INTERSTATE BRIDGE TOLLS ARE FIXED

Pedestrians Over Columbia River Span Will Be Charged Five Cents Each.

RATE SCHEDULE TENTATIVE

Failure of Washington Legislature to Pay Interest on Bonds Increases Yearly Cost of Maintenance by $62,500.

A tentative 90-day schedule of tolls on the Interstate bridge connecting Portland and Vancouver, now in course of erection, was adopted yesterday by a special committee consisting of Commissioners Lightner and Holman, of Multnomah County; Commissioner Rawson, of Clarke County, Wash., and E. E. Howard, the bridge engineer. The rates decided upon may be increased or reduced at the end of 90 days, according as they show more or less revenue than is required.

The total cost of operating the bridge is estimated at $87,900 per year, as shown by the detailed statement given below. Revenue from the bridge will be apportioned between Multnomah and Clarke counties in the ratio of 3 to 2, their respective proportions of the cost of the bridge. In explanation of the items of $25,000 and $37,500 for interest, District Attorney Evans said:

Washington Declines to Pay.

"It was understood when Clarke County went into this bridge agreement with Multnomah County that the State of Washington was to take care of the interest on Clarke County's bonds in the same way as the State of Oregon is taking care of the interest on Multnomah County's bonds. However, this expectation was not realized, and Clarke County, at least so far, is left holding the bag to the tune of $25,000 a year, interest on a $500,000 bond issue at 5 per cent.

"There is still hope of the state coming to the rescue, but in the meantime the financial condition of the county is such that this extra $25,000 would prove a heavy burden. For that reason provision has been made for its payment from bridge revenue, and if Clarke County gets $25,000, Multnomah County, carrying out the ratio of three to two, must necessarily get $37,500.

"As a matter of fact the Multnomah County bond issue was $1,250,000, but of this sum $500,000 was put into approaches and only $750,000 is being used in construction of the bridge proper. Approaches were not necessary from the Washington side, so Clarke County got out of this expense.

Report Contains Estimate.

The full report is as follows:

Estimate of revenue required for operation, per annum—		
Payroll	$15,000	
Oil, waste, miscellaneous supplies	1,200	
Current for lights	1,200	
Total operating cost	17,400	$17,400
Maintenance per annum—		
Painting	$ 3,000	
Pavement	1,000	
Emergencies	4,000	
Total maintenance	$ 8,000	$ 8,000
Interest and funds—		
For Clarke County	$25,000	
For Multnomah County	37,500	$62,500
Total annual rev. required		$87,900

Toll is to be charged from the south side of Oregon Slough to the south side of First street, Vancouver.

No toll is to be charged on other part of approaches either in Oregon or Washington.

Proposed schedule of charges from the south side of Oregon Slough to the south side of First street, Vancouver.

The following charges are for passage one way:

Persons—
1. Pedestrians (each one person) ... 5c
2. One person on bicycle ... 5c
3. Two persons on one bicycle ... 10c
4. Each person riding upon an animal or upon any vehicle capable of carrying 25 persons or less ... 5c
5. Each person riding upon a vehicle capable of carrying more than 25 persons ... 3c

(The charges of items No. 4 and No. 5 shall be collected by a person in charge of the vehicle and paid to the collector.)

Livestock and animals—
6. One animal driven, led or ridden, of cattle, goats, hogs, horses, mules and sheep ... 5c
7. For drove of animals, including cattle, goats, hogs, horses, mules and sheep on foot, 10 head and under, each ... 5c
8. For each head over 10 head in one lot ... 2c

Self-propelled vehicles—
9. Motorcycles ... 5c
10. Passenger vehicles having seats for two persons (one-seated runabouts) 10c
11. Passenger vehicles having seats for more than eight persons ... 15c
12. Passenger vehicles and cars having seats for more than eight persons .. 25c
13. Trucks or motor delivery wagons commonly called of one-half ton capacity ... 10c
14. Trucks not over one ton capacity ... 15c
15. Trucks over one ton but not over two-ton capacity ... 25c
16. Trucks over one ton capacity ... 50c
17. Woodsawing machines ... 15c
18. Self-propelled vehicles moving under their own power, not otherwise specified, including farm engines and road rollers ... 50c
19. Trailers drawn by self-propelled vehicles, for each trailer ... 15c
20. Freightcars running on railway tracks, either self-propelled or drawn 75c
21. Electric locomotives ... $2.50

The rates of items No. 9 to No. 21, inclusive, are exclusive of passengers, operators, drivers or persons in charge, except that for passenger vehicle or cars capable of more than 25, two persons shall be carried free.

Vehicles other than self-propelled vehicles—
22. One vehicle drawn by one animal ... 10c
23. One vehicle drawn by two animals ... 15c
24. One vehicle drawn by three animals 25c
25. One vehicle drawn by four animals ... 35c
26. One vehicle drawn by six animals ... 50c
27. Each additional vehicle in tow ... 10c
28. Each additional animal ... 5c

GIRL IS ADJUDGED INSANE

Stephanie Fuchs, Who Thinks She Is Wealthy, Puzzles Doctors.

Stephanie Fuchs, who obtained extensive credit from a local department store on her insistence that she had inherited a large fortune from an uncle in Austria, and who after her arrest confessed to being the mother of a child whose dead body was found beneath a seat in a moving picture theater, was adjudged insane yesterday. She has been committed to the State Hospital at Salem. The examination was made by Drs. Josephi and Galbraith.

The examination of the girl was protracted because she stuck to her story of inheritance all the way through, giving such a wealth of circumstantial detail as to keep her questioners puzzled.

WILLAPA SCHEDULE OUT

Grays Harbor Country Gets First Train on Line Next Monday.

CHEHALIS, Wash., Nov. 1.—(Special.)—The schedule for passenger traffic on the Puget Sound & Willapa Railway Company line, as outlined, is as follows:

Monday, November 8, beginning of service, a passenger train will leave Chehalis at 9:15 for Grays Harbor, Aberdeen and Hoquiam connections. A train from Seattle and Tacoma, with parlor-car service, for Raymond, will pass through here about 10:55 for Raymond and will arrive at Raymond at 1 o'clock. Another train leaves Raymond at 1:30, with a through parlor-car service for Tacoma and Seattle, and will connect with the through transcontinental limited Columbian for Spokane, St. Paul, Minneapolis and Chicago, passing through Chehalis at 3:55 and arriving in Tacoma and Seattle early in the evening. Another train from Hoquiam and Grays Harbor points will pass through Chehalis about 5:20.

The company has made a rate of one and one-third round trip from all points to Raymond for Milwaukee day. A special service will be provided returning from Raymond to Chehalis in the evening.

A. J. KINGSLEY IS ILL

PRESIDENT OF LAND SHOW SUFFERS NERVOUS BREAKDOWN.

Hard Work Due to Manufacturers' Exhibit Blamed for Serious Illness of Executive.

A. J. Kingsley, president of the Oregon Chair Company, a director of the Chamber of Commerce, and president of the Manufacturers' and Land Products Show, now in progress at the

A. J. Kingsley, Head of Manufacturers' Land and Products Show, Who Is Seriously Ill.

Armory, is seriously ill at his home, 580 East Fifteenth street, with a nervous breakdown, brought on, it is believed, by hard work devoted to the show.

Mr. Kingsley had been suffering from nervous disorders for several days and his friends advised him to take a rest, but with characteristic energy he remained at his office, directing the work of the show, the success of which has been due largely to his efforts.

Yesterday morning he was stricken with an illness which demanded immediate medical attention. His physicians advised him to remain in bed. Later in the day he became delirous. His condition is reported quite serious, but last night he was resting more comfortably.

Pending Mr. Kingsley's recovery Frank E. Smith, secretary of the Chamber, has been appointed acting president of the show.

"Mr. Kingsley's hard work and his genius," said Mr. Smith, "are responsible for a large part of the success that the show has enjoyed and he is entitled to the credit."

Officers and attaches of the show who have been associated with Mr. Kingsley in preparing for the exposition and in conducting it during the time it has been in progress were concerned deeply yesterday when they learned of his serious illness. They sent messages of sympathy to his home and expressed the sincere hope that he soon will have recovered completely.

MISSIONARY TALK GIVEN

TACT DECLARED MOST NECESSARY ATTRIBUTE FOR PASTOR.

Rev. G. D. Peacock, of Blackfoot, Speaks at American Sunday School Union. R. E. Randall on Bill For Today.

"Use horse sense in missionary work," advised Dr. George B. Pratt, one of the speakers yesterday at the afternoon session of the American Sunday School Union, whose members in the Northwest are holding conference in the Young Women's Christian Association. Dr. Pratt said that tact is the most necessary attribute for a church worker to possess. His talk was along practical lines and full of suggestions for missionaries.

Rev. George D. Peacock, of Blackfoot, Idaho, took as his subject, "The Man and His Task." He declared that the most difficult thing in present-day work was to find the man fitted to the task. He advised those who would succeed to know themselves, to love their task and to take an individual interest in every person in their mission fields.

Richard E. Randall, assistant to Dr. J. H. Boyd, of the First Presbyterian Church, and former religious director of the Y. M. C. A., will be one of the principal speakers at this afternoon's session. The conference will open today at 9:30 o'clock. Dr. A. L. Hutchison will conduct the Bible study. Several prominent visiting missionaries will speak. Tonight there will be a free stereopticon lecture by Rev. E. R. Martin, district superintendent. The conference will continue through tomorrow afternoon.

Lebanon Attorney Sues Himself.

ALBANY, Or., Nov. 1.—(Special.)—Samuel M. Garland, an attorney of Lebanon and State Senator from Linn County, sued himself in the State Circuit Court here yesterday. At any rate Mr. Garland is one of the defendants in a case in which he appears as attorney for plaintiff. The case is an application to register title to real property brought by J. E. Nichols. As a matter of fact there is no contention between the plaintiff and any of the defendants, Mr. Garland being named as a defendant because he has a mortgage on the land involved and under the law all persons having any interest in the property must be named as defendants.

Notice Sent Out to Shippers.

ASHLAND, Or., Nov. 1.—(Special.)—The local Southern Pacific agent has been notified to inform domestic shippers that freight destined for the East through Sunset Gulf route channels cannot be received until further notice, owing to congestion of traffic at Galveston. In the meantime all other classifications are being forwarded and of late the traffic through the Ashland gateway, north and south, has been the largest in the company's history.

MINISTERS OUT FOR SUNDAY BLUE LAW

Steps to Boycott Grocers and Others Who Remain Open on Sundays Taken.

REST DAY LEAGUE FORMED

Organization With Platform Plank of "One-Day-of-Rest-in-Seven for All Wage Earners" Will Work With Coast Body.

Ministers of Portland have come out in active support of the old Sunday blue law, passed in the early '60s and now invoked in an effort by the large grocers to compel small grocers to close on Sunday.

Preliminary steps toward a boycott of all grocers as well as other business men who remain open Sunday were taken yesterday by the Portland Ministers' Association at a meeting in the Y. M. C. A. The Rev. W. O. Shank, pastor of the East Side Baptist Church, presided.

The following resolution was adopted by unanimous vote:

Strong Protest Registered.

"Resolved, That the Ministers' Association of Portland, representing the ministers of a large majority of the churches of the city, hereby strongly protests against all forms of lawlessness and law-defying efforts to defeat the will of the people as expressed in the statutes of the state; and

"That we, as pastors, agree to urge our congregations and do hereby call upon all good citizens who desire to uphold the surpremacy of the law, to give their patronage to those groceries and other business firms which observe the requirements of the Sunday closing law."

The resolution formally was signed by the Rev. Mr. Shank, as chairman, and by the Rev. Henry G. Hanson, pastor of the Fourth Presbyterian Church, as secretary of the association.

Weekly Rest Day League Formed.

The ministers' meeting was held in the forenoon, and at its conclusion a committee representing 15 organizations, and including a number of the pastors who had attended the ministers' meeting, at a luncheon in the Y. M. C. A. cafateria, organized the Weekly Rest Day League of Oregon.

The Oregon organization is affiliated with the Weekly Rest-Day League of the Pacific Coast, of which Rev. G. L. Tufts is superintendent, which in turn is working with a National organization which has as one plank in its platform for strict Sunday closing laws "one-day-of-rest-in-seven for all wage-earners."

Rev. Mr. Tufts is working in Oregon to initiate a measure for a much stricter blue law than the old one now on the statutes. The Portland organization has been formed to assist in this work.

W. A. Currie Elected.

W. A. Currie was elected temporary chairman of the Weekly Rest-Day League of Oregon at the luncheon, and E. B. Barthrop, druggist, was elected secretary. Mr. Barthrop, who said at the time that he had been in Portland only about a year, opposed the action of grocers and other retailers of both East and West Sides who organized against Sunday closing at a meeting in the East Side Library last Thursday night.

After discussing features of the proposed initiative Sunday blue law measure, it was referred to a special committee of five members, who will confer with four attorneys before reporting back their decision to the general committee.

"The opinion was expressed that the bill, which is to be submitted to the voters at the next state election," said Rev. Mr. Tufts, "should not prohibit private work, but aim to secure as far as possible a weekly rest day for employers and employes. It will, in no sense, be a religious measure to enforce religious beliefs and practices, but a civil statute based upon economic and natural rights."

SALTS EXAMINED TODAY

Men on Beaver Who Passed Tests to Be Given Certificates Today.

There will be about 30 sailors take examination aboard the cruiser Boston at 10 o'clock this morning in an effort to obtain certificates under the new seaman's law. The tests were to have been held yesterday, but were temporarily given up until additional information was obtained as to just what would be required from applicants having had three years or more service at sea or on the Great Lakes.

Sailors aboard the steamer Beaver, of the "Big Three" service, were examined yesterday, and those who qualified will be issued certificates today. The fact the new law becomes effective Thursday is piling up work at the office of United States Steamboat Inspectors Edwards and Fuller, and they expect to have their hands full for a lengthy period. The steamer Rose City will be given her annual inspection Thursday and will be the first carrier in this district to come within the scope of the new act as to equipment.

Schooner Again Is Adrift.

HOQUIAM, Wash., Nov. 1.—(Special.)—The schooner Annie Larsen, at last reports received in Hoquiam this forenoon, was again adrift in a disabled condition about nine miles off the Grays Harbor bar. The Hoquiam tug Daring has been sent to her assistance again. Yesterday afternoon the Larsen was picked up by the Government mine-layer Major Ringgold. The Ringgold this morning reported she was standing by the schooner about nine miles off the harbor entrance, and that the vessel was adrift after the mine-layer had broken all her lines and was unable to give her more assistance.

Saturday afternoon the Larsen broke the tug Daring's hawser twice, and the last time was lost in the darkness. The Daring was ordered out to pick up the Larsen this morning, but was unable during the forenoon to cross the bar on account of the high seas running. Whether she has again picked up the Larsen is unknown.

Marine Notes.

Towed by the Port of Portland tug John McCracken, the barkentine Echo left down yesterday, lumber-laden, for Sydney. Her cargo measured 878,112 feet and was valued at $9172. The cargo was dispatched by the American Trading Company.

Carrying a large cargo and with a fair list of passengers, the steamer Beaver is due to sail from Ainsworth dock for California ports at 3 o'clock this afternoon. The Rose City, of the same flag, left the Golden Gate at 1 o'clock yesterday afternoon for Portland.

San Diego is the destination of the steamer Celilo, which was cleared yesterday with a lumber cargo of 925,000 feet. The steamer Multnomah was cleared for San Pedro with 950,000 feet. Both belong to the McCormick line.

L. O. Hosford has been signed as master of the steamer Undine, the previous navigator of which was Enos Crawford.

Carrying passengers and cargo for Coast ports en route, the North Pacific steamer Santa Clara got away at 10 o'clock yesterday for San Francisco. The steamer F. A. Kilburn, of the same line, is scheduled to sail Thursday, and the Roanoke, which arrived Sunday from California ports, gets away tomorrow night.

Captain Kirkwood, of the Standard Oil Company's steamer Atlas, also known as the Rockefeller yacht, said on arrival yesterday from San Francisco that the southerly blow on and big seas running off the coast are anything but pleasant. The Atlas towed Barge No. 91 and the latter carried 82,186 gallons of headlight oil, 148,708 gallons of pearl oil, 476,894 gallons of gasoline and 23,000 barrels of fuel oil.

Major Henry C. Jewett, Corps of Engineers, U. S. A., who spent his vacation in California, returned yesterday.

United States Steamboat Inspectors Edwards and Fuller have ordered the inspection at Astoria today of the steamers John A. Shaw, Gen'l Washington, Electro and Butte. The steamer Ione may be inspected here today.

Her lining being completed, the Japanese steamer Hokoku Maru shifts this morning from the Eastern & Western mill to Mersey dock to start her grain cargo for the United Kingdom. From there she goes to Albina dock to finish. The vessel is expected to work 4500 long tons. Balfour, Guthrie & Company, who are loading the vessel, expect to have the British steamer City of Corinth here the latter part of the week to take on 2000 tons of salmon, grain and lumber for London. She is loading a part cargo on Puget Sound and goes from here to San Francisco.

Aboard the steamer Yosemite, due here today, is about 850 tons of cargo from San Francisco consigned to the Parr-McCormick line.

Goods destined for Portland, on which duty had been paid, were destroyed in a Seattle dock fire a few days ago, and Collector of Customs Burke was asked yesterday to make a refund of the duties, but he held that if the consignments were released by the customs inspectors in the North, the owner was without redress from the Government. Had the shipments been consigned here in bond, there might have been a claim against the Government for some damages and the tariff would not have been paid.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Beaver	Los Angeles	In port
Great Northern	San Francisco	In port
Roanoke	San Diego	In port
F. A. Kilburn	San Francisco	Nov. [illegible]
Northern Pacific	San Francisco	Nov. 3
Rose City	Los Angeles	Nov. [illegible]
Geo W. Elder	San Diego	Nov. [illegible]
Bear	Los Angeles	Nov. 8
Santa Clara	San Francisco	Nov. 10

DUE TO DEPART.

Name	For	Date.
Great Northern	San Francisco	Nov. 1
Beaver	Los Angeles	Nov. [illegible]
Multnomah	San Diego	Nov. 2
Roanoke	San Diego	Nov. 3
Northern Pacific	San Francisco	Nov. 4
F. A. Kilburn	San Francisco	Nov. 4
Rose City	Los Angeles	Nov. [illegible]
Geo. W. Elder	San Diego	Nov. 10
Santa Clara	San Francisco	Nov. 11
Bear	Los Angeles	Nov. 12
J. B. Stetson	San Diego	Nov. [illegible]
Klamath	San Diego	Nov. 15

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Santa Cecelia	New York	Dec. [illegible]
Iowan	New York	Dec. 11
Panaman	New York	Dec. 22
Kentuckian	New York	Feb. 5

DUE TO DEPART.

Name.	For	Date.
Santa Cecelia	New York	Dec. 10
Iowan	New York	Dec. 14
Panaman	New York	Dec. 26
Kentuckian	New York	Feb. 8

Marconi Wireless Reports.

(All positions reported at 8 P. M. Nov. 1, unless otherwise designated.)

President, Victoria for Seattle, off Dungeness.

Puebla, Alaska for Seattle, 81 miles from Seattle.

Willamette, Seattle for San Francisco, 550 miles north of San Francisco.

Asuncion, Port Angeles for Richmond, 406 miles north of Richmond.

Yosemite, San Francisco for Portland, 10 miles south of Columbia River.

Wapama, Columbia River for San Francisco, 25 miles north of Cape Mendocino.

Enterprise, Seattle for Honolulu, 175 miles from Cape Flattery.

Kilburn, Coos Bay for Portland, 45 miles north of Coos Bay.

Santa Clara, Portland for Coos Bay, off Columbia River.

Queen, San Pedro for San Francisco, 17 miles east Point Hueneme.

Topeka, anchored off Humboldt Bay.

Porter, Point Wells for Monterey, 286 miles north of San Francisco.

Herrin, Linnton for Monterey, 337 miles south of Columbia.

Manoa, San Francisco for Honolulu, 1623 miles out, October 31.

Buck, Orient for San Francisco, 732 miles out, October 31.

Hyades, Seattle for Honolulu, 1311 miles from Cape Flattery, October 31.

El Segundo, Richmond for Kahului, 1780 miles from Richmond, October 31.

Klamath, Portland for San Francisco, 35 miles south of Point Arena.

St. Helens, Caleta, Buena for San Francisco, 278 miles south of San Francisco.

Governor, San Francisco for San Pedro, 12 miles south of Pigeon Point.

Aroline, San Francisco for San Pedro, off Cliffhouse.

Rose City, San Francisco for Portland, 10 miles south Point Arena.

Lurline, Honolulu for San Francisco, 196 miles out.

China, San Francisco for Orient, 639 miles out.

Movements of Vessels.

PORTLAND, Nov. 1.—Arrived—Steamers Johan Poulsen, Atlas and barge No. 91, from San Francisco. Sailed—Steamer Santa Clara, for San Francisco via Coos Bay and Eureka; barkentine Echo, for Sydney.

Astoria, Nov. 1.—Arrived at 9:30 and left up at noon, steamer Johan Poulsen, from San Francisco.

Nanaimo, Nov. 1. — Sailed — Japanese steamer Bankoku Maru, from Portland for Shanghai.

San Francisco, Nov. 1.—Sailed at 1 P. M., steamer Rose City, from San Pedro for Portland. Oct. 31. — Sailed at 6 P. M., steamer William H. Murphy, for Portland.

San Pedro, Nov. 1.—Arrived—Steamers Geo. W. Elder, from Portland for San Diego via way ports; Nehalem and Ravalli, from Columbia River. Oct. 31.—Arrived, steamer J. B. Stetson, from Portland.

Coos Bay, Nov. 1.—Arrived at 8 A. M., F. A. Kilburn, from San Francisco and Eureka for Portland.

Astoria, Oct. 31.—Arrived down at 6:30 P. M., British steamer Queen Maud.

Hongkong, Nov. 1.—Arrived—Chiyo Maru, from San Francisco.

Callao, Oct. 30.—Arrived—Baja California, from Seattle.

Balboa, Oct. 31.—Arrived—Arna, from Newcastle for San Francisco.

Seattle, Nov. 1.—Arrived—Steamers President, from San Diego; Colonel E. L. Drake, Mukilteo, from San Francisco; Prince George (British), from Prince Rupert. Sailed—Steamers Cuzco (Norwegian), for west coast South America; Oleum, for Port San Luis; Admiral Evans, for Southwestern Alaska.

News From Oregon Ports.

COOS BAY, Or., Nov. 1.—(Special.)—The steam schooner Hardy arrived last night from San Francisco and is shipping lumber at the Porter mill.

The steamship F. A. Kilburn arrived this morning at 7:30 from San Francisco, and in crossing the bar shipped two huge seas. Damage to the vessel was not extensive. The icebox suffered worst and lost the majority of its provisions which were swept overboard. The vessel left for Portland late in the afternoon.

The steamship Breakwater crew was discharged here today and left for the north on the steamship F. A. Kilburn. The vessel will be moored here at the railroad dock until disposition of her is decided upon.

The steamer Adeline Smith arrived from San Francisco this morning at 6:30 and is loading lumber at the Smith mill.

ASTORIA, Or., Nov. 1.—(Special.)—Owing to the high seas running, the British steamer Queen Maud, with cargo from Portland for Australia, did not sail today, but dropped anchor in the lower harbor.

The steam schooner Johan Poulsen arrived from San Francisco and went to Portland. She will load lumber at various points along the river. The Johan Paulsen reported a terrific sea running outside and said she saw a steamer hove to and apparently having trouble this morning off Cape Mears.

The steam schooner Daisy Gadsby shifted from Nauna to the Clatsop mill and will go to Knappton to complete her cargo, sailing from there tomorrow evening.

The crippled Peruvian barkentine Judith is still lying in the stream, and Captain Bardi is waiting word from his owners before shifting the vessel to the municipal wharf to discharge her deckload. Four of the Peruvian crew refused duty today. They were arrested by Harbormaster Sweet and taken to the city jail, where they will be held until the Judith is ready to sail.

Columbia River Bar Report.

NORTH HEAD, Nov. 1.—Condition of the bar at 5 P. M.: Sea, rough; wind, east 4 miles.

Tides at Astoria Tuesday.

High.		Low.	
9:03 A. M.	7.3 feet	2:28 A. M.	1.5 feet
8:38 P. M.	6.6 feet	3:21 P. M.	2.9 feet

NEW LINE POSSIBLE

Mitsui & Co. Get Permit With Shipping Privilege.

FIRM LONG ESTABLISHED

Establishment of Regular Steamer Line Between Portland and Orient Is Regarded as One Object of Transaction.

What may ultimately pave the way for the establishment of a regular line of steamers between Portland and Oriental harbors by Mitsui & Co., among the foremost and most influential of Japanese firms, was the issue at Salem yesterday of a certificate entitling the house to transact business under the laws of Oregon. Though the certificate was applied for only a few days ago, Mitsui & Co. have maintained an agency here for several years, and in that time have handled immense amounts of cargo in other than their own vessels.

The company, organized in 1909 under the laws of Japan, is capitalized at 20,000,000 yen, or $10,000,000. The principal office is located at Tokio.

According to the articles of incorporation, which bear the official seal of the United States Consul-General at Yokahama, the purpose of the concern is to "engage in the sale of merchandise, the wholesale trade, the transport business, agency business and the production of timber." Genyemon Mitsui, of Tokio, is president.

The company's operations now extend to all the principal ports in the Orient, to England, Australia and the United States. It has branch offices in the following cities besides Japanese ports: Seoul and Chemulpo, Corea; Dairen, Newchwang, Mukden, Harbin, Tientsin, Shanghai, Chefoo, Tsingtau, Hankow, Canton, Foochow and Amoy, China; Hongkong, Manila, Singapore, Bombay; Sydney, Australia; Hainan, Formosa; London, New York, San Francisco, Hamburg and Portland.

It is said the application for papers was decided on principally to comply with the law, at the same time the Nipponese company is privileged to engage in the steamship business actively at any time. At present only a spasmodic service is maintained, the company bringing sulphur and hardwood to the Coast on its own vessels, some of which call at San Francisco as well, and not all have been loaded for the return voyage this year, being taken for other trades.

Mitsui & Co. have bought lumber, flour, wheat and other commodities here for shipment direct to the Far East, as well as contracting for parcel consignments that were routed on regular liners. They have agencies in the principal cities on the Coast, and conduct a shipping and commission business, also handling coal, contracting for fuel with the Japanese government for its navy and arsenals, also supplying Japanese railroad lines and industrial plants. The next steamer of that fleet is expected in January, and will have sulphur and hardwood, while the outward cargo has not been decided on.

Naturally, the directorate of Mitsui & Co. is close to the regular Japanese lines, which handle shipments for the company from Puget Sound at present. An effort was made to induce one of the Japanese lines to establish a line from here two or three years ago, but owing to the Hamburg-American and Royal Mail being in the field, nothing came of it. With the withdrawal of the Pacific Mail from the San Francisco-Oriental trade, Portland is looked on as one of the most desirable fields for a direct service across the Pacific at this time, as the German and British merchant fleets have eliminated Portland owing to the war.

There was a move afoot in Japan to amalgamate the Nippon Yusen Kaisha and the Toyo Kisen Kaisha fleets, but negotiations were dropped, though Japanese steamship men admit that such an organization, with the amalgamation of the Osaka Shosen Kaisha, would be advantageous.

COMMISSION NOT ORGANIZED

Sailor Boarding-House Body Collects One Fee of $50 Annually.

Drake C. O'Reilly, secretary of the State Board of Commissioners for Licensing Sailor Boarding-houses, is anxious to transfer his responsibilities to the shoulders of a member of the new Commission, appointed some time ago by Governor Withycombe, but which has not organized. They are: "Admiral" W. L. Kearns, of the Evening Telegram; Herbert Holman, operating the steamers Iralda and America, and I. C. Sanford, of the Northern Grain & Warehouse Company.

Besides Mr. O'Reilly the outgoing members are: J. W. Ganong, vice-president of the Portland Flouring Mills Company, and Andy Madsen, secretary-treasurer of the Pacific Coast District International Longshoremen's Association. Since the law went into effect creating the commission one license has been issued each year, for which a fee of $50 is collected. Under a court ruling the money is turned over to Portland interests, who shouldered an expense in bringing an action in prosecuting the law.

LEWISTON SERVICE PLANNED

Favorable Conditions Looked For on Snake and Willamette.

Steamboat service between Portland and Lewiston direct will be resumed November 15 or soon after, such being the calculations of Charles Steelsmith, of The Dalles-Columbia line, who says he thinks there will be enough water in the Snake by that time to warrant vessels being sent above Kennewick. The service is now being maintained from Portland to Pasco and Kennewick, but a considerable increase in tonnage would follow when the Snake River division can again be opened up.

About the middle or latter part of the month the boating stage between Portland and Corvallis is expected to be improved, so the Yellow Stack line can send its steamers above Salem and if possible the proposed extension of the service from Corvallis to Eugene will be put in effect.

MORE RATES MAY GO DOWN

Action of Great Northern Pacific Results in Talk of Cutting.

Following announcement made last week of certain reductions in passenger rates by the Great Northern Pacific Steamship Company, operating the steamers Northern Pacific and Great Northern, effective November 6, there is talk of the other lines making certain changes to meet the cut.

It is understood that consideration is being given the matter by steam schooners also. Their rate of $11 was formerly $10 and it has been suggested that it be lowered to the latter figure. The larger lines have not indicated what they will do and those filing tariffs with the Interstate Commerce Commission would no doubt proceed slowly regarding any decrease in charges. So far the cut on the turbiners only applies on inside rooms in the first and second cabins and certain special accommodations.

OUCH! BACKACHE! RUB LUMBAGO OR PAIN FROM BACK

Rub Stiffness Away With Small Trial Bottle of Old "St. Jacob's Oil."

Ah! Pain is gone!

Quickly?—Yes. Almost instant relief from soreness, stiffness, lameness and pain follows a gentle rubbing with "St. Jacobs Oil."

Rub this soothing, penetrating oil right on your painful back, and like magic, relief comes. "St. Jacobs Oil" is a harmless backache, lumbago and sciatica cure which never disappoints and doesn't burn the skin.

Straighten up! Quit complaining! Stop those torturous "stitches." In a moment you will forget that you ever had a weak back, because it won't hurt or be stiff or lame. Don't suffer! Get a small trial bottle of old, honest "St. Jacobs Oil" from your druggist now and get this lasting relief.—Adv.

DOMESTIC MANIFESTS BRIEF

Government Excludes Several Details Covering Shipments to Other States.

In a communication reaching Collector of Customs Burke yesterday from Washington, signed by W. C. Redfield, Secreatry of the Department of Commerce, it was made known that beginning yesterday collectors are authorized to clear American vessels in the coastwise trade between the Atlantic, Gulf and Pacific Coast ports on filing manifests containing a general description and weight of articles of domestic production and of articles of foreign production which have been released from customs custody, without specifying marks, numbers, description, value, names of shippers or consignees.

Values have been given on cargo moving via the canal in the past, but on coastwise business simply the character of the cargo, with amounts and the names of shippers and consegnees have been included, there being no value named.

Inspectors Investigate Accident.

Officers of the steamer Columbia and the tug Daniel Kern, which were in collision Friday morning near Astoria, during a fog, were before United States Steamboat Inspectors Edwards and Fuller yesterday morning, when an investigation was conducted into the accident. Because of the conditions and the fact those on both vessels insist they were proceeding cautiously, there may be no charges preferred. The Columbia is undergoing repairs at the plant of the Willamette Iron & Steel Works and is expected to be ready to load Friday, when she will take on cargo for South American ports under charter to W. R. Grace & Co.

DAILY CITY STATISTICS

Marriage Licenses.

GARWOOD-WALKER — R. E. Garwood, general delivery, city, and Helen N. Walker, 157 East Fiftieth street, 19.

GLEAVE-LAWSON — John Gleave, Bellingham, Wash., legal, and Permelia Lawson, 1204 East Couch st., legal.

ASQUITH-DAVIS — Claude C. Asquith, Willamette Moorage Club, legal, and Gladys Avedia Davis, 329 Nehalem, legal.

Vancouver Marriage Licenses.

HURLBURT-SANCHEZ — J. Wyncourt Hurlburt, legal, and Miss Isabel Sanchez, legal, both of Portland.

CLAYPOOLE - BALDING — Thomas E. Claypoole, 21, and Miss Zella E. Balding, 21, both of Portland.

M'MILLAN-JOHNSTON—George W. McMillan, 45, of Astoria, Or., and Miss Mary D. Johnston, 39, of Seattle.

DAVIS-CURTIS—Jack Davis, 22, and Miss Marjorie Curtis, 18, both of Portland.

STOLL-KRUGER — J. H. Stoll, 28, and Miss Bertha Kruger, 25, both of Portland.

MADDUX-WHITE—Lalen Henry Maddux, 21, and Miss Hazel Alzora White, 20, both of Tillamook, Or.

HAGBLOM-M'CALL — Charles A. Hagblom, 43, and Miss Hazel McCall, 24, both of Portland.

Births.

KERNS—To Mr. and Mrs. Ernest L. Kerns, 146½ Killingsworth, October 20, a daughter.

STOVALL—To Mr. and Mrs. Berna E. Stovall, 485 Beacon street, October 25, a son.

MECKLEM—To Mr. and Mrs. Keith R. Mecklem, 831 Moore avenue, October 18, a daughter.

STEEBY — To Mr. and Mrs. Ernest D. Steeby, 809 East Sixty-third street North, October 26, a son.

WRIGHT — To Mr. and Mrs. Elmer E. Wright, 542 Leo avenue, October 20, a son.

POWER—To Mr. and Mrs. Robert J. Power, 407 East Thirteenth street North, October 25, a daughter.

HAMMOND—To Mr. and Mrs. Charles M. Hammond, 286 East 10th street, October 24, a daughter.

KEARNS—To Mr. and Mrs. Roland P. Kearns, 1183 East Glisan street, October 25, a son.

LATHROP—To Mr. and Mrs. Harry N. Lathrop, 201 Eleventh street, October 28, a son.

LINDHJEM—To Mr. and Mrs. Oga Lindhjem, 850 Prescott street, October 25, a daughter.

HENRICKSEN—To Mr. and Mrs. Peter Henricksen, 692 Upshur street, October 22, a son.

WILLIAMSON—To Mr. and Mrs. William Williamson, 693 Wilson street, October 19, a son.

GIESY—To Mr. and Mrs. George E. Giesy, 11½ Union avenue, October 26, a son.

CROSBIE—To Mr. and Mrs. Robert Crosbie, 709 Hoyt street, October 27, a son.

Building Permits.

CHARLES N. MOMBELL—Erect one-story frame stable, 476 Durham avenue, between Dekum and Liberty streets; builder, R. L. & W. T. Mackey; $125.

J. M. WALLACE—Repair three-story ordinary apartment and store, 1100 Belmont street between East Thirty-seventh and East Thirty-eighth streets; builder, same; $50.

AT ONCE! STOPS INDIGESTION, GAS STOMACH MISERY

"Pape's Diapepsin" Makes Sick, Sour, Upset Stomachs Feel Fine.

Neutralizes Acids in Stomach, Starts Digestion and Gives Relief.

If you had some Diapepsin handy and would take a little now your stomach distress or indigestion would vanish in five minutes and you would feel fine.

This harmless preparation will digest anything you eat and overcome a sour, out-of-order stomach before you realize it.

If your meals don't tempt you, or what little you do eat seems to fill you or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion.

Ask your pharmacist for a 50-cent case of Pape's Diapepsin and take a little just as soon as you can. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, nausea, debilitating headaches, dizziness or intestinal griping. This will all go, and, besides, there will be no undigested food left over in the stomach to poison your breath with nauseous odors.

Pape's Diapepsin instantly regulates out-of-order stomachs, because it prevents fermentation and takes hold of your food and digests it just the same as if your stomach wasn't there.

Relief in five minutes from all stomach misery is at any drugstore waiting for you.

These large 50-cent cases contain more than sufficient to thoroughly overcome any case of dyspepsia, indigestion or any other stomach disturbance.—Adv.

AMUSEMENTS.

BAKER THEATER Main 2, A 5360
Broadway and Morrison
Home of the popular Baker Players. Tonight, all week, Mats. Wed., Sat. The latest thrilling crook play,
"UNDER COVER."
Startling, mystifying. Greatest hit in years. Evenings, 25c, 50c; box and loge, 75c. Matinees, all seats (except box and loge), 25c. Next week, starting Sun. Mat., "The Silver Horde."

Orpheum
BROADWAY AND YAMHILL.
The Only High-Class Vaudeville Circuit.
A BREATH OF OLD VIRGINIA
Mazie King, Sherman, Van & Hyman, Al Gerard & Sylvia Clark, Nalerm's Swiss Canine Actors, Hans Hanke, Garcinetti Brothers, Orpheum Travel Weekly.
MATINEE DAILY, 2:15—10c, 25c.
NIGHT SHOW, 8:15—10c, 25c, 50c.

PANTAGES MATINEE DAILY 2:30
The Century's Sensation,
HARDEEN,
King of the Handcuffs,
Introducing his own exclusive mysteries which have astounded the world.
5—OTHER BIG-TIME ACTS—5
Boxes, first row balcony seats reserved by phone—Main 4636, A 2236.

EXTRA! EXTRA!
TONIGHT
PROFIT-SHARING
It's Money in Your Pocket.
DON'T MISS IT.
Lyric Theater
4th and Stark Sts.

MARIE MAYER
Mary Magdalene of Oberammergau Passion Play, 1910,
"THE MESSAGE OF OBERAMMERGAU,"
Her Country, Her People and Her Play, at the
WHITE TEMPLE
Twelfth and Taylor Streets.
Friday Evening, Nov. 5, 8:15 P. M.
Tickets 75c and 50c, at Sherman-Clay & Co.

OSTEOPATHIC PHYSICIANS

Members Portland Osteopathic Ass'n.

Baker, Dr. Lillian, 920 Corbett Bldg. Phones Main 3227, A 4879.

Barrett, Dr. H. Lester, 419 Morgan Bldg. Phone Main 429.

Browne, Dr. Agnes M., 331 Pittock Blk. Phones Broadway 3609, Main 2566.

Farrior, Dr. Jessie B., 820 Selling Bldg. Phones Main 4386, A 5516.

Flack, Dr. William O., 917 Broadway Bldg. Main 3391, Main 9453.

Gates, Dr. Gertrude L., 923 Corbett Bldg. Main 1833, A 4706.

Giles, Dr. Mary E., 609 Morgan Bldg. Phones Main 6566, A 1966.

Howland, Dr. L. K., 915 Selling Bldg. Main 2213, A 2229.

Keller, Dr. William G., 508 Taylor St. Phones Main 544, A 3444.

Lacy, Dr. H. N., suite 301 Morgan Bldg. Phones Marshall 1888, Tabor 4278.

Leonard, Dr. H. F., 757 Morgan Bldg. Phones Main 709, A 1709.

Leweaux, Dr. Virginia V., 612 Morgan Bldg. Phones Main 1497, Mar. 3244.

Moore, Drs. F. E. and H. C. P., 908 Selling Bldg. Marshall 1275, A 3031.

Northrup, Dr. R. B., 308 Morgan Bldg. Phones Main 349, East 1028.

Pengra, Dr. C. T., 709-710 Selling Bldg. Phones Main 3440, Main 3445.

Shepherd, Dr. R. P., 608-609 Morgan Bldg. Main 6566, East 248, A 1966.

Styles, Dr. John H., Jr., Tabor 5345, 550 Pittock Bldg., Bdwy. 1673.

Walker, Dr. Eva S., 124 East 24th St. N. Phone East 5332.

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 classification 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."

Telephone Main 7070, A 6095.

Advertisements to receive proper 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."

MEETING NOTICES.

IMPERIAL LODGE, NO. 159, A. F. AND A. M.—Special communication tomorrow (Tuesday) evening, Nov. 2, 1915, 7 o'clock. Work in F. C. degree at conclusion of which Brother W. W. Cotton will address us on "Upper Egypt," illustrating the same by his superb collection of stereopticon views, taken by himself. The speaker and his theme are worthy of a full turnout. Visitors welcome.
W. P. ANDRUS, Sec.

OREGON LODGE OF PERFECTION, NO. 1, A. AND A. S. RITE.—Regular meeting, auditorium, Scottish Rite Cathedral, this (Tuesday) evening, at 8 o'clock. Work in 14th degree.
By order VEN. MASTER.

SAMARITAN LODGE, NO. 2, I. O. O. F.—Regular meeting tomorrow (Wednesday) evening, at 8 o'clock, at I. O. O. F. Temple, 1st and Alder sts. Initiation and visit from Hassalo Lodge. Visitors always welcome.
R. OSVOLD, Sec.
R. O. WILLIAMS, N. G.

HAWTHORNE LODGE, NO. 111, A. F. AND A. M.—Stated communication this (Tuesday) evening, at 7:30, Masonic Temple. Refreshments. Visiting brethren welcome.
C. E. MILLER, Secretary.

PORTLAND CHAPTER, NO. 87, O. E. S.—Stated communication this (Tuesday) evening, 334 Russell st. By order of co[illegible]
ANNA L. DUDLEY, [illegible]

EMBLEM jewelry buttons, charms, new designs. Jaeger Bros., 131-3 Sixth