Rates Discriminate Against Them. Says Mr. Spaulding.

ADVANTAGE IS PORTLAND'S

Water Shipping Facilities Available Here Are Open to Valley Shippers Only at Considerable Handicap as to Cost.

PORTLAND, Oct. 28 .- (To the Editor.)-A topic of discussion within the past 10 days has been the complaint rade by the Portland lumbermen to hade by the Fortish Inflation of the Interstate Commerce Commission harging the Southern Pacific with discrimination in rates on lumber as between Portland and the Willamette Valley mills to California. I am moved o offer some views tending to support he claim of the Willamette Valley the claim of the Willamette valley lumbermen that they are the ones who are discriminated against and not Portland. I call attention to the fact that the Interstate Commerce Commission found in the last Willamette Valley-California lumber rate case that the average haul of mill products to California via the Southern Pacific from formia via the Southern Pacific from average haul of mill products to California via the Southern Pacific from the Willamette Valley was 122 miles less than from Portland. Under such finding the Willamette Valley lumber-producing points are 122 miles nearer the destination than is Portland. At that time they approved a rate of 17½ cents from the Valley as against 25 cents from Portland, or a difference of 7½ cents on rough green lumber. cents from the valley as against as cents from Portland, or a difference of 7½ cents on rough green lumber. Under the new rate adjustment the rate from the Valley is continued at the same figure, but the Portland rate is reduced to 21½ cents and application is to all kinds of lumber, thus the margin of discrimination alleged by the Portland mills is reduced from 7½ cents to 4 cents. These rates fixed at the bay were extended to supply at intermediate points. Thus, the rate at Sacramento or Redding, Cal., while formerly 25 cents from both Portland and the Valley, was made 17½ cents from Portland, creating a differential at these points of 4 cents, the same as exists at San Francisco.

Differential District Small.

Differential District Small.

Now, the facts are that the rates to all points in California, except the little stretch of territory lying along the main line of the Southern Pacific north of San Francisco to the Oregon-California state line, a very large proportion of which is unrecolutive and portion of which is unproductive and consumes practically no lumber, is the cause of the Portland lumbermen's cause of the Portland diumbermen's complaint. The 4-cent differential which the Portland mills complain of only exists at Weed, Cal., and points south to San Francisco. The rates to the territory north of Weed to the Oregon-California line are practically the same, there being only 1½ cents difference. The rates are equal at Brighton, Cal., and all points south, Brighton being just south of Sacramente and 682 miles from Portland, the rate being 25 cents from both territories, although the Valley is nearer by 122 miles. by 122 miles. anyone is bottled up it is the

Willamette Valley lumberman, and the situation is:

First—That the mills in Portland can and do ship large quantities of lumber by water to coastwise and foreign ports, the boats landing at the lumber ports, the boats landing at the lumber docks and practically taking the material direct from the saw. The shipper in the Valley must load on board cars, pay the rate to Portland, demurrage and other incidental expenses where he attempts to ship by water, and is, consequently, subject to a handicap of not less than \$1.50 per thousand with all conditions being favorable. It is recognized among lumbermen that the ability to ship lumber to constwise and foreign ports by water is a valuable foreign ports by water is a valuable asset to any lumber manufacturing plant, as it enables disposition of a large amount of the common cut, leaving the clears and upper grades for shipment to rall markets which are, in

many cases, better. Portland's Advantage Pointed.

Second—The Portland miller has all of the territory in Eastern Oregon. Washington, Idaho, Montana, Middle Western Canadian territory, Northand South Dakota into which he may send his output at rates equal and better than those existing from any other. than those existing from any other section. To the same territory the Willamette Valley miller must pay the local rate over Portland, no through rates whatever being given him. For instance, no through rates are carried on lumber from points on the Southern Parities to territory east of Portland. on lumber from points on the Southern Pacific to territory east of Portland until the Oregon Short Line is reached at Huntington, Or. If any of the Valley mills wish to ship to points in Oregon and Washington on the O.-W. R. & N. or S. P. & S., they are obliged to pay the sum of the rates to and from Portland. For example, Spokane and Baker are subject to rates of 20 and 24 cents, respectively, from Portland, while Eugene, located 122 miles south of Portland, is subject to a rate of 31 and 35 cents, being the local rate of 11 cents to Portland higher. Eugene is mentioned because it is 122 miles south of Portland, and represents a point on which argument can be logisouth of Portland, and represents a point on which argument can be logically used in view of the Commission's findings. At Boise, Idaho, where through rates are carried from Portland and from the Valley, the Valley

through rates are carried from Portland and from the Valley, the Valley is subject to a rate of 5 cents higher than Portland, and a differential of from 5 to 2½ cents in favor of Portland exists at all points on the Oregon Short Line except at Ulah common points and McCammon, Idaho, and south. Boise is 366 miles east of Portland, and Saie Lake 901 miles east of Portland, and subject to a rate of 52 cents from both territories. The distance from both territories miles.

Since 1907 up until recently the Portland mills had an advantage of 2½ cents in the rate to Sait Lake as applied from Portland, and like the Same rates from the Valley to Sait Lake as applied from Portland, and like the Same rates from Portland, and its the territory east of Portland to Sait Lake as applied from Portland, and the the Commerce Commission on the Sait Lake as applied from Portland to Sait Lake as applied from Portland to Sait Lake as applied from Portland and the the commerce Commission on the Sait Lake as applied from Portland to Sait Lake as applied from Portland and the territory outst of Portland to Sait Lake for the ports of Portland to Sait Lake for the ports of Portland to Sait Lake as applied from Portland, and like the Same rate from the Valley to Callfornia to Sait Lake as applied from Portland to Sait Lake for the ports of Portland to the parama canal or the Straits of Massian, and the same rates as the Valley to California berritory until this recent change, when the slight difference was made to the reritory north of San Francisco. She never complained or the rate of 7½ cents against her at San Francisco. She cause she shipped her lumber to that port by water.

Through Rates Help Portland.

In addition to this, Portland has through rates to points on the Northern Pacific, Great Northern, Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy, Spokane International Railway, Canadian Pacific and dise and gunnies.

Tarough Rates Help Portland has through rates to points on the Northern Pacific, Great Northern, Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy, Spokane International Railway, Canadian Pacific and dise and gunnies.

Tarough Rates Help Portland has through rates to points on the Northern Pacific, Great Northern, Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy, Spokane International Railway, Canadian Pacific and dise and gunnies.

the Soo Line that enable her to compete with the mills located in all the Northwest section with the exception of the Willamette Valley, who, having no through rates to points on those lines, are unable to reach territory served by those roads because they must pay the full local rate to Portland.

must pay the full local rate to Portland.
For instance, the rate from Eugene to
Ashmore, Mont., on the Chicago, Milwaukee & St. Paul Rallroad is 43 cents,
while the rate from Portland is 32
cents. To reach a point on the Great
Northern Rallroad, the Soo Line or the
Northern Pacific Hailroad in Minnesota the Valley mills must pay the local rate to Portland, while Portland has a rate of 45 cents. The rate from Spring-field, for instance, to St. Cloud, Man-kato, Minn., or Watertown, S. D., would

It is plain that the Portland lumbe It is plain that the Portland lumber mills are inconsistent. They demand the same rate as the Willamette Valley to points in California, yet they are located 122 miles greater distance from destination, but they demand and insist upon a differential of 2½ cents better rate than the Willamette Valley to Salt Lake City, a distance of 901 miles. The rates from Portland to points in California 301 miles from Portland are just the same as they are from the Willamette Valley. To Boise, Idaho, 596 miles from Portland the rate is 5 cents higher for the Valley, is 4 cents lower from the Valley. Its rate cents lower from the Valley. The rate from San Francisco. She and the steamer Stanley Dollar, which reached sist upon a differential of 2½ cents better rate than the Willamette Valley to Sall Lake City, a distance of 301 miles. The rates from Portland to points in California 301 miles from Portland are just the same as they are for the west coast of South America, the Grace Line steamer Columbia is expected to get into the river today yet the rate from Portland to Redding, Cal., 513 miles from the Willey. The rate from Portland to Pocatello, Idaho, is 25 cents distance 731 miles, and from the Valley is 4 cents higher for the visits of plans of that company for a greater development of trade between American ports and the west coast. The rate from Portland to Stockton, Cal., 725 miles, is 25 cents, distance 731 miles, and from the Valley is parely for the concrete results of plans of that company for a greater development of trade between American ports and the west coast. The rate from Portland to Stockton than is Portland.

Portland's Position Questioned

In view Cargo and Is Ready

to Sail for Europc.

Wheat Cargo and Is Ready

to Sail for Europc.

Wheat Cargo and Is Ready

to Sail for Europc.

Wheat Cargo and Is Ready

This afternoon a preliminary survey of the Judith was made by Captain Me. Captain E. C. Genereaux, representing D. Captain Bardi, the other owners of the St. Captain Bardi, the other owners of the St. Coming here to load grain and lumber of the west coast of South America, the Grace Line steamer Columbia is expected to get into the river today from San Francisco. She and the surveyors do not believe she is leaking the surveyors do not believe she is leaking the surveyors do not believe she is leaking to the surveyors do not believe she is leaking to the surveyors do not believe she is leaking to the surveyors do not believe she is leaking to the surveyors do not believe she is leaking to the surveyors do not believe she is leaking to the barkenine be surveyors do not believe she is leaking to the barkenine be surveyors do not believe she is leaking to the barkenine be surveyors do not believe she is

kota?

Recently the Chicago, Burlington & Quincy Railroad sent out bids for a large amount of material to be used in new car construction: there being no through rates in effect from points on the Southern Pacific lines to points on the Burlington Railroad in Nebraska, and delivery of the material was called for by the Burlington at their most westerly point, the Valley mills were obliged to see the business given to the mills at Portland and on Puget Sound because they could not absorb the local rate which it would cost them to transport the business up to Portland.

Portland lumbermen well know the kota?

port the business up to Portland,
Portland lumbermen well know the
Willamette Vailey mills are bottled up,
none of them are making any money,
the milling industry is less today than
it was five years ago and if it is time
for anyone to wake up it is the lumber manufacturers from Portland south
to the Oregon state line.

for anyone to wake up it is the lumber manufacturers from Portland south to the Oregon state line.

Portland lumbermen have always claimed that they only wanted a square deal, yet with the same rate as the Valley to Salt Lake they have petitioned the Interstate Commerce Commission to grant them a differential of 2½ cents and they have likewise petitioned the Interstate Commerce Commission for the same rate as Portland to California. They will have another opportunity to display their further insincerity and inconsistency when the Valley asks for the same rates as Portland to Idaho, Utah, Montana, Canada. Dakota, etc., on the same grounds of reasonableness that they are so careful to explain as existing in their demand for the same rates as the Willamette Valley to a small section of California.

It has been alleged that the Portland lumbermen have been opposing the

It has been alleged that the Fortland lumbermen have been opposing the Valley lumber interests. In justice they should be thanked for bringing the matter up, as it has caused the manufacturers in the Valley to look into the situation, only a part of which can be covered by my limited knowledge of the actual rate situation.

C. K. SPALILDING

HUSBAND'S VALUE ISSUE

WIFE WANTS \$10,000 FOR ALLEGED THEFT OF AFFECTIONS.

Mrs, Lenn Jacobson Suing Hattle Baker on Alienation Charge-Prospective Juror Excused.

worth?

Ten thousand dollars is the answe of Mrs. Lena Jacobson, who is suing Hattle Baker for that amount in Judg Gatens' court, charging that the de-

The jury was chosen yesterday. Tak- years for completion

The jury was chosen yesterday. Taking of testimony will commence at 2 P. M. today.

Charles Jacobson is the man at issue in the case. His wife charges that the other woman wrote him endearing letters while they lived in Spokane, and that he left there in June, 1814, coming to Portland to consort with Hattle Baker.

"Any time my wife thinks she's tired of me and wants to light out with another man she can do it, and I'll raise no objection," said E. F. Noland, a hotel proprietor, in answer to a question.

no objection, said E. F. Noland, a hotel proprietor, in answer to a question when he was being examined as a prospective juror.

Mr. Noland insisted that he believes it idiotic for one person to continue loving another after the other's love has fled, and indicated by his answers that he hasn't much patience with allenation cases.

He was excused over the protests of Charles Schnabel, attorney for the defendant.

Grace Line Steamer to Load for South America.

STANLEY DOLLAR ARRIVES

Both Vessels Will Be Used in West

Portland to Stockton Cal., 725 miles, is 25 cents from both sections, but the Valley is nearer Stockton than is Portland.

Portland's Position Questioned.

In view of these conditions is there any line of reasoning why Portland is entitled to or should have the same rate from Portland to Redding or Sacramento, Cal., and yet insist that they have a differential of 2½ cents at Salt Lake or 5 cents at Boise, Idaho, or 11 cents at Spokane or Ashmore, Mont., or points in Canada, Minnesota and Dakota?

tween American ports and the west coast.

The Stanley Dollar reached Astoria at 9:30 yesterday morning and left up at 11 A. M., arriving in the harbor last night. She is a vesset of 955 tons, and will take on a cargo of wheat, flour and lumber here, stopping at San Francisco on the way south, and taking on additional cargo at that port. The steamer will first take on wheat and flour at the Albina dock and the Crown Mills, and will then be shifted to the Pertland Lumber Company's dock to load a deckload of lumber.

Columbia Is Larger.

Columbia is Larger.

The Columbia is a larger vessel than the Stanley Dollar, being of 1188 tons. She will load grain at the Albina and the Weidler docks and lumber at the Portland Lumber Company's dock.

The Columbia is in command of Captala Allen and comes here from Balboa, by way of San Francisco.

Grain-shipping activity in the harbor yesterday was centered principally around the completion of the cargo of the Norwegian ship Nordsee, which has been loading at the Weidler dock for Strauss & Co. At 4 o'clock yesterday afternoon the last sack was put aboard the vessel, just 29 working hours from the time the work was begun Wednesday.

Nordsee Due to Leave.

Nordsee Due to Leave.

The Nordsee will probably get away this afternoon, dispatched to the United Kingdom for orders.

The Norwegian bark Lindfield, which is to load grain here for the M. H. Houser, was shifted from the Port of Portland drydock at St. Johns late yesterday to the Irving deck for loading. The vessel has been undergoing a general overhauling on the dock.

Another of the vessels under charter to M. H. Houser, the Norwegian ship Hlawatha, which reached Astoria on Wednesday, was brought up the river last night. The vessel left up in tow at 3:25, and reached the harbor late last night.

The steamer City of Corinth, which

s taking on a general cargo on the sound for shipment to the United King-iom, is expected to arrive at Portland n a few days for taking on additional targo. She is under charter to Balfour-Guthrie.

JETTY PROGRESS REPORTED

Tillamook and Nehalem Work Satisfactory to Engineer.

Work on the Nehalem and Tillamook jetties is proceeding in a satisfactory manner, according to Assistant United States Engineer James S. Polhemus, Shaver were among the passengers.

States Engineer James S. Polhemus, who returned yesterday from a trip of inspection made to those two scenes of engineering operations.

Mr. Polhemus said that the south jetty at Nehalem is almost completed, and that work is already under way in preparation for beginning work on the north jetty. He estimates that another month will see the south jetty entirely completed and the building of the other well started.

There is still a large amount of rock work to be completed on the Tillamook jetty, Mr. Polhemus says, The 16-foot channel which is to be dredged

What are a husband's affections to be dredged there is just started, and it will require probably a year to complete it, the estimates. He says that the dredge he estimates. He says that the dredge Oregon, which is doing the work, is

NEW SCHEDULE IS ANNOUNCED

Arrow Line to San Francisco to Maintain Five-Day Service.

Swayne & Hoyt, who have been operswayne & Hoyt, who have been operating the Arrow line of steamers between Portland and San Francisco. bringing general merchandise to this port and taking out general merchandise, wheat and lumber, have announced that they will maintain a regular five-day schedule between the two ports with the three steamers.

(All positions reported at 3 P. M., October 1972 (All positions reported at 3 P. M., October 2972) two ports with the three steamers Daisy Putnam, Daisy Gadsby and Will-

iam H. Murphy.

The Daisy Putnam, which got out of the river yesterday, was the first vessel to sail from here under the new schedule. The Daisy Gadsby reached Fortland from San Francisco yesterday, about 12 hours ahead of schedule time. She was due to arrive today, and will depart November 2. Other arrivals and departures booked are: William H. Murphy, arrive November 3, salts for Astoria November 7; Daisy Putnam, arrives November 9 and sails from Astoria November 13. there will be a vessel arrivi parting every five days.

LOST VESSEL KNOWN HERE

British Steamer H. C. Henry, Torpedoed. Was in Portland in May.

The British steamer H. C. Henry, which was torpedoed by a German sub-marine while en route from Alexandria, Egypt, to the United Kingdom in the service of the British Admiralty, visited the Columbia River in May of this year with a load of creosore from London. The steamer was torpedoed October 6, but the news only reached Portland

but the news only reached Portland yesterday.

The H. C. Henry came into the Co-lumbia May 16 and discharged a particargo of creosote, leaving again May 18. From here she went to San Pedro and taking on a load of oll was dispatched to Yokohama, going from there to the United Kingdom.

It is understood that no lives were lost when the vessel was sent to the bottom.

TURBINERS' SAILINGS CHANGED

Northern on the Honolulu service. The Northern on the honolulu service. The tri-weekly service to San Francisco will not change until after November 13. Beginning November 16 the North Bank steamer express will leave Portland at 9 A. M., instead of 9:30 A. M., on sail-

ing days.

The Northern Pacific will maintain a four-day service to San Francisco. JUDITH'S PUMPS ARE GAINING

Preliminary Survey Is Made on Water-Logged Barkentine.

ASTORIA, Or., Oct. 28 .- (Special)-The work of pumping out the water-logged Peruvian barkentine Judith was ommenced today, and while the operations were conducted simply with the vessel's pump, and are accordingly slow, a gain is gradually being made

Cargo From San Francisco.

The Arrow line steamer Dalsy Gadsby got into the river yesterday morning, bringing a load of general merchandise from San Francisco. She reached dise from San Francisco. She reached Astoria at 7:20 and left up at 2 A. M., reaching Portland harbor in the afternoon. The vessel will discharge cargo today at the Swayne & Hoyt dock.

On the return trip to San Francisco the Daisy Gadsby will take a large quantity of wheat and mill feed in addition to general merchandise. She will stop on the way down at Westport, knappton and Astoria to take on a quantity of lumber. The vessel is due to leave Astoria November 2.

Steamer Chester Changes Runs.

A. O. Kruse has succeeded W. P. Thitcomb as master of the river A. O. Kruse has succeeded w. r. Whitcomb as master of the river steamer Chester, which is in operation on the Cowlitz River. The Chester has been operating between the mouth of the Cowlitz and Kelso, Wash, during the low water, transferring its passengers to the steamer Joseph Kellogg. With the coming of the Winter stage of water, however, the Joseph Kellogg will water, however, the Joseph Kellogg will make Kelso and the Chester will be put on a run above that place, touch-ing at various points on the Upper Cartific

Olaf R. Pihl Dies in East.

Olaf R. Pihl, for a number of years onnected with the Government engiconnected with the Government engineering work in this district, died at Pittsburg, Cctober 14, according to advices received in Portland yesterday. Mr. Pihl was with the United States engineer's office here in the early '90s during the construction of the Cascada during the construction of the Cascade Locks, and also supervised engineering work on the Coast. He lived in Port-land for a number of years and was well known in the engineering profes-

Bear Carries 2750 Tons of Freight.

Taking a heavy cargo of 2750 tons of Taking a heavy cargo of 2750 tons of miscellaneous freight and 180 passengers the Big Three liner Bear dropped down the river yesterday afternoon at 3 o'clock en route to Callfornia ports. Included in the cargo of the steamer were 630 boxes of Hood River apples. In addition the vessel carried large quantities of flour, bran, shorts and paper. Captain and Mrs. Lincoln Shaver were among the passengers.

MARINE INTELLIGENCE.

378.284		MAN TO MAKE
4.	Steamer Schedule	
Northern Pr Santa Clara Great North Rosnoke F. A. Kilbur Rose City. Geo W. Eld	DUE TO ARRIVE. From Los Angeles. acific. San Francisco San Francisco San Diego. San Francisco San Prancisco Los Angeles. Los Angeles. Los Angeles.	DateOct. 29 Oct. 29 Oct. 30 Oct. 31 Oct. 41 Nov. 2 Nov. 3
	THE THE PERSON ASSESSMENT	

DUE TO DEPART. Klamath.........San Diego..... Northern Pacific...San Francisco. Oregon, which is doing the work, is encountering more obstacles in the way of gravel and hard strata than was enticipated, and the work is consequently rendered difficult.

Some of the Tillamook jetty was carried away during the recent stormy weather, Mr. Polhemus says. It is believed that the jetty will require two years for completion.

Northern Pacific. San Francisco. Oct. Wapana. San Diego. Nov. Brancisco. Oct. Wapana. San Diego. Nov. Brancisco. Nov. Bra

Portland-Atlantic Service. DUE TO ARRIVE. Name. From Date
Santa Ceceila. New York. Dec.
lowan. New York. Dec.
Panaman. New York. Dec.
Kentuckian. New York. Feb.

DUE TO DEPART.

(All positions reported at 8 P. M., October 3, unless otherwise indicated.)

miles from San Francisco. He miles out.

Grace Dollar, San Francisco for Tacoma, lid miles north of San Francisco.
Chanslor, Monterey for Everett, 207 miles north of Monterey.
Queen, Seattle for San Francisco, 42 miles porth of Point Reyes.
Ceillo, San Francisco for Portland, 10 miles south of Point Arens.
Speedwell, Cook Bay for San Francisco.
Ho miles north of San Francisco of San Pedro, lid miles north of Point Arens.
Speedwell, Cook Bay for San Francisco.
Ho miles south of Point Sur.
Santa Clara, Sureka fgor Cook Bay, 117 miles south of Cook Bay.
Centralia, Eureka for San Francisco eigh; miles south of Blunts Reef.
Herrin, Montercy for Linnton, 447 miles north of Montercy.
Northern Pacific, San Francisco for Piavel, 15 miles south of Blunts Reef.
Atlas, towing barge 91, Richmond for Portland, 20 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 38 miles north of Heceta Head.

Northern Pacific, San Francisco for Piavel, Alas, towing barge 91, Richmond for Portland, 20 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 38 miles north of Heceta Head.

Northern Pacific, San Francisco for Piavel, Alas, towing barge 91, Richmond for Portland, 20 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 38 miles north of Heceta Head.

Northern Pacific, San Francisco, 10 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 38 miles north of Heceta Head.

Northern Pacific, San Francisco, 10 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 30 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 30 miles south of Cape Mendocino, Mulmomah, San Francisco for Portland, 30 miles south of Revens, Monterey, Mont

Notes From Oregon Ports.

ASTORIA, Or., Oct. 28.—(Special.)—The Norwegian bark Hiawaita left for Portland, where she is under charter to load grain. The American steamer Tampico sailed for the West Coast with general cargo from Portland and lumber from Wains.

Bringing freight for Astoria and Portland, the steam schooner Dalay Gadaby arrived this morning from San Francisco.

Bringing a cargo of prickled canned salmon, the gasoline schooner Rustler arrived today from Wedderburn.

With a cargo of grain from Portland, the Russian bark Fahrwoid sailed for the Cuitted Kingdom. ussian bark Fahrwoid salled for the nites Kingdom. Carrying her full capacity of freight and fair list of passengers, the stemper Great orhern called this afternoon for San Fran-

San Francisco with freight for Astoria and

Partland.

The steam schooner Stanley Dollar arrived from San Francisco, and went to Portland to load lumber.

With freight and passengers from Portland and Antoria, the steamer Geo, W. Elder sailed for San Francisco and San Pedro. The steam schooner Santa Barbara arrived from San Francisco, and went to Westport to load lumber.

The steam schooner Necanicum sailed for San Pedro, with lumber from the Hammond mill.

mill.

Completing her cargo of lumber at Knapp-ton, the steam schooner Dalsy Putnam salled for San Francisco.

ton, the steam schooner Dalsy Putnam sailed for San Francisco.

COOS BAY, Or., Oct. 28.—(Special.)—The steamship Breakwater, which arrived this morning from Portland, will be here several days, elischarging freight and loading coal for the San Francisco market.

The steam schooner Westerner finished loading 400,000 feet of lumber at the Smith docks and moved to North Bend, where 150,000 more will be shipped, sailing tomorrow for San Pedro.

The steam schooner A. M. Simpson sailed for San Francisco, carrying lumber from the Porter mill.

Movements of Vessels

Movements of Vessels.

PORTLAND, Oct. 25.—Arrived—Steamers Dalsy, Staniey Dollar, Dalsy Gadaby and Santa Barbera, from San Francisco; Shasta, from San Pedro, Sailed—Steamers Dalsy, for San Francisco via Knappton; Bear, for San Fedro, Via San Francisco; Japanese steamer, Bankoko Maru, for Shashal.

Astoria, Oct. 28.—Sailed at 3:30 A. M. steamer Geo, W. Elder, for San Diego via way ports: Arrived at 7:30 and left up at D. A. M., steamer Dalsy Gadsby, from San Francisco. Arrived at 9:30 and left up at II A. M., steamer Staniey Dollar, from San Prancisco. Sailed at II A. M. steamer Tampico, for Valparaine via way ports: at 12:30 P. M., Russian bark Pahrwohl, for United Kingdom, Arrived at 11 A. M. attamer Grant Northern San Prancisco, Arrived at noon and left up at 11 P. M., steamer Santa Barbara, from San Pedro, Arrived at 12:30 P. M., steamer Grant Northern San Francisco, Oct. 28.—Salied at 10 A. M., steamer Grant Northern San Francisco, Oct. 28.—Salied at 10 A. M., steamer Cellie, for Portland Arrived at noon, steamer F. A. Kilburn, from Portland, was Cook Bay and Eureka, Salied at noon, steamer Rose City, from San Pedro, of Portland, Steamer Cook Bay and Eureka, Salied at noon, steamer Rose City, from San Pedro, for Portland, Steamer Cook Bay and Eureka, Salied at noon, steamer Rose City, from San Diego, for Portland, Northern Pacific, for Finyel, Arrived, steamer Rose City, from San Diego, for Portland, San Francisco, Cock, 28.—Arrived at 9 A. M., steamer Beakwater, from Portland, San Francisco, From San Francisco, From San Pedro, of Portland, San Francisco, From San Francisco, From San Pedro, for Portland, San Francisco, From San Francisco, Friend San Francisco, F

Navigation Changes Out.

Information relative to various changes in the lights and aids to navigation in the Seventeenth Lighthouse District was given out yesterday by Robert Warrack, inspector, as follows:

Oregon, Tillamook Bay—Main channel light structure carried away and light exilinguished, October 21. Will be replaced as soon as practicable.

Soon as practicable.
Oregon and Washington. Columbia River.
Walker Island to Willamette River—Changes
in busyage:
Hunters' Shoal busy. HS, first-class spar,

Hunters' Shoal buoy, HS, first-class spar, permanently discontinued October 27.
Hunters' Bar buoy, 1, first-class spar, established October 6 in four fathoms of water. Ahle Point light, S74 degrees N. E. by E. 4 E. mag.
Goble Range rear light, 156½ degrees S. E. 5 E. mag.
Enterprise Landing range rear, 290% degrees W. 5 N. mag.
Hunters' Shoal buoy, 2, first-class spar, permanently discontinued October 27.
Hunters' Shoal buoy, 4, first-class spar, number evhanges to "2" October 6, without other change.
Martin Island buoy, 4, first-class spar, permanently discontinued October 27.
Martin Island buoy, 4, first-class spar, number change.

Martin Island buoy, 4, first-class spar, number change to "2" October 6 without other change.
Henrict Crossing buoys 2 and 4 seconds.

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

Aroline, San Francisco for San Pedro, 25 miles cast of Point Concepcion.

Newport, San Francisco for Balboa, 1240 miles south of San Francisco for Balboa, 1240 miles south of San Francisco.

St. Helens, Caidabunos for San Francisco, 15 miles south of San Pedro New York, 1416 miles from Richmond, 1416 miles south of the Columbia River.

Elder, Fortland for San Francisco, 70 miles north of Cape Blanco.

Columbia, San Francisco for Portland, 120 miles north of San Francisco for Portland, 160 miles north of Edna Francisco for Portland, 160 miles north of Edna Francisco, 1416 miles north of Fanco.

Stx miles south of the Columbia River.

Congress. San Francisco for Portland, 160 miles north of Ednaco.

Buck, Orlent for San Francisco, 462 miles from San Francisco.

Hydles, Scattle for Honolulu, 473 miles from Cape Flattery.

Lurline, Honolulu for San Francisco, 1446 miles from San Francisco.

Hillonian, Honolulu for San Francisco, 1446 miles from San Francisco for Tacoma, 1446 miles from San Francisco for Cape Miles from San Francisco for Ban Francisco, 1446 miles from San Francisco for Portland, 1450 miles from San Francisco for Ban Francisco, 1446 miles from San Francisco, 1446 miles from San Francisco for Ban Francisco, 1446 miles from San Francisco, 1446 miles from San Francisco for Ban Francisco, 14 HE2 East Salmon street, October 17, a daughter.

SiMMCNS—To Mr. and Mrs. Lloyd L. Simmons. Galo Thirty-fifth avenue Southeast, on the Salman of the Salman o

Marriage Licenses.

BRONAUGH-BRONAUGH-J. E. Bronaugh, 3.5 Hall street, 46, and May D. Bronaugh, Tudor Apartments, legal, McConnell, 644 Albina avenue, 32, and Alice Mase Marsh, same address, 32.

STEVENS-DELANEY-John G. Stevens, 509 Kerby street, legal, and Miss Gay Delaney, 8404 Mississippi avenue, legal, LUMP-GOSSMAN-Joe Lump, 571 Savier street, 22, and Helen Gossman, 284 Nineteenis street, 20.

SEMKA-BASADA-John Semka, North Pacific Lumber Company, 23, and Josephine Barada, foot Sherlock street, 16.

Vancouver Marriage Licenses.

MEYER-LINZ—Rudolph H. Meyer, 45, and audine Ling 26, both residents of Portland. FREMONT-RYDER—A. A. Fremont, 53, and Mrs. Ida J. Ryder, 54, both residents of Societand. Portland.
CROPP-NELSON—Archie B. Cropp. 40, of
Oregon City, Or., and May A. Nelson, 27, of
Woodland, Wash.
SMITH-GRAVIS—Louis W. Smith, 26, and
Crystal Graves, both residents of Oregon
City, Or.
THOMAS-LACKEY—Harry Thomas, 49, of
sew designs, Jacger Bros., 151-3 Sixth st. The steam schooner Shasta arrived from

AMUSEMENTS.

BAKER THEATER. Home of the Popular Baker Players, Tonight, All week Mar Saler Players, MADAME X Treatest of all modern employed grains Evenings 25c, 59c; box and loge 13c Mata, all seats 25c except box and loge. Next week, starting Sun. Mat. "Under

DANTAGES

The Latest Broadway Musical Revue.

SIX PEACHES AND A PAIR.

With the newest songs and brightest jokes.

5—OTHER BIG-TIME ACTS—5

Boars, first row balcony seats reserved by phone—Main 4636, A 2236.

Theater-ith and Stark Streets. DILLON & KING Afternoons, 2:30 Nnights, 2:30 and 2:10 15c and 25c.

eattle, and Mrs. Margaret Lackey,

Building Permits. E HOCHFELD Repair two-story welling, 670 Mississippi avenue, be-lonroe and Cook avenues; builder, aroe and Cook avenues, builder, and Cook avenues, builder, and Cook avenues, builder, aron, aron

frame dwelling, 670 Mississippi avenue, between Menroe and Cook avenues; builder, M. Olsen; \$700.

N. Olsen; \$700.

SMITH HOTEL, CO.—Repair eight-story frame dwelling, 686 Mississippi avenue, between Monroe and Cook avenues; builder, M. Holland, and Siorea, 228 Sixth street, between Salmon and Main streets; builder, M. Holland, and Brown, \$1000.

R. N. 18100.

G. R. Night Glissen afreet, between East Thirty first and East Morrison street, between East Sixteen, and the streets, builder, same; \$300.

J. O. N. HORSPELDT—Erect one-story frame dwelling, S67 Corbett street, between Lomizard and Holland streets; builder, ame; \$75.

J. Krimbel, \$200.

DANIEL, O'IRIEN—Erect one-story frame garage, \$28 North Eighteenth street, helween Overton and Pettygrove atreets; builder, et ween Overton and Pettygrove atreets; builder, same; \$30.

J. A. HERDMAN—Repair two and one-half-story frame dwelling, IS6 Halsey street, between Twenty-first and Twenty-second streets; builder, same; \$30.

M. H. HEALD—Erect one-story frame garage, \$305 Eighty-second street Southeast; builder, same; \$30.

W. H. HEALD—Erect one-story frame garage, \$35 Lombard street, between the streets; builder, Take Down Mg. Co. \$30.

W. H. HEALD—Erect one-story frame garage, \$35 Lombard street, between the streets; builder, Take Down Mg. Co. \$30.

M. H. Erect Down Mg. Co. \$30.

W. W. GRAYBEAL — Erect one-story frame garage, \$35 Lombard street, between the streets; builder, Takedough and Hurst Streets; builder, Takedough and Hurst Streets; builder, Takedough and Hurst Streets; builder, Caseberg builder, Take Down Mg. Co. \$30.

L. E. SA The marriage of Rasel Hegan, and states and without the state of the states and states a

AUCTION SALES TODAY. Ford Auction House, 211 1st. Furniture, carpets, etc. Sale at 2 P. M.
At Wilson's Auction House, at 10 A. M., furniture, 106-5 First st.

MEETING NOTICES.

ALBERT PIKE LODGE, NO.

16., A. F. AND A. M.—Special communication this (Friday) evening, at 7 o'clock, M. M. degree, Also temperow (Saturday) evening, at 8 o'clock, M. M. degree, Visitors welcome, By order W. M. E. H. IVIE, Secretary.

WEBFOOT CAMP, NO. 65, WOODMEN OF THE WORLD, meets every Friday night at W. O. W. Temple, 138 11th street. Al members welcome. Kum to Kamp Friday night. A. L. BARBUR Clerk. GEO. ROSSMAN. Consul Commander. CONGRESSMAN W. C. HAWLEY, the head manager of Woodmen of World, will apeak at Webfoot Camp, No. 66, in the Weet Side Woodmen Hall, 11th and Washington

DANCE TO BE GIVEN BY FRATERNAL BROTHERHOOD this (Friday) evening, Oct. 29, at the Manchester Hall, 85% 5th st.

MEETING NOTICES,

PORTLAND LODGE, NO. 53,
A. F. AND A. M. — Amusal
party, dancing and cards, for
members of Pertiand, No. 53,
and their families, 8 o'clack,
this (Friday) evening, at Masonic Temple, Good music and
general good time. Come. Creder W. M.
C. M. STEADMAN, Sec.





FUNERAL NOTICES.

WHITMORE—In this city, October 18, Dexter Whitmore, aged 76 years, a native of
Maine, Husband of Mrs. Elizabeth E.
Whitmore and father of F. A. Whitmore,
of Seattle, Wash. The funeral services
will be held at the chapel of Portland
Crematorium at 3:15 P. M. today, Friends
invited. The remains will be at the conservatory chapel of East Side Funeral
Directors until 2 P. M. today.

Bervatory Chape of Kast Bide Puneral Directors until 2 P. M. today.

PEHHSON—The funeral services of the late Marie Pehrson, who passed away in this city Oct. 27, will be held tomorrow (Saturday), at 2 P. M. from the residence of her daughter, Mrs. R. B. Castle, 753 Tibbetts at. Friends kindly invited. Interment family lot, Lone Fir Cemetery.

BRYANT—The funeral services of the late Charles W. Bryant will be held today (Friday) at 1 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Interment at Riverview Cemetery.

KOERNER—The funeral services of the late Mathias Keerner will be held inday (Friday) at 1:20 o'clock P. M., at the Evangeltcal Church, Tigard, Oc. Friends invited. Interment at Crescent Grove Cemetery, Tigard.

FORET - In this city, October 27, Madeline Foret, aged 22 years, Funeral services will be held at Dunning & McEnter's pariors Saturday afternoon at 2 o'clock, Inter-ment in Mullinomah Cemetery.

PUNERAL DIRECTORS.



The only residence undertaking establishment in Portland with private driveway.

Main 9, A 1599. Montgomery at Fifth.

MR. EDWARD HOLMAN, the leading funeral director, 220 Third street, corner Salmon, Lady assistant, A 1511, Main 507.

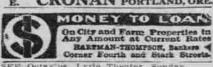
East Side Funeral Directors, 414 East Ai-er street, East 52, B 2525. A. R. ZELLLER CO., 592 WILLIAMS AVE, East 1985, C 1958, Lady attendant, Day and night service. DUNNING & M'ENTEE, funeral directors, Broadway and Pine, Phone Main 430, A 4368, Lady attendant.

MILLER & TRACET, independent funeral directors. Funerals as low as \$20, \$40, \$60, Washington and Ella sts. Main 2681, A 7885, P. L. Lerch, East 11th and Clay streets, Lady assistant, East 781.

217-219 Northwestern Bank Building. Marshall 4114, A 4118. Western Bond & Mortgage Co.

Our Own Money at Current Rates UNICIPAL AND CORPORATION BONDS, FARM AND CITY LOANS, 80 Fourth St., Board of Trade Bidg. EDWARD E. GOUDEY CO MORTGAGE LOANS BUSINESS PROPERTIES AND CLOSE IN RESIDENCES

COME TO HEADQUARTERS FOR MORTGAGE LOANS JOHN CRONAN SPALDING BLDG.



REAL ESTATE.

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Make me cash offer
50x100 corner Sist and Oregon
50x100, Westmoreland, 19th at.
50x100, corner Tith and Skidmore.
V 100, Oregonian.

LARGE, besutiful view homesite. West
Side, 15 minutos ride; best value in Portland; \$150; £16 down, \$5 a month. M.
E. Lee, 50s Corbett blog.
CONNER tot Invincton park, 50x100, on

CORNER lot, Irvington park, 50x100, on carline; hard-surface street. AM 187, Orewancouver bargain, 2 lots, close in; must be sold. C. C. Cridley, executor, 500 W. Hith st. Vancouver, Wash. HEVINGTON—YOU CAN'T HEAT THIS. 16th st. \$1450, clear, 700 Lewis bidg. \$250 CASH takes desirable foxfor for 2 50cks ca., on Millard avc. Tabor \$176.