portland tug Onocenta. She loads grain for Aus-

tralia under charter to Balfour, Guthrie & Co. her cargo being ready. The firm also has the French bark Le Pillier, which goes to the United Kingdom, and her loading was delayed as the Noemi can be started for sea first.

The arrival of the Noemi is expected to clean up the sailing fleet that will handle old crop grain. There are other carriers on the way due to arrive soon, so when they are ready for cargo there will be new crop wheat at tidewater with which to load them. It was reported yesterday that Balfour, Guthrie & Co. had fixed the French bark Babin Chevre for a round voyage from the Tyne to the Golden Gate, and she is expected to be loaded back with barley.

## ORFORD REEF BUOY CHANGED

Flashing Characteristics of Big Gas  
Navigation Aid More Rapid.

Under orders to proceed to Orford Reef and pick up a big gas buoy in service there, replacing it with its mate, that now is adjusted for different characteristics, the lightship tender Mantis left the river yesterday.

The buoy in position shows a white light for five seconds and is then dark for the same period, while the buoy to be placed there will flash white every three seconds or 20 flashes a minute. Orford Reef is a group of irregular rocks extending off Cape Blanco, and before the establishment of a gas buoy there several vessels met with trouble, but since it has proved a valuable aid. The buoy also is equipped with a submarine bell signal.

The tender Mantis is due at Astoria tomorrow, after having delivered supplies to light stations on Puget Sound and attended to aids to navigation.

## MARINE INTELLIGENCE.

**Steamer Schedule.**  
DUE TO ARRIVE.  
Name. From. Date.  
Northern Pacific. San Francisco. Aug. 12.  
Great Northern. Seattle. Aug. 12.  
P. A. Kiburn. San Francisco. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.

**DUE TO DEPART.**  
Name. To. Date.  
Northern Pacific. San Francisco. Aug. 12.  
Great Northern. Seattle. Aug. 12.  
P. A. Kiburn. San Francisco. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.

**Port and Atlantic Service.**  
DUE TO ARRIVE.  
Name. From. Date.  
Northern Pacific. San Francisco. Aug. 12.  
Great Northern. Seattle. Aug. 12.  
P. A. Kiburn. San Francisco. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.

**DUE TO DEPART.**  
Name. To. Date.  
Northern Pacific. San Francisco. Aug. 12.  
Great Northern. Seattle. Aug. 12.  
P. A. Kiburn. San Francisco. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.  
P. A. Kiburn. Seattle. Aug. 12.  
P. A. Kiburn. Portland. Aug. 12.  
P. A. Kiburn. Tacoma. Aug. 12.  
P. A. Kiburn. Vancouver. Aug. 12.

**Marconi Wireless Reports.**  
(All positions reported at 8 P. M. August 11, unless otherwise indicated.)  
Governor, Seattle for San Francisco, 128 miles north of Cape Blanco.  
Harris, Port of Seattle for London, 20 miles south of Columbia River.  
Columbia, Port of Seattle for Portland, 10 miles south of Columbia River.  
Vancouver, San Francisco for Portland, 20 miles north of Victoria.  
Seattle, San Francisco for Seattle, 488 miles north of Seattle.  
Columbia, San Francisco for Seattle, 112 miles north of Seattle.  
Seattle, San Francisco for Seattle, 112 miles north of Seattle.  
Seattle, San Francisco for Seattle, 112 miles north of Seattle.

**Marine Notes.**  
Having about 1000 tons of New York cargo, the Grace liner Santa Cruz is expected to arrive here tomorrow. She is to be dispatched with a general cargo and lumber.

In latest the steamer Temple E. Dorr sailed last night for Honolulu to load lumber for California. She brought 12,000 sacks of cement from Seattle. The steamer Olympic arrived in ballast from Seattle and loaded for the return with 14,000 feet of lumber.

Comyn, Mackall & Co. were yesterday reported to have closed for the charter of the steamer W. H. Talbot for a round voyage to Australia. The steamer is now on the way to Australia from Tacoma, having left Puget Sound with a lumber cargo June 27.

The schooner Lizzie Vance, which reached the river July 21 from San Francisco, to load lumber at Westport for Kahului, under charter to Hind, Ralph & Co. finished her cargo Tuesday night, and will leave for Honolulu tomorrow.

The schooner W. H. Smith is also at Westport, loading for Sydney in the interest of the American Trading Company, and the brigantine Geneva, working lumber at the North Pacific mill for the same firm, which will be dispatched to Sydney, has started her deckload and will finish this week.

NOEMI IN FOR CEREAL LOAD  
Le Pillier Will Be Loaded When Aus-  
talian Cargo Is Flotted.

Making a run of 13 days from the Golden Gate, the French bark Noemi was reported off the river at 4:30 o'clock yesterday afternoon, and was brought inside by the Port of Portland tug Onocenta. She loads grain for Aus-

tralia under charter to Balfour, Guthrie & Co. her cargo being ready. The firm also has the French bark Le Pillier, which goes to the United Kingdom, and her loading was delayed as the Noemi can be started for sea first.

The arrival of the Noemi is expected to clean up the sailing fleet that will handle old crop grain. There are other carriers on the way due to arrive soon, so when they are ready for cargo there will be new crop wheat at tidewater with which to load them. It was reported yesterday that Balfour, Guthrie & Co. had fixed the French bark Babin Chevre for a round voyage from the Tyne to the Golden Gate, and she is expected to be loaded back with barley.

## FIRE LOSS \$105,500

Two Firemen Badly Bruised  
and Cut by Debris.

## ENTIRE BLOCK THREATENED

Theodore Bernheim & Co. Wool  
Warehouse Is Virtually Total  
Loss—Other Buildings Nearby  
Are Damaged by Flames.

(Continued from First Page.)  
The roof of that building, but the damage was slight. The flour and feed warehouse of the Demarest Bros. was damaged to the extent of about \$2000, principally caused by smoke damage to the contents.

The warehouse had a capacity of 2,000,000 pounds of wool, but was not filled. He figured the loss to be at least \$100,000, and possibly \$110,000. The insurance totals \$53,200, which is placed in the following companies: Atlas, New Zealand, Liverpool, London & Globe, Phoenix & London, Connecticut, Hartford, Northern of London, Canadian, Firemen's, London Insurance, California and Palatine of London.

Eight engine companies and two truck companies responded to the alarm. The fire-fighting was under the direction of Battalion Chief Young.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

The fire was caused by a gas leak from a gas stove in the kitchen of the building. The fire started at about 10 o'clock and spread rapidly, threatening the entire block.

## STREETS FREEGED

Alaskan Waters Particularly  
Without Protection.

## FISH INDUSTRY RETARDED

Geodetic Superintendent Declares  
Slowness in Charting Northern  
Seas Has Caused Loss of  
Many Vessels.

SAN FRANCISCO, Aug. 11.—(Special.)  
"During the last 15 years there have been over 70 sizeable vessels, valued at more than \$2,000,000, lost in the waters of Alaska. In addition to this has been the serious loss of life. It is no wonder that people who invest their money in vessels to carry on a large and legitimate business should hesitate to enter the waters of Alaska, of which there are not only no correct surveys, or no surveys at all, but which are generally without lighthouses, buoys and other aids to navigation."

This assertion was made by Dr. E. Lester Jones, superintendent of the United States Coast and Geodetic Survey, in an address delivered today before the Pacific Fisheries Society. Dr. Jones gained first-hand information not only regarding the fisheries of Alaska, but about the lack of safety in those waters.

In his new office, he explained, he is striving to secure appropriations which will enable the Coast Survey to chart thoroughly the waters of Alaska and the entire Pacific Coast. Dr. Jones outlined the situation of the fisheries of the Pacific Fisheries Society in getting from Congress the necessary appropriations.

Dr. Jones, in his address, declared the unsafe condition of Alaskan waters greatly retarded the fishing industry. Continuing, Dr. Jones said:

"The various fishing fleets operating in Alaska waters approximate 2300 vessels, with a total tonnage of almost 147,000 and valued at nearly \$1,500,000. The home ports of these vessels are in Alaska, or the seaports of Washington, Oregon and California."

Alaska has been owned by this country for 48 years, and today all vessels, fishing and commercial, as well as Government vessels, still ply waters largely unprotected, endangering both life and property. The failure to safeguard the seas and the bays has exacted a heavy annual toll from the fishing interests of the Pacific Coast and Alaska.

"This may seem to reflect on the United States Coast and Geodetic Survey. But the blame does not lie there. The survey is doing everything possible with the means at hand—boats like the Gadway and McArthur, 45 and 40 years old respectively, ready to sink at almost any time. Congress, however, last year did appropriate money for a new vessel to be known as the Surveyor."

"I know from experience that your Senators and Congressmen on the Pacific Coast are anxious to have a vessel in furthering this great work for Alaska."

ENDINE IS ON MEGLER ROUTE  
Withdrawal of Hassalo Does Not In-  
terfere With Service to Beach.

Succeeding the steamer Hassalo, of the O. W. R. & N. fleet, which was ordered out of commission on her arrival from Seattle yesterday night, the steamer Endine, of the Harkness Transportation Company's fleet, leaves Ash-street dock at 8:30 o'clock this morning for Megler, and will continue her trip to the mouth of the Hassalo. Her departure Saturdays will be at 1 o'clock in the afternoon. She will leave Megler on the return trip to Seattle on Saturday night, and Sunday nights will depart from there in company with the steamer T. J. Potter.

Captain Hosford, in announcing the schedule yesterday, said the steamer Georgiana would continue on the daily trip to the mouth of the Hassalo, leaving here Monday, and that day passengers can take the steamer Lurline for Astoria at 7:45 o'clock in the morning, or by going on the Undine at 8:30 o'clock reach Astoria from Megler by transferring to the steamer Nahcotta.

The O. W. R. & N. steamer Harvest will leave Ash-street dock at 8 o'clock at night for Astoria and the T. J. Potter at 9 o'clock from the same dock. The steamer Harvest, on Saturday nights, when she departs at 10 o'clock. Tickets will be sold at Ash-street dock for the Undine the same as when the Hassalo was operating, baggage being checked also as before. For the present the Hassalo will remain out of service.

CHINOOK MASTER TO LEAVE  
Captain Marengo to Command New  
Digger at San Francisco.

ASTORIA, Or., Aug. 11.—(Special.)—The steamer Chinook, master of the Chinook, has received official notification of his appointment as master of the new dredge San Pablo, which is being built at San Francisco for operation in San Francisco Bay. Captain Marengo will leave within the next few weeks for Baltimore to assemble the crew and bring the dredge to this coast.

While there has been no official announcement as to who the new master of the Chinook will be, it is surmised that either Captain H. T. Payne or Captain H. F. Astrop will be selected.

Movements of Vessels  
PORTLAND, Aug. 11.—Arrived—Japanese steamer Tokai Maru, steamer Atlas and cargo No. 91 from San Francisco. Sailed—Steamer Temple E. Dorr for Grays Harbor; Schooner Lizzie Vance, for Kahului.

Astoria, Aug. 11.—Sailed at 8:30 A. M.—Steamer Santa Clara, for San Francisco; Steamer Santa Clara, for San Francisco; Steamer Santa Clara, for San Francisco.

Seattle, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

San Francisco, Aug. 11.—Arrived—Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland; Steamer Santa Clara, from Portland.

**HEILIG** B'WAY at TAYLOR  
MAIN 1. A. 1155  
TONIGHT, 8:15 WEEK  
SPECIAL PRICES SAT.—SATURDAY  
"DANCING AROUND"  
The Big Musical Revue  
With the Bounce of the Blues  
AL JOLSON  
Even's, \$2 to 50c. Sat. Mat. \$1.00 to 50c.

**Express**  
MATINEES, 10c. NIGHTS, 15c, 10c.  
2300 P. M.  
Night Shows  
7:30, 9:10

**Tonight  
Second  
Show  
10  
Acts**  
Including  
4  
Professional  
Tryouts

**QANTAGES**  
MATINEE DAILY 2:30  
EDMUND HAYES & CO. IN THE PIANO MOVIES  
The Royal Italian Society.  
State of the Lombard Grand Opera Company  
6 O'CLERK BIG-TIME ACTS—5  
Boxes, First Row, 50c. Seats Reserved  
by phone, Main 4236, A. 2236.

**Positively Only Big Circus Coming  
This Season.**  
**PORTLAND—2 Days**  
Mon. Aug. 16—Tues. Aug. 17  
Tents—Twenty-sixth and Raleigh.

**AL. G. BARNES**  
BIG 3-RING WILD ANIMAL  
CIRCUS  
THE SHOW  
THAT'S DIFFERENT

**600—PERFORMING ANIMALS—600**  
35—SENSATIONAL WILD ANIMAL—65  
MORE EDUCATED, PERFORMING WILD  
ANIMALS THAN SHOWN BY ALL OTHER  
SHOWS COMBINED

**24**  
AFRICAN LIONS  
IN ONE ACT  
500 World's Premium Horses and Ponies  
60 Lions, Tigers and Leopards, 40 Bears, 100 Dogs  
400 Animals, Circus, 10-30 Performances, 2 and 4 P. M.

**The Round-Up**  
PENDLETON, OREGON  
SEPTEMBER 23, 24 AND 25  
"Let 'er Buck."

**57c OAKS**  
Portland's most famous park.  
Big free show, including new musical  
comedy and 30 pretty girls, dancing,  
stunts, stunts, stunts, stunts, stunts,  
Attractions, children's day every  
Wednesday. Admission under 15c.  
Express car, First and Alder streets,  
Laurels, Morrison Bridge.

**BASEBALL**  
RECREATION PARK  
Corner Vaughn and Twenty-fourth Sts.  
VENICE  
AUGUST 10, 11, 12, 13, 14, 15  
Games Begin Weekdays at 3 P. M.;  
Sundays, 2:30 P. M.  
Reserved box seats for sale at Riche's  
Cigar Stand, Sixth and Washington Sts.  
Ladies' Days—Wednesday and Friday.

**State to Buy Hoquiam School Bonds.**  
OLYMPIA, Wash., Aug. 11.—(Special.)—The State Board of Finance has come to the rescue of Hoquiam by agreeing to invest \$75,000 of the state permanent school fund in 5 percent bonds of the Grays Harbor city, which the latter had difficulty in floating. The city needed to sell a \$150,000 bond issue immediately to meet maturing indebtedness.