ANOTHER AUXILIARY TAKEN

Under 10 1-2 Knot Clip.

in River and Three Left in South.

News From Northwest Ports.

PRISONER TO BE RETURNED

Requisition Issued for F. L. Bryant.

DINNER-DANCE **GIVEN TO PYTHIANS**

Supreme Lodge Holds Secret **Business Sessions** Pending Legislation.

SOCIAL FUNCTION ENJOYED

Supreme Tribunal to Meet Today to Dispose of Legal Questions Involving Order--Portland Pythians Are Guests at Dinner.

Social pleasures combined with sor-did business to demand the attention of the delegates to the Knights of Pythias supreme lodge convention yesterday.

rush of business was so great yesterday that the afternoon session was not adjourned until after 5:30. A night session would have been held had it not been for the desire of all the delegates to attend the dinner-dance at the Portland Hotel last night arranged by the Pythian transportation commit-tee in honor of the Portland Pythians in charge of the visitors' entertain-

The supreme lodge went into secret session yesterday morning and contin-ued to transact its business behind closed doors throughout the day. Much progress was made on pending legis-lation, but most of the work was done in committees. These committees will report at the morning session today. The supreme tribunal, which is the

The supreme tribunal, which is the supreme court of Pythianism, will meet at 10 o'clock this morning at the Porteland Hotel to dispose of a number of legal questions involving the order. The members of the tribunal are: Judge Curtis D. Myers, of Bioomington, Ill., chairman; Judge Alexander T. Barber, of Birmingham, Ala.: Judge Edward C. Reynolds, of Portland, Me.; Judge Edward H. Jackson, of Pittsburg, Pa., and Judge Milledge L. Bonham, of Anderson, S. C.

burg, Pa., and Judge Milledge L. Bonham, of Anderson, S. C.
Nearly all the supreme lodge representatives attended the social affair at the Portland last night, It was one of the impromptu entertainments in connection with the convention.

The invited guests of honor yere: Mr. and Mrs. Gus C. Moser, Mr. and Mrs. Ed D. Curtis, Frank S. Grant and mother, Mr. and Mrs. W. J. H. Clark, Mr. and Mrs. Thad L. Graves, Mr. and Mrs. Waltar G. Gleeson, Mr. and Mrs. Leslie J. Crouch, Mr. and Mrs. Ed M. Lance.

Mrs. R. W. Schmeer, of Portland, and James E. Watkins, a delegate from Scranton, Pa., were the soloists. Both were enthusiastically applauded and fa-vored the audience with repeated en-

The dinner-dance was arranged, explained Mr. Edens, in appreciation of the splendid entertainment provided by the Portland people. "This is the 19th supreme lodge that I have attended," he added, "and the entertainment here beats them all."

SHIPPING PLAN EVOLVED

(Continued From First Page.) Mitchell, O. E. Heintz, O. H. Fithian, J. N. Teal, J. M. Latta, W. J. Hofmann, Nathan Strauss, Dr. Andrew C. Smith, Phil Metschan, Jr.: Edward Ehrman, Phil Metschan, Jr.: Edward Ehrman, John Burgard, John McCourt, Franklin T. Griffith, Wilbur E. Coman, Henry E. Reed, A. H. Devers, Colonel H. C. Cabell, John B. Yeon, E. P. Timms, A. H. Lewis, Samuel Kerr, W. C. Alvord, Edward Cookingham, Max Hirsch, C. C. Chapman, John T. Dougall, O. C. Jacobs, of Oregon City; J. H. Walker, George E. Hardy and W. D. B. Dodson.

After the report of the committee had been read, Mr. Strauss, Mr. Griffith, Mr. Wilcox, Mr. Teal, Mr. Ladd,

Mr. Wilcox, Mr. Teal, Mr. Ladd, Mr. Cookingham, Mr. Corbett, Mr. Mitchell and Mr. Crawford discussed its substance informally, each empha-sizing the necessity of developing the sizing the necessity of developing the shipping industry of the community.

Mr. Wilcox particularly deplored the past tendency of Portland to depend for its progress too much upon real estate speculation. He pointed out that in other particulars than real estate Portland has been forging shead.

"It is difficult for me to under "It is difficult for me to under-stand," said Mr. Wilcox, "the origin of so much hard-times talk. I have confi-Portland-even in its real Within the last two months I estate. Within the last two months in have had an offer of a 50 per cent increase on one piece of property that I own in Portland, and within two weeks I have had an offer of a 25 per cent increase on another piece. But I don't rely on real estate for a livelihood. I am running my mills and am doing Mr. Teal, too, spoke in an optimistic

vein, declaring that there is no need for discouragement if water transportation can be developed. Mr. Corbett dis-cussed the subject in a like tone. The complete report of the commit-

The complete report of the present chaintee follows:

Since organization of the present chainber of Commerce the trade and commerce
bureau has endeavored to crystalize senilment within this body and among the
business community at large for a farreaching, effective shipping programme as
the most serious work before Portland
and Oregon today.

Several plans have been submitted for
consideration. Studies have been made of
the whole range of shipping opportunity
for the port. Data has been gathered to
prove opportunities now existing if ships
could be obtained. Return cargo problems
for all the lines needed and regarded posship have been taken up and are ready
for presentation. Missions have been requested by the bureau to obtain specific
services and a good share of the funds
furnished this bureau have been used in
this manner.

have been ready for the past year

We have been ready for the past year and a quarter to prove the statement that absence of liner service hus been the most vital weakness we faced. We are ready to show that an important factor in every passe of occal development is improved shipping. The furmer and fruitman must have it for the extension of their market. Securing new industries or enlargement of those here is heavily controlled by ability to reach from here those markets that must be served by water commerce.

Without water transportation from this port ou a scale to accommends

ater competition and which every seaport gards a birthright of its location. Whater lethergy or hesitation the community dulged previously in respect to developent of its shipping, should be completely innoved by this last act of the Federal ite-making power.

removed by this last act of the Federal rate-making power.

Bond Issue Discussed.

Recently the board of directors indorsed the pian submitted by Mr. Wilcox for a bond issue by the Port of Portiand to establish an Alaska steamship line. Legal investigation of the powers of the Port as now constituted reveal that considerable time must elapse before the money contemplated under this pian would be available, aven though the people austain the idea by their hallots. It is also clear that there is much opposition to the principle of municipal ownership for such an enterprise and this might result in defeat of the bond issue, after the same is authorized by legislative act.

Also, should the people approve the bond issue, and the fund were made available, this plan provides for but one steamship line, whereas a number of different routes should be under consideration of the community as immediate needs and fair possibilities. We enumerate the following services as being possibilities of great moment for this community, and are absolutely confident that when the community approaches the problem of establishing these lines the necessary development of cargo can be accomplished:

An Alaska service, an intercoast service

the necessary development of cargo can be accomplished:

An Alaska service, an intercoast service through the Panama Canai, Oriental service, European service, Hawaiian service, European service, Hawaiian service, Australian service West Coast of Mexico and Central America, West Coast of South America, Oregon Coast service, and possibly a service to British Columbia and certain sections of Puget Sound, including the Bremerton Navy-yard.

If a hond issue carried for establishment of one line, and this principle were adhered to in other efforts, all funds required for the great water transportation needs of the community would have to be raised from local sources. This latter condition would impose upon the community a very heavy burden, which must make realization very slow, or impair local shilly to take care of other important community requirements involved in normal development.

One-Mill Tax Suggested.

One-Mill Tax Suggested,

one-Mill Tax Suggested.

To meet conditions of a comprehensive character, as suggested, in approaching many steamship problems, we believe necessary local support may better be secured through another plan than that of bending for full local ownership. This plan is toraise a tax of one mill per year for five years, the fund to be disbursed by the Port of Portland. Commission of Public Docks, or a special shipping commission authorized by Legislative act, in the form of a subsidy or bonus for steamship lines that will give the services need here.

If the assessed valuation of the district included is \$23,000.689 a 1-mill tax would raise annually \$123,600. Put this fund in the hands of a commission competent to handle it. Have a subsidy offered for a service, the amount of subsidy being fixed by the difficulties and hazard of loss found to confront the enterprise. For instance, if \$1,000,000 is needed to establish the line properly, guarantee, on this amount 6 per cent a year for three or five years, or \$60,-000 a year, the time to run being fixed so that po such aid would be given after the community had proven its ability to furnish sufficient traffic to make the enterprise profitable. If five years test, with the whole community such aid would be given after the community striving to furnish necessary business to make the line a success, did not find the line permanenty established, it would be safe to say that natural causes would defeat permanency of such service under most favorable conditions.

All nervices needed by the community, and which we must in time have, will not need or ask a subsidy or other aid than concentrated community effort in providing cargo. But where previous failure or especially dorbidding circumstances atood to discourage capital from embarking upon a needed undertaking, and the commission after investigation was sure that a sound proposition could be developed, a subsidy would be available to overcome local handicaps, ploneering iosses, etc.

Chance for Local Capital Seen.

One of the important advantages of this subsidy or bonus plan would be to get away from the objection of municipal ownership, and to give to private capital from the outside the inducement to enter this field of business. In due course of time, as the steamship enterprises were made a success, local private capital could be induced to invest with the outsiders, giving the necessary local tie.

local private capital could be induced to invest with the outsiders, giving the necessary local ife.

Drawing to this community large sums of outside capital, instead of relying so heavily upon local resources, is a most important phase of all great work that may be undertaken here. Instead of \$1,000,000 being thus used exclusively for one proposition about \$1,600,000—1 mill tax for five years—would be used to draw into local business many millions; public ownership of private business would be obviated, and local resources would not be strained in preparation for further work. Keen financial and commercial students of Northwestern development have eften commented that Portland did not draw sufficiently upon outside capital, thus winning for the community, not only the sums so invested, but the permanent operation and sympathy of the heavy interests that invested here.

The subsidy principle has been well established by a large number of countries and communities as a most effective method of developing permanent steamship service. On the Pacific we have two brilliant examples of its use—Japan and New South Wales, Australia, Japan not only subsidized the operation of steamship lines, but also their construction, and today is absolutely dominating the pacific with her merchant marine fleet. In New South Wales aubtides were granted for the operation of vessels to get into the copra trade until Sydney was enabled to control not only the copra trade but the return cargo movements of a large part of the South Sea Islands.

Argument Made for Subsidy.

Argument Made for Subsidy.

Comparison of the subsidy, or bonus, fund suggested, with other expenditures of the community in recent years, is interesting. The fund we suggest is less than one-half that expended here the past five years for sewers, and less than half the amount put line water mains. Portland has expended for city improvements in five years, honded and otherwise, \$29,000,000, and for street improvements alone \$16,000,000 in the same period. Recognizing that these public works are necessary, we cannot lose sight of the fact that much of the work of this character has been to enhance values of realty for speculative purposes, and that although such were done to make realty saleable, property values in the community have depreciated in most sections heavily. If a fair percentage of the outlay had been to encourage and establish shipping and relative the property would have been given realty values be a regular movelifity would have been given realty values be a regular movelifity would have been given realty values. Argument Made for Subside lated industries, incomparably greater sta-bility would have been given realty values of the community. It is never too late to correct a mistake, and now is the time to change policy and put ample funds into these elements of supreme strength for

these elements of supreme strength for community business.

In the past five years the Port of Portland has expended above \$2,000,000. This work is of the utmost value, in fact, fundamental, but after providing the channel for ships, they have not come as they should have. The Commission of Public Docks was voted \$2,500,000 for publicly-owned wharf properties, and, although most of this has been expended, the ships to use the docks have not arrived. War in Europe is responsible for the greatest influence in taking our shipping, but with the trend of shipping in the Northwest set against us, due to inadequate channels in earlier days, now that we have the channel, it is imperative that we use axtraordinary means to regain shipping lost, and to take our fair share of that which is yet to come.

Steamship Flects Sought.

Steamship Flects Sought.

At the mouth of the Columbia River the Federal Government has expended more than \$15,000,000 in making a great channel through which to enter the Columbia River Hasin. More millions are being spent by the same power in finishing the river channel between here and the entrance. It is up to us to use our strength and capital to make these waterways, constructed at such great outlay, serviceable to mankind by having fleets of steamships operating here.

by having heets of hore.

Soveral inequalities in costs of operating ships to and from this port have been attacked. Providing an adequate channel is the first and greatest problem now being largely overcome. When the present waterfront strike of the Pacific Coast is over, we'll have equality in handling charges—another important differential against uses another important differential against uses a second diffe

in the first that it will make the success of the industry here a primary consideration our greatest single industry will labor under a most serious handican. With keen competition between the lumber-producing regions of the North Pacific and Southern states, our great industry must have the profession of our greatest single industry must have the profession of more adequate water transportation of struggle against serious odds for general career is her largest distributing trade. This community has the largest number and strongest jobbing houses to be found in any cit of the Pacific Northwest. Despite the fact that these institutions have not been given fair opportunity to extend their trade by water routes, they have maintained their supremacy by vigorous huainees policies on the land. Extension of our jobbing trade and attracting here other distributing houses will be made possible in any fair measure only as we develop water transportation to territory not now reached from Portisand.

If any additional argument were needed to prove the supreme and immediate importance of taking up a bread shipping programme of the board, if it does not accept the plans suggested, that some comprehensive shipping programme be adopted to prove the supreme and immediate importance of taking up a bread shipping programme that will sid in solving the return cargo problem. When such a plan is programme, it is furnished in the recent decision of the Interstate Commerce Commission in the so-called 'Spokane rate case.'

As a result of the temporary absence of the community until success is resulted for the plants to do away with the low terminal ratus now in force, which are based on

Five Dredges Will Operate in Columbia This Week.

FRESHET SEDIMENT TO GO FRESHET SEDIMENT TO GO The of the new Columbia River motor-ships, at present unnamed, has been engaged by the American Trading Company for May, 1917, loading at 140 shillings, delivery of cargo to be made at Port Pirle. That is the same voyage undertaken by the hew motor-ship City of Portland, of the McCormick fleet, which reported off the San Francisco light-vessel at 2 o'clock Sunday morning from the river, having made the

Port of Portland Will Send Three Diggers to Work With Two Government Craft at Places Already Designated.

Five pipeline dredges will be operating in the Columbia River this week in tackling the sediment deposited at several points by the freshet. To conduct a preliminary survey a party of Five pipeline dredges will be operat-

several points by the freshet. To conduct a preliminary survey a party of river pilots left yesterday aboard the Port of Fortland tug Wenonah. They were expected to reach Rainier last night and finish their work today.

The Government dredges Wahkiakum and Multnomah went to their stations yesterday, the former to Henricl's and the latter to Slaughter's. Major H. C. Jewett, Corps of Engineers, U. S. A., in charge of the work between Portland and the sea, requested E. W. Wright, manager of the Port of Port land, to use the dredges Tualatin, Will-

the latter to Simplified. Shiple, by a control of the control of the control of the control of the leading, which was opened you the land of the leading which was opened you the land of the leading which was opened you the land of the

o'clock that night, while the same task required two days at the Esquimalt drydock when she had been towed there from the scene of her sinking off Vancouver Island.

A crew of 100 men arrived yesterday from Seattle and about 60 were placed at work of the force of the Albina Engine & Machine Works, while more to be employed today will make a total of about 200 men on the job.

The sight of the hull as it appears from the deck of the drydock caused

The sight of the hull as it appears from the deck of the drydock caused mariners to say yesterday it was the worst looking repair job they had seen. There is about 50 feet of the keel gone aft and another section forward, while the forefoot is gone and numerous plates damaged, necessitating in the neighborhood of 150 being replaced, also numerous frames. As the ship is to be ready for service October 15, there will be no cessation of operations as long as she is on the dock.

Transcs, leared yesterday included the steamer Temple E. Dorr, for San Francisco, (200,000 feet, and the Klamath, for San Pedro, with 1,025,000 feet, and the Klamath, for San Pedro, with

L. WILLIAMS LEAVES LINE Parr-McCormick Service Will Handle Building Materials for Time.

Lansing Williams, for two years Portland representative of the Parr-McCormick line, a service devoted exclusively to the transportation of general cargo from California to Portland, has severed his connection with the organization. Fred Smith, chief clerk in Mr. Williams' office and who has been in the business a lengthy period.

is to act as agent.

It is expected that little general freight will be handled during the remainder of the year, though there will be a regular movement of cement. plaster and asphalt. The company has maintained storage facilities on Couch-street and Oak-street docks, but the former has been closed and negotia-tions are under way to cancel a lense on the property. Oak-street dock is on the property. Oak-street dock is under lease until early next year, and that will be kept open. Mr. Williams says he has not concluded whether he will continue his residence here, havsays he has not concluded whether he will continue his residence here, having two proposals under consideration. John Parr, secretary of the line, is here from San Francisco, in connection with the changes.

SPANISH LINE IS PREPARING

SPANISH LINE IS PREPARING

Consul Vejar Works in Interest of Service From Spain to Portland.

Lumber, newspaper machinery and such commodities are wanted by Spanish commercial interests that are said to be supporting a proposed steam ship line from Spain to the Pacific Coast via the Panama Canal. A. R. Vejar, newly appointed Spanish Consulat Portland, said yesterday that the Consul-General of Spain had written concerning the service, but the date of starting the line had been consultant. concerning the service, but the date of starting the line had not been de-

termined.
Mr. Vejar is in communication with the consular and commercial depart-ments at Madrid and his understanding ments at Madrid and his understanding of the service is that it will be from Spain to New Orleans and thence by way of the canal to Portland, making San Francisco on the way. At present Spanish lines reach to Spanish possessions, to New York and other countries on the opposite side, and the demand for materials available on this Coast has given support to the Pacific fleet.

SHAVER HITS SNAG AND SINKS

Steamer in Several Feet of Water at Head of Walker's Island.

Striking a snag hear the head of Walker's Island when bound here with two log rafts, the steamer Shaver, Captain Monacle, was damaged so she sank in several feet of water there at 5 o'clock yesterday morning. The steamer Wauna was started from Portland for the scene, aboard her being Captain J. W. Shaver, head of the line, who planned to supply a soft patch over the broken planking and pump the hold free.

Reports yesterday were that the water was just above the main deck, so it was not thought much difficulty would be met with in the salvage

operations. Pilot Ring was on watch when the steamer struck. The snag was submerged, it is said, and not discernible from the pilot-house.

City of Portland Makes Run at Sea Restaurant and Candy Shop Closes Out Business. One of the new Columbia River

COOL SUMMER IS BLAMED

ing from the river, having made the run with an average speed of 10% Proprietor Says Cold Weather Has Hurt Ice Cream Soda Trade. The City of Portland loaded more than 2,000,000 feet and had a draft of 21.6 feet, which is 1.4 feet less than was expected. She continued her voyage from the light-vessel direct for Port Pirle. W. R. Hewitt, marine superintendent for the Charles R. McCormick Lumber Commick Lumber of the Charles R. McCormick Lumber Commick Lumber of the Charles R. Goods Are Disposed Of at Bargain Prices.

With a bargain sale of candies and ced confections, Leighton's restaurant, ice cream and candy store, 127 Broadway, closed its loors last night. J. H. JAP COOK DESERTS TRAMP pects again to catablish a candy and ce cream shop later on a less pretenfous scale.

Second of Crew Leaves Taisho Maru The closing of Leighton's new store one of the most elaborate establishnents of its kind in the city, with en-Aboard the Japanese tramp Taisho trances on three streets, which has Maru, loading lumber at Knappton for Bombay, there is grief, for the "cookie" been in operation since last May, seems

steamboat sphere here, is in the city on business.

Bound for Anchorage, Alaska, barge No. 38, loaded with 677.081 feet of lumber, valued at \$8092, was cleared yesterday by the Columbia Contract Company.

Coming from Coast harbors, the gasoline schooner Patsy was entered yesterday with shipments of white cedar and was cleared for the return with 120 tons of general freight.

Lumber carriers cleared yesterday includ-

MARINE INTELLIGENCE.

DUE TO ARRIVE.

Name From Prancisco Beaver Los Angeles Northern Pacific San Francisco Brakwater San Diego Rose City Los Angeles F. A. Kliburn San Diego. DUE TO DEPART. Name For Great Northern San Francisco Harvard San Francisco Harvard San Francisco Yosemite San Djego Yole San Djego Yole San Djego Harvard San Djego Mulinomah San Djego Mulinomah San Djego Harvard San Djego bor, from Rainier.

The last of her sulphur and hardwood cargo being discharged that is intended for Portland, the Japanese steamer Mayachi Maru salls this morning for Puget Sound to unload that remaining. She will be given ber outward cargo there, as well.

As more repair work was necessary to the hull of the steamer Fr. A. Kilburn than first estimated, her departure from San Francisco hus been delayed, and the North Pacific Steamship Company announces that the steamer Breakwater will be the next vossel from Portland in that service, being due to reach here Saturday and sail Monday.

Movements of Vessels.

PORTLAND, Aug. 7.—Arrived—Steamers Yosemite and W. F. Herrin, from San Francisco. Sailed—Steamers Grays Harbor, for San Francisco and San Fedro. Astoria, Aug. 7.—Sailed at midnight—Steamers J. E. Steamers of the Market Steamers J. E. Steamers of the Steamer Steamers of the Steamer Steamers of the Steamer Stea day.

In more general instructions from the Department of Commerce bearing on American seamen being supplied with passports when bound for a port in a beiligerent country, Collector of Customs Burke has been informed that he is privileged to issue certificates of citizehship on the production of proof as to the applicant's right thereto. rancisco.

San Francisco. Aug. 7.—Arrived last night
Steamers Dalsy Freeman, from Columbia.

liver for San Pedro; Olympic, from San
redro for Portland.

Eureka, Aug. 7.—Arrived at 6 A. M. and
alled at 2 P. M., steamer Breakwater, from
ortland and Cook Bay for San Diego via GRAYS HARBOR, Wash., Aug. 7.—(Special.)—The schooner Mabel Gale, after loading at Anderson & Middleton mill, salled for Melbourne, Australia.

The steamer J. B. Stetson arrived from San Francisco and is loading at the Eureka mill, Hoquiam. Portland and Cook Bay for San Diego via way ports. Aug. 6.—Salied at 6:30 P. M. steamer Daisy Gadsby, for San Francisco. Arrived at 7 and left up at 0 P. M. steamer Course of the State automobile department. Francisco. Aug. 7.—Arrived—Steamers Francisco. Aug. 7.—Arrived—Steamers of the Secretary of State's office for the first seven months of 1916 octaled—Steamers Tancred (Nor.), Nanalmo; Olympic, Grays Harbor. J. A. Channior, Port Wells: J. A. Moffett, harge No. 93, Balboa. Salied—Steamers Tancred (Nor.), Nanalmo; Olympic, Grays Harbor. Uladivostok- July 29.—Arrived—Steamer Cushing, San Francisco.

A steady increase in the number of motor vehicles in Oregon is shown. Last year there were 23,553 automobiles and 5153 motorcycles. This year, with five months, yet remaining, there are 30,504 automobiles registered and 3207 motor-

iendo, Aug. 5.—Arrived—Steamer Sannonths yet remaining, there are 30,504
autombiles registered and 3207 motortoghal, Aug. 7.—Arrived—Steamer Canmaru, Seattle.
The number of dealers who have
taken out licenses this year is 266, as
compared with 173 in 1915. Chauffeur
compared with 173 in 1915.

ber for a roturn cargo.

COOS BAY, Or., Aug. 7.—(Special.)—Captain C. P. Britt, of the Coos Bay Coast Guard Station, and John Johnsen, one of his aides, arrived home at Coos Bay last night in the power life-saving boat they obtained at Cape Disappointment Coast Guard Station. They came the distance without any mishap and called on the way at Yaquina Bay and the Umpous Biver.

The steamer Adeline Smith, which arrived from the Smith mill this afternoon at 4 o'clock with a cargo of lumber.

The ateam schooner Hardy, chartered mild to the Bushner Lumber Company, arrived to the Bushner Lumber Company, arrived for a cargo of lumber today at 10:30. Her freight targo consisted of 60,000 brick for the Going building in Marshfield and an electric light plant for L. J. Simpson's Shore Acres ranch. Atlas, Portland or Richmond, 148 miles from Richmond, 208 miles south of Mendecine.

Gueen, San Francisco for Portland, 40 miles north of Richmond, 178 miles from San Francisco for Origina, 1676 miles from San Francisco, August & Manna, San Francisco, August & Logan, San Francisco, August & Logan, San Francisco, August & Logan, San Francisco, August & Hood Lodge.

Lurine, Honolulus for San Francisco, 545 miles from San Francisco, August & Governor, San Francisco for San Francisco, Inine miles from San Francisco.

Enterprise, Honolulu for San Francisco, Miles north of Foint Reyes, Congress, San Francisco for Scattle, 6 miles west of Point Reyes, Congress, San Francisco for Scattle, 6 miles acet of Point Misson.

Congress, San Francisco for Scattle, 6 miles west of Point Reyes, Congress, San Francisco for Scattle, 6 miles acet of Point Reyes, Congress, San Francisco for Scattle, 6 miles acet of Point Misson.

Congress, San Francisco for Scattle, 6 miles acet of Point Reyes, Congress, San Francisco, Scattle for San Francisco, Indian Buchanan, a railway official form Texarkana, Tex, and party, and Dr. J. D. Frys and party, of Honolulu, drove up simultaneously to the resort. At the Lodge at the time was Jerry O. Hoyt. of Portland, driving an automobile that bad just finished travelling a total of 188,900 miles south of Cape Plattery.

Richmond and barge 85, Richmond for Scattle, 500 miles north of San Francisco, 1900 miles south of Cape Blanco, Louan, Richmond for Vancouver, 340 miles for San Francisco of the earth passed an interesting evential for passed and to Play, 1900 miles south of Cape Blanco, 1900 miles south of Cape Blanco, 1900 miles for San Francisco of the earth passed an interesting of the earth passed

onado, San Francisco for Aberdeen, 500 north of San Francisco. Butler, Santa Rossila for San Diego, iles south of San Diego, August 6.

Vessels Entered Yesterday.

American steamer Klamath, ballast, from San Francisco.

American steamer Daisy Matthews, ballast, from San Francisco.

American steamer Temple E Dorr, coment and plaster, from San Francisco,

American steamer W. F. Herrin, cargo of oil, from San Francisco.

Gasoline schooner Palsy, general cargo, from Coast ports.

Vessels Cleared Yesterday.

American steamer Temple E. Dorr, 700,600 feet of lumber, for San Francisco.

American steamer Daisy Mauthews, 1,200,000 feet of lumber, for San Fedro.

American steamer Klamath, 1,200,000 feet of lumber, for San Fedro.

Japanese steamer Klamath, 1,200,000 feet of lumber, for San Fedro.

Japanese steamer Mayachi Maru, cargo in transit, for Seattle.

American steamer W. P. Herrin, ballast, for San Francisco.

Gasoline schooner Patsy, general cargo, for Bandon.

Columbia River Bar Report. NORTH HEAD, Aug. 7.—Condition of the bar at 5 P. M.: Sea, smooth; wind, west four miles.

Tides at Astoria Tuesday. Low. ... 5.3 feet 2:15 A. M. ... 0.9 feet ... 5.5 feet 0:57 P. M. ... 8.9 feet

FRITZ BOYSEN RELEASED

EX-MILWAUKIE HOTEL MAN PUTS UP \$200 BAIL.

Release of Parole-Breaker Under Ball Is Termed "Rather Unusual" by

Portland Progressives are elated at the announcement of Raymond Lobins, recent chairmas of the Isational Progressive Convention, that he will support, Charles E. Hughes for President.

D. L. Povey, until recently a prominent Progressive, now 'a member of the Hughes campaign committee of the Oregon Republican State Central Committee, last night said:

"Mr. Robins was one of the strongest was a Journey of 1508 (Mr. Robins was one of the strongest Mr. Robins was one of the Mr. Robins was one

ways Elsewhere.

Ways Elsewhere.

HOOD RIVER, Or., Aug. 7.—(Special.)—Completing a journey of 1500 miles, Ashley Wilson, superintendent of the Progressive movement. At the meeting of the National Committee of the Progressive Party at Chicago on June 26 the vote to indorse Hughes was 33 to 15, and had it not been for the fact that Mr. Robins at t. time indicated his intention to support President Wilson for re-election the vote in favor of indorsement of Mr. President Wilson for re-election the vote in favor of indorsement of Mr. Hughes would have been much larger, as many of the 15 w. o either failed to vote or voted against the motion were influenced by Mr. Robins' attitude.

"When I returned from Chicago after this conference I predicted that 75 to 150 per cent of the Decided that 75 to 150 per cent of the Decided that 75 to 150 per cent of the Decided that 75 to 150 per cent of the Decided that 75 to 150 per cent of the Progressive movement. At the meeting of the Stronger and wife, who were accompanied by Mr. and Mrs. George Partiss returned last night from Crater Lake and Southern Oregon.

"Our roads are like pavements," tion of some of the highways in Southern Oregon and the road from Bend to La Pine. Taken as a whole we found that the roads of Hood River to La Pine. Taken as anything down in Southern Oregon or the Williamette Value of the Williamette. vote or voted against the motion were influenced by Mr. Robins' attitude,
"When I returned from Chicago after this conference I predicted that 75 to 50 per cent of the Progressives vould support Mr. Hughes. I now believe that, with Mr. Robins in line, not 10 per cent of the Progressive vote will go to Mr. Vilson."

30,504 AUTOS IN STATE

FIGURES ARE REGISTRATION FOR FIRST 7 MONTHS OF 1916.

Receipts for Whole of 1915 Already Exceeded This Year by \$23,163-Motorcycles Number 3207.

Francisco.
Seattle, Aug 7.—Arrived—Congress, from San Diego; Admiral Watson, from Southeastern Alaska; Prince George (British), from Anyox. Sailed — Steamers Spokane, for Southeastern Alaska; Prince George (British), for Southeastern Alaska; Prince George (British), for Skagway. Marconi Wireless Reports.

(All positions reported at 8 P. M., August 7, unless otherwise designated.)

Atlas, Portland for Richmond, 176 miles Queen, Sealth for San P.

Sezglis for San Francisco, 28 miles 1914, 19,245; 1915, 19,745; 1916, 23,811. Mendocino.



When assisted by occasional light touches of Cuticura Ointment. These super-creamy emollients do much to prevent pore-clogging, pimples, black-heads, redness and roughness.

SPEAKER CLARK CHEERED

Colleagues Join in Tribute on 33d Anniversary as Lawmaker.

WASHINGTON, Aug. 7.—Republican Lealer Mann reminded the House today that Speaker Clark had just passed his 33d anniversary as a member of Congress. Republicans and Democrata rose and cheered the speaker for sev-

eral minutes. eral minutes.

Responding, Mr. Clark said he was not sure he wanted to remain in the House another \$3 years, but he did know he wanted to stay as long as he

The earth's population reaches a grand-



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