NEW SCHOONER YET ON WAYS ENGAGED

McCormick Vessel to Net Her Owners $35,000 on Initial Voyage to Australia.

SYDNEY RATE 90 SHILLINGS

Melbourne Option Given at 100 Shillings or Freemantle at 110 Shillings; Second-Trip Option Is Given to Owners.

Although the new schooner being built at St. Helens for the Charles R. McCormick Company, of San Francisco, will not be ready for service until next March, she already has been chartered to carry lumber to Australia, and that at a rate which will approximate a profit of $35,000 to her owners for the initial trip, according to a telegram received in Portland yesterday from Charles R. McCormick, head of the company.

Ninety shillings for Sydney, with option of 100 shillings for Melbourne or 110 shillings for Freemantle is the rate at which the charter has been closed. The contract gives the McCormick Company the option of carrying a second cargo in August at the same rate.

Vessel to Be Named for Portland.

City of Portland is the name understood to have been agreed on for the vessel, which will be driven by auxiliary power when calms or other conditions at sea make it more advantageous than to use sails. The machinery is coming from Stockholm. The City of Portland will be the first of her type turned out on the Pacific Coast, and marine men are of the opinion that there will be others. The McCormick Company first announced that two schooners of the kind would be built, and it is supposed that the successful start promised for the City of Portland will lead to the second being begun early next year.

In the engagement of the vessel for Australian business a surprise will be given those who have contended that her field would be strictly between American ports. It has been held that her value would lie principally in the Canal trade and at times in carrying lumber to California.

She will be finished in March, according to present calculations, and, unlike steamers that have been turned out at the St. Helena Shipbuilding Company's yard, will be completed here, so that she can begin loading lumber, not having to be towed to San Francisco for her machinery installations, as have other carriers turned out there for the lumber business.

Capacity 2,000,000 Feet of Lumber.

Her length is 265 feet, with a beam of 46 feet, and depth of hold of 19 feet. She will be from 1700 to 1800 tons gross. There will be two hatches, each 17 by 26 feet, while bow and stern ports will facilitate the loading of long lengths of lumber. The schooner will be a five-master and 1,500,000 feet of material will be used in her construction. Her lumber carrying capacity i sto be 2,000,000 feet. The auxiliary power will consist of two Bolinger semi-Diesel engines, each of 320 horsepower, that will drive twin screws and the vessel will probably make seven knots during calms, while at other times her canvas will be utilized. To feed the engines there will be space for 800 barrels of fuel, and that is regarded sufficient to operate her 60 days without the aid of her sails. It is asserted that she is the largest wooden vessel yet built and her cost is placed at close to $140,000.

There will be a double set of winches like the steam schooner rig, so she will be loaded speedily, and it is believed that about 400,000 feet of lumber will go aboard in a day, probably increasing the amount as the men become more accustomed to the use of the gear.

NO SALVAGE FOUND IN WRECK

Fire Burns Hull of Santa Clara and Workmen Fear Falling Timbers.

MARSHFIELD, Or., Nov. 14.—(Special.)—Joseph and S. Simon, who are here to salve the freight and machinery on the steamship Santa Clara, find nothing to salve. The fire which burned the hull to the water let the remnant of the upper deck into the bottom of the vessel and wreckers will not work, as they are afraid of being injured by falling timbers.

Postoffice Inspector R. Neil, of Portland, finished his investigation and sailed for Portland this afternoon on the steamship Kilburn. Mr. Neil examined several voluntary witnesses this forenoon, but his deductions were not disclosed.

Sheriff Alfred Johnson, who was called into the affair again this morning, found nothing to warrant any arrests for illegal salving and the situation drags along as usual, without any action. The Simon brothers say they represent the underwriters and the North Pacific Steamship Company.

The only things of any material value they have found are an automobile and an electric scale which were taken from the wreck. They are trying to require holders to turn them over for what they consider a reasonable amount, but the others think too low.

NEW CARRIERS MAY COME

Araluen and Dongarra Bound for North Pacific From Port Pirie.

Speculation is on among the waterfront fraternity as to the ultimate destination of the British steamers Dongarra and Araluen, both comparatively new, and which are on the way from Port Pirie for the Canal and will receive orders at Balboa to steam to North Pacific ports. It had been intended for them to proceed to New York and Boston, but the closing of the Canal has altered the plan.

Grain exporters say the steamers have not been offered for business from this coast, and if they come north it is reasoned that in all probability they will load lumber for England, under the direction of the British Admiralty. The Dongarra is of 3584 tons and the Araluen of 3533 tons.

Regarding the new steamer Pacific, building at San Francisco, and which is to be ready for operation this month, it was reported yesterday that one company had been given a firm offer on the vessel and had until today to accept. Her owners have asked as high as 140 shillings for grain, and exporters here are interested, as there is a possibility of the Pacific coming this way for cargo.

SEATTLE SHIPMENTS HEAVY

Imports and Exports for October Aggregate $31,239,000.

SEATTLE, Wash., Nov. 14.—Seattle's ocean-borne commerce during October amounted to more than $1,000,000 a day, according to the port warden's report. Great shipments to Vladivostok, China and Japan, increased shipments to Alaska and the heavy grain movement are responsible for the showing.

The port warden's report showed that the total value of foreign and domestic imports and exports was $31,239,000 last month compared with $27,018,000 in September and $18,995,000 in October last year.

Total imports were $21,715,000 compared with $19,453,000 in September and $14,458,000 in October, 1914. Total exports were $9,524,000 compared with $7,000,000 in September and $4,541,000 a year ago.

BENDER BROTHERS FROZEN IN

Captain and Crew Start 1500-Mile Trip to Seward on Snow Trail.

SEATTLE, Wash., Nov. 14.—The well-known Arctic trading power schooner Bender Brothers, which left Seattle for Bethel on the Kuskowim River, Alaska, September 7 and concerning which there has been much anxiety, was frozen tight in the Kuskowim River, according to a wireless message received Saturday from Captain Louis Knaflisch, master of the craft. Captain Knaflisch and his crew mushed overland to Iditarod, from where the message was sent.

The Bender Brothers' plight is the indirect result of the burning at Juneau recently of the power schooner P. J. Abler. Captain Knaglisch expected to meet the Abler at Bethel, and not knowing of her fate, waited until it was too late to get his craft out. Captain Knaflisch and his men will make their way over the snow trail 1500 miles to Seward, where they will take a steamer for Seattle. They will return for their craft when navigation in Bering Sea reopens next Spring.

STEAMER F. A. KILBURN IS IN

Vessel Comes in Well Laden, Followed by Roanoke.

Bringing 65 passengers and a heavy load of freight, the North Pacific steamer F. A. Kilburn reached Portland harbor last night at 6:30 from San Francisco and way points. Included in the passenger list was Postoffice Inspector R. Neil, who had been making an investigation of the wreck of the steamer Santa Clara.

The steamer Roanoke, of the same line, reached the harbor later, having stopped at Astoria on the way up to take on a shipment of flour. She also carried a good load of passengers and freight.

CAPTAIN LOFSTEDT IS HERE

Former Master of Santa Clara Tells of Wreck Looting.

Captain Gus Lofstedt, master of the North Pacific steamer Santa Clara, which was wrecked at the mouth of Coos Bay November 2, arrived in Portland yesterday. The captain reported that there was very little left of the wreck since the looters, whom he referred to as pirates, had burned it to the water in an effort to get at the freight and stores which were in the lower hold. He said there is little now worth salving but the machinery and some of the freight, which is of such a nature as not to be injured by the water.

"If the weather conditions remain favorable it is probable that Simon Bros., who are now in charge of the salvaging operations, will be able to save the machinery," he said.

News From Oregon Ports.

ASTORIA, Ore., Nov. 14.—(Special.)—With a cargo of lumber from Portland and St. Helens, the steam schooner Wapama sailed for Los Angeles.

Carrying general cargo from Portland, the British steamer City of Corinth sailed for London.

With freight and passengers for Astoria and Portland, the steamer Kilburn arrived from San Francisco, via Eureka and Coos Bay.

The steamer Roanoke arrived from San Francisco and San Pedro with freight and passengers for Astoria and Portland.

The steam schooner Santa Barbara arrived from San Francisco and went to Westport to load lumber.

The steamer Great Northern arrived from San Francisco with a fair list of passengers and a heavy freight.

The steam schooner Willamette arrived from San Francisco with freight for Astoria and Portland.

The British ship Galgate arrived 128 days from Bristol and was towed in by the tug Oneonta. She is under charter to M. H. Houser to load at Portland.

COOS BAY, Or., Nov. 14.—(Special.)—The steamer Adeline Smith sailed for San Francisco this morning at 6 with lumber from the C. A. Smith mills.

Sailing at 8:30 this morning the steam schooner Westerner carried lumber for San Francisco from the North Bend Mill & Lumber Company plant.

The scene of the Santa Clara wreck is practically deserted today, although a large excursion went down this morning to view it. The opportunities for salving are past and little property can be reached owing to the depth of water in the hold. There is no guard at the wreck.

Movements of Vessels.

PORTLAND, Nov. 14.—Arrived—Barge No. 91, from San Francisco; steamers F. A. Kilburn, from San Francisco via Eureka and Coos Bay; Roanoke, from San Diego and way ports.

Astoria, Nov. 14.—Arrived at 7 and left up at 9:30 A. M.—Steamer F. A. Kilburn, from San Francisco, Eureka and Coos Bay. Sailed at 7:15 A. M.—Steamer Wapama, for San Pedro. Arrived at 7:30 A. M. and left up at 1:05 P. M.—Steamer Roanoke, from San Diego and way ports. Arrived at 9 and left up at 10 A. M.—Steamer Santa Barbara, from San Francisco. Arrived at 1 P. M.—Steamer Great Northern, from San Francisco. Arrived at 4 P. M.—British bark Galgate, from Portlshead. Arrived at 4:40 P. M. and left up, steamer Willamette, from San Francisco.

San Francisco, Nov. 14.—Sailed at midnight—Steamer Yosemite, for Portland; sailed at midnight, steamer Geo. W. Elder, for San Diego. Arrived at 4 A. M.—Steamer Bear, from Portland.

San Pedro, Nov. 14.—Sailed—Steamer Rose City, for Portland.

Seattle, Nov. 14.—Sailed at 11 A. M.—Steamer Minnesota, for London.

Tides at Astoria Monday.

High.	Low.
8:18 A. M.....7.8 feet	1:46 A. M.....0.8 feet
8:23 P. M.....6.8 feet	2:43 P. M.....2.4 feet

Marconi Wireless Reports.

(All positions reported at 8 P. M., November 14, unless otherwise designated.)

Asuncion, Richmond for Powell River, 377 miles north of Richmond.

Multnomah, San Francisco for Seattle, 45 miles north of the Columbia River.

Wapama, Columbia River for San Francisco, 29 miles south of Yaquina Head.

Klamath, San Francisco for Portland, 17 miles north of Yaquina Head.

President, San Francisco for Seattle, 115 miles north of Cape Blanco.

Hilonian, Seattle for San Francisco, 10 miles south of Northwest Seal Rocks.

Yucatan, Ketchikan for Astoria, off Tree Point, November 13.

Cuzco, San Francisco for West Coast ports, 1424 miles south of San Francisco, November 12.

Hattie Luckenbach, Balboa for San Francisco, 748 miles south of San Pedro.

Kroonland, San Francisco for London, 619 miles south of San Pedro.

Geo. W. Elder, San Francisco for San Pedro, eight miles north of Point Concepcion.

Aroline, San Francisco for San Pedro, three miles west of Point Concepcion.

Rose City, San Pedro for San Francisco, 15 miles east of Point Concepcion.

Chatham, Antofagasta for San Francisco, 1394 miles south of San Francisco.

Pavlof, Anacortes for Alaska, 55 miles from Anacortes.

Adeline Smith, Coos Bay for San Francisco, 252 miles north of San Francisco.

Moffett, Seattle for San Francisco, 150 miles from San Francisco.

Herrin, Gaviota for Linnten, 471 miles north of Gaviota.

Lurline, San Francisco for Honolulu, 1280 miles out, November 13.

Manoa, Honolulu for San Francisco, 909 miles out, November 13.

Celilo, San Pedro for San Francisco, 10 miles north of Point Sur.

Columbia, San Francisco for Callao, Peru, 95 miles south of San Francisco.

Drake, Richmond for Seattle, 112 miles north of Richmond.

Speedwell, San Francisco for San Pedro, 55 miles south of San Francisco.

Mille, San Pedro for Seattle, 840 miles from Seattle.

Chanslor, Monterey for Everett, 146 miles north of Monterey.

Yosemite, San Francisco for Portland, off Cape Mendocino.

Topeka, Eureka for San Francisco, 35 miles north of Point Arena.

CROP VALUES HIGHER

Four of Oregon's Industries Increase $1,171,000 for Year.

WHEAT YIELD IS GREATER

Oats, Barley, Potatoes and Apples for 1915 Estimated at 27,404,000 Bushels Worth at November 1 Prices $12,151,520.

Based on the Government crop report for Oregon, issued November 8, four of the principal agricultural products of the state show increased yields and will return to the producers $1,171,000 more than they did last year, if the market prices, as of November 1, on which the calculations are based, hold until the crops leave the growers' hands.

The four crops are oats, barley, potatoes and apples. The estimated increased return for oats is $468,160; barley, $440,160; potatoes, $140,480, and apples $122,200, a total increase of $1,171,000. This increase is in spite of the fact that the prices, except in the case of apples, are quoted lower than last year.

The Government crop report estimates the yield of oats for 1915 at 15,456,000 bushels, as against 12,740,000, an increase in yield of 2,716,000 bushels. The price is given as 36 cents as against 40 cents for a year ago. The value of the 1915 crop would thus be $5,564,160 as against $5,096,000 for last year, an increase of $468,160.

Barley Increase 30 Per cent.

The estimated yield of barley for 1915 is 4,788,000 bushels as against 3,660,000 for last year, an increase of 1,128,000 bushels. The price for November 1 is given as 52 cents as against 56 cents last year. The yield for this year is thus valued at $2,489,760, as against $2,049,600 for last year, an increase for this year of $440,160.

The total potato crop for this year is placed at 6,120,000 bushels as against 4,752,000, an increased yield of 1,367,000 bushels over last year. The price is quoted at 52 cents a bushel as against 64 cents a year ago. The value of the respective crops is $3,182,400 for 1915 and $3,041,920 for 1914, an increased value for the year of $140,480.

The total apple crop, measured in bushels for 1915, is 1,040,000, as against 1,134,000 bushels last year, a decrease in yield of 94,000 bushels. In the case of apples the price quoted is 88 cents a bushel or 13 cents higher than a year ago. This places the value of the 1915 yield at $915,200, as against $793,800 for last year, an increase of $122,200.

Wheat Value Is Less.

Notwithstanding the wheat crop of Oregon for 1915 is estimated at three-quarters of a million bushels greater than in 1914, owing to the difference of 11 cents a bushel in price the wheat producer of Oregon will receive $1,148,040 less for his product than in 1914, if present prices do not improve. The Government crop report estimates the 1915 yield of wheat at 17,364,000 bushels, as against 16,604,000 bushels for 1914, and the price on November 1 at 84 cents as against 95 cents a year ago. This would make the value of the 1915 crop $14,585,760, as against $15,773,800 in 1914, a decrease of $1,188,040.

By this last comparison the entire gain to the producer and the state in the value of the four crops named above would be more than absorbed by the lower return of the wheat crop for this year.

GRAIN SHIP IS HERE

BRITISH BARK GALGATE ARRIVES FROM ENGLAND.

Loading of Andre Theodore Is Completed; Hiawatha Is Taking on Cereal; Bell Is Being Lined.

The British bark Galgate, which is under charter to M. H. Houser to load grain here for the United Kingdom, reached the mouth of the Columbia River yesterday afternoon about 4 o'clock, according to information received at the Merchants' Exchange yesterday. She was expected to get into Astoria last night, and will probably arrive in Portland harbor some time today.

The Galgate made good time from Bristol, England, to this port, being 131 days on the way. She left Bristol July 6 for Portland. She was spoken 37 miles south of Pernambuco on August 14.

The bark is a familiar visitor here, as she has been in this port a number of times. Her last visit here was in November, 1913. She was under charter to M. H. Houser at that time also, and took a load of grain to Ipswich consisting of 30,590 bushels of wheat valued at $25,070, and 127,210 bushels of barley valued at $82,430.

The great advance in the cost of tonnage since that time is indicated by the fact that the charter price of the vessel this trip is just double that in 1913. In 1913 she was secured for 40 shillings, and this time, for practically the same trip, the figures are 80 shillings.

The Galgate is a vessel of 2327 tons, and is capable of handling about 150,000 bushels of grain.

The French ship Andre Theodore, which completed loading a cargo of grain for M. H. Houser Saturday at the Irving dock, is expected to get away some time today. She has been anchored in midstream since she was shifted from the dock to make room for the Norwegian ship Hiawatha, which is also under charter to M. H. Houser to take on grain for the United Kingdom. The work of loading the Hiawatha was started Saturday with two gangs of men. It will be continued today as rapidly as possible so that the vessel will be given quick dispatch.

Mr. Houser also has the Norwegian bark Bell in the river to take on grain. The Bell is now at the Eastern & Western Lumber Company's dock, where she is being lined.

Another grain vessel now in the harbor is the French bark Rene, which is under charter to Strauss & Co. She is now loading at the North Bank dock.

FOREIGN GOLD IS RECEIVED

Process of Supplanting French and Spanish Money in Cuba Under Way.

New York City banks recently received shipments of French and Spanish gold coins from their correspondents in Cuba, which country is retiring from circulation all foreign money except that of the United States.

It is estimated that the total amount of foreign money in circulation in Cuba is $50,000,000 in Spanish and French gold, and $30,000,000 in Spanish silver. All the gold probably will be shipped to the United States and the silver to Spain.

A few months ago the Cuban banks were endeavoring to import French and Spanish gold pieces at a cost of 20 cents a franc or peseta, owing to the peculiar money conditions existing in Cuba at that time.

For many years merchants in Cuba were under the necessity of doing business with two currencies and to carry separate bank accounts in Spanish gold and in United States currency.

Practically all the business of the island, except on the extreme eastern end, and all dealings with the government, were on the basis of Spanish gold and silver.

Last August a presidential decree was issued forbidding the importation of all silver coins excepting United States and Cuban, which was followed by another decree fixing December 1, 1915, as the date from which all transactions must be handled in dollars.

This adjustment of currency will require large shipments of American currency to Cuba to replace the demonetized coin which is now being exported.

BUSINESS FOUND GOOD

HENRY CLEWS COMMENTS ON RESULT OF ENORMOUS CROPS.

Farmers Expected to Be Generous Buyers, Making Necessity for Heavy Purchases by Merchants.

Prosperity is discussed in familiar, matter-of-fact terms by Henry Clews, the well-known New York banking authority, in his current letter on financial and trade conditions.

"There is no doubt about business improvement in the United States," says Mr. Clews.

"It is surpassing all expectations. Evidences of this are multiplying in every direction. The steel industry is unprecedentedly active; our exports are on a phenomenal scale; a serious ship famine exists; our farmers are reaping a record-breaking harvest; our railroads are handling an enormous and rapidly increasing traffic; our textile industry is enjoying renewed activity; dry goods merchants are endeavoring to avert an undesirable boom; building operations are being resumed on a larger scale; labor is well employed, and on every hand there are signs of a rushing activity which experienced leaders are already endeavoring to check in order to avoid the consequences of unrestrained or misdirected energy.

"Two questions arise which demand satisfactory answers: What are the reasons for this new boom, and how long will it last? The reasons for this widespread revival are clear and easily understood. First and foremost, a big harvest with profitable prices for the farmer has been secured. It has been variously estimated that the products of the soil this year will reach a sum approaching $10,500,000,000, or 5 per cent more than last year. Every intelligent business man appreciates the effect of good crops upon business. The farmer invariably spends more freely and the local merchant must fill empty shelves; thus infusing new life into trade, industry and transportation in every direction, and particularly in the grain belt, where nature has been most prolific."

CALL FOR RESERVE MET

Payment by Portland Banks Approximately $250,000.

Banks in all parts of the country that are members of the Federal reserve system have been called upon to pay into their respective Federal reserve banks, not later than tomorrow, another installment of its reserve fund.

The law fixes the percentage of the deposits that shall be paid into the Federal reserve banks, but spreads the time for making the payments over a period of years.

Section 19 of the Federal reserve act requires each member bank "to keep in the Federal reserve bank of its district for a period of 12 months after the date of inauguration two-twelfths, and for each succeeding six months an additional one-twelfth of 12 per cent of the aggregate amount of its demand deposits and one-twelfth of 5 per cent of its time deposits.

So all the member banks will pay one-twelfth of 12 per cent, or actually one per cent of their demand deposits and one-twelfth, or 5 per cent, of their time deposits. Banks in reserve cities must pay one-fifteenth of 15 per cent of their demand deposits and one-fifteenth of 5 per cent of their time deposits.

Most of the Portland banks already shipped their quota, aggregating approximately $250,000.

CITY TO GET ART WORKS

Citizens Will Present Ashland With Fountain and Statue.

ASHLAND, Or., Nov. 14.—(Special.)—Ashland will receive two important gifts. The first is an elaborate fountain, presented by G. S. Butler and D. Perozzi, at a cost of $3000. The second is a heroic statue of Lincoln, the gift of G. S. Butler, as a memorial to his late stepfather, Jacob Thompson, a pioneer of Southern Oregon of 1847, the cost of which will be $2500.

Both of these are selected from the Italian exhibit now on display at San Francisco, to be released December 4. Mr. Butler plans to place the statue of Lincoln in the "pioneer cabin" of Jackson County, a structure to be erected on local park grounds in 1916.

A pioneer woman in this vicinity has under advisement the project of installing a statue of Washington in the "cabin" exhibit, as a companion piece to the great emancipator.

SILVERTON FAIR ATTRATCS

Seventh Annual Display of Products Declared Best.

SILVERTON, Or., Nov. 14.—(Special.)—Silverton's seventh annual fruit, educational, poultry, farmers' institute and corn show closed a three days' session Saturday. The exhibits of general farm products were the best ever shown at a like event here. A notable feature of the show was the excellent quality of corn on display. By far the best collection of prize-winning chickens ever brought to the city were on exhibition. A young fawn, which was captured in Waldo Hills a few weeks ago, occupied a corner.

The first two days of the show were stormy and the attendance was small, but the last day was fine and the attendance large.

Seven Seek Citizenship.

KLAMATH FALLS, Or., Nov. 14.—(Special.)—The Klamath County grand jury will meet tomorrow in preparation for the December term of Circuit Court. A number of naturalization matters are pending. The applicants are Steve Zabo, Josef Viktorin, and Vincent Zumer from Austria; Otto Frederick Boye from Germany; John A. McMillan, from Canada; Lars Johan Hedlund, from Sweden; and Arthur Boleo, from Italy.

FIRE LOSSES SHOWN

Oregon Premiums $1,696,351 and Payments $1,371,550.

CLASSIFICATION IS MADE

Buildings and Contents in Brick Structures $520,000; in Frame, $212,000; Dwellings, Churches and Schools, $386,000.

Reports recently completed by Harvey Wells, State Insurance Commissioner, show that in the seven months from January 1 to August 1 of this year the aggregate amount paid in fire insurance premiums in Oregon was $1,696,351.40, while the losses by fire were $1,371,550.06.

The following table shows the character of buildings upon which the insurance companies operating in the state have paid losses in that period:

Brick Buildings.

	Building.	Contents.
Fire companies	$143,387.58	$354,471.26
Mutual companies foreign	7,001.15	6,414.50
Mutual companies domestic	8,659.95	.....
Inter insurers	.....	.....
Totals	$159,048.68	$360,885.76

Frame Buildings.

	Buildings.	Contents.
Fire companies	$ 93,338.58	$118,755.97

Dwellings, Churches, Schools.

	Protected.	Unprotected.
Fire companies	$196,228.03	$152,509.69
Mutual companies domestic	20,687.55	47,463.70
Totals	$186,915.56	$199,973.39

Special Hazards.

Fire companies	$243,784.12
Mutual companies (foreign)	4,004.53
Mutual companies (domestic)	3,144.56
Inter-insurers	1,421.81
Total	$252,955.02

The total losses sustained were distributed among the various classes of insurers as follows: Fire companies, $1,272,152.33; mutual companies (foreign), $18,026.18; mutual companies (domestic), $79,955.74; inter-insurers, $1421.81; total, $1,371,550.06.

Premiums paid by the various companies were as follows:

Fire companies	$1,568,360.88
Mutual companies (foreign)	27,482.29
Mutual companies (domestic)	91,517.30
Inter-insurers	8,990.82
Total	$1,696,351.40

NEGRO CUTS WHITE MAN

SCIO IS SCENE OF STABBING AFFRAY AT DANCE.

Assailant Is in Jail, While Victim Is Suffering From Four Wounds—Quarrel Ascribed to Beer.

ALBANY, Or., Nov. 14.—(Special.)—Charles Balschneid, a young man of Scio, is in bed recovering from four wounds, and William Marshall, a negro hostler, is in the Linn County jail, as the result of a fight in Scio about 11 o'clock last night. Marshall is alleged to have slashed Balschneid with a pocket knife. Balschneid was cut three times on the left side of his chest and once in the thigh. The only serious wound is one which penetrated the chest cavity. The others are all flesh wounds. Balschneid is expected to recover if no complications set in.

According to reports, Balschneid was attending a dance in Scio last night, and Marshall was outside. A fight started after the negro accused the other of stealing some beer. Marshall says that both he and Balschneid were intoxicated.

Marshall fled after the cutting, but returned to Scio early this morning and was arrested by Sheriff Bodine, who was called to Scio immediately after the fight.

MILL IS MOVING LUMBER

Klamath Company Plans to Begin Logging Operations.

KLAMATH FALLS, Or., Nov. 14.—(Special.)—A lot of approximately 400,000 feet of upper grade lumber is now being moved from the plant of the H. H. Edmonds Lumber Company at Olene, about 15 miles east of this city, to the company's yards here, following the closing down of the mill recently. According to H. H. Edmonds a considerable portion of this quantity is already contracted for. He said that when this lumber was all brought in, the company will begin logging operations. Teams and snow logging methods will be employed when Winter sets in. The fill will commence operations as early as possible next Spring.

Snow Helps Dayton Wheat.

DAYTON, Wash., Nov. 14.—(Special.)—Fields of Winter wheat a few miles out of Dayton are covered with a blanket of 15 inches of snow, and another storm is pending. Farmers are grateful for the moisture, for the wheat had progressed as far as it could without water. The grain in many places is more than two inches high. Water was scarce in all the springs and creeks, but the melting snow soon will alleviate the stress of the farmers and stock.

Klamath Ranch Is Sold.

KLAMATH FALLS, Or., Nov. 14.—(Special.)—G. B. Cozad, formerly in business in this city but now of Martinez, Cal., sold his Lost River ranch to A. P. Greene yesterday for $6000.

Banquet to Be Given Hobson.

PENDLETON, Or., Nov. 14.—(Special.)—Richmond P. Hobson, who will make an address in Pendleton November 16, will be honored by a banquet at the Hotel Pendleton by the Commercial Association. A committee, consisting of A. J. McAllister, J. R. Raley, A. C. Hampton, Dr. J. E. Snyder and Roy Alexander, has been appointed to meet Mr. Hobson and provide for his entertainment while in the city.

The Canadian Bank of Commerce
HEAD OFFICE
Toronto, Canada.
Established 1867.
A general banking business transacted.
Interest paid on time deposits.
Commercial Letters of Credit Issued.
Exchange on London, England, Bought and Sold.
PORTLAND BRANCH,
Corner Second and Stark Sts.
F. C. MALPAS, Manager.

Business Counsel
We consider the giving of dependable business and financial counsel one of the functions of this bank. Don't be misled by alluring presentations of speculative proposition. Come in and talk the matter over before parting with your money.
The United States National Bank
Third and Oak Streets
Interest on Savings. Portland, Or. Capital and Surplus $2,000,000

A Savings Account affords these special advantages, security, interest and training in thrift. Open one at
The First National Bank
OF PORTLAND, OREGON
Capital and Surplus - - - - - - - $3,500,000

NORTHWESTERN NATIONAL BANK
Sixth and Morrison.
With which is included by purchase The Merchants National Bank, transacts a general banking business.
Interest Paid on Time Deposits.
Safe Deposit Vaults
Resources Over $9,000,000

THE BANK OF CALIFORNIA NATIONAL ASSOCIATION
of San Francisco. Founded 1864
Capital paid in gold coin $8,500,000.00
Surplus and undivided profits 8,232,962.26
Commercial Banking.
Interest paid on Time and Savings Deposits.
PORTLAND BRANCH, Corner Third and Stark Sts.
Wm. A. MacRae, Manager. J. T. Burtchaell, Assistant Manager.

4% On Savings, Compounded
The Citizens Bank
The East Portland Bank For East Portland People Grand Ave. and Alder
25 Years in East Portland

TRAVELERS' GUIDE.

NORTH PACIFIC STEAMSHIP CO.
San Francisco
SANTA BARBARA, LOS ANGELES AND SAN DIEGO
S. S. ROANOKE
Sails Wednesday, Nov. 17, 6 P. M.
COOS BAY
EUREKA AND SAN FRANCISCO
S. S. KILBURN
Sails Monday, Nov. 15, 6 P. M.
Ticket Office 122-A Third St.
Phones Main 1314, A 1314.

FRENCH LINE
Compagnie Generale Transatlantique
POSTAL SERVICE.
Sailings From NEW YORK to BORDEAUX
ESPAGNE.....Nov. 20, 3 P. M.
LA LOURAINE.....Nov. 27, 3 P. M.
ROCHAMBEAU.....Dec. 4, 3 P. M.
LAFAYETTE.....Dec. 11, 3 P. M.
FOR INFORMATION APPLY
G. W. Singer, 80 6th st.; A. D. Charlton, 255 Morrison st.; E. K. Garrison, C. M. & St. Paul Ry.; Dorsey R. Smith, 116 3d st.; E. F. Baird, 100 3d st.; H. Dickson, 348 Washington st.; North Bank Road, 5th and Stark sts.; F. S. McFarland, 3d and Washington sts.; E. B. Duffy, 124 3d st., Portland.

AUSTRALIA
NEW ZEALAND AND SOUTH SEAS.
Via Tahiti and Rarotonga to Wellington, connecting at Wellington for Sydney and Australian ports. Regular sailings from San Francisco December 8, January 5, February 2 and every 28 days. Send for pamphlet. Union Steamship Co., of New Zealand, 444 Office—679 Market street, San Francisco, or local S. S. and R. R. Agents.

Daily Boat to The Dalles
Strs. DALLES CITY and STRANGER Leave Portland daily, 7 A. M., except Friday.
Leave The Dalles daily, 7 A. M., except Saturday.
ALDER-ST. DOCK, PORTLAND
Phone Main 914, A 5112.

TRAVELERS' GUIDE.

San Francisco Los Angeles
(Without Change En Route)
The Big, Clean, Comfortable, Elegantly Appointed, Seagoing
S. S. BEAVER
Sails From Ainsworth Dock 3 P. M., November 17
100 Golden Miles on Columbia River.
All Rates Include Berths and Meals.
Table and Service Unexcelled.
The San Francisco & Portland S. S. Co., Third and Washington Streets (with O.-W. R. & N. Co.) Tel. Broadway 4500, A 6121.

Twin "Palaces of the Pacific."

"GREAT NORTHERN" "NORTHERN PACIFIC"
SAN FRANCISCO — HONOLULU
New low one-way fares to San Francisco, $8, $12.50, $15, $17.50, $20; round trip, $20, till November 30. All fares include meals and berth. Steamer express (steel parlor cars and coaches) leaves North Bank station 9:00 A. M., November 16, 20, 22, 27. S. S. Great Northern for Honolulu November 26.
TICKET OFFICE, 5TH AND STARK
Phones—Broadway 920, A-6971.
Tickets also at 3d and Morrison, 169 3d st., 348 Washington st.

American-Hawaiian Steamship Co.
Freight Service Between Portland
New York, Boston, Charleston, Norfolk
THE PANAMA CANAL LINE
C. D. Kennedy, Agt., 270 Stark St., Portland.