MR. HUGHES IS DUE AT 9 THIS MORNING

Large Crowd Expected at Station and Lengthy Schedule for Day Is Arranged.

HIGHWAY TRIP FEATURED

Great Enthusiasm Manifested in Visit of Presidential Nominee and Warm Welcome Will Mark Every Appearance.

(Continued From First Page.)

Portland; E. B. Hermann, of Roseburg; Clyde Huntley, of Oregon City; Marion Jack, of Pendleton; Frank H. Lewis, of Portland; T. J. Mahoney, of Heppner; Willard Marks, of Albany; Arthur I. Moulton, of Portland; David L. Povey, of Portland; Thomas Tongue, Jr., of Hillsboro; Walter Tooze, Jr., of Dallas; S. S. Smith, of Medford.

Good Representation Wanted.

Mr. Williams and other members of the committee are eager to have a great crowd at the station. They want to give their candidate a fitting reception and impress upon him that the Hughes supporters in Portland are loyal, earnest and enthusiastic.

It is planned to have the crowd accompany the official party from the station to the hotel.

Mr. Hughes probably will hold an informal reception at the station, shaking hands with those who join in the demonstration.

Proceeding to the Benson Hotel, Mr. and Mrs. Hughes will preside at an informal levee at which they hope to meet the men and women of Portland.

Time for Rest Provided.

Their programme provides for a few hours of rest in their rooms before the Ad Club luncheon in the Crystal dining-room of the Benson, where Mr. Hughes will speak briefly.

The luncheon will begin, as usual, at 12 o'clock, noon. The main dining-room is capable of accommodating 250 persons. An additional group of 75 will be cared for in the lobby and 75 more in the grillroom.

Seats will be reserved in the main dining-room for all members of the Hughes party and for the local committee in charge of arrangements. Mr. Hughes will be seated at a table with National Committeeman Williams, who will introduce him; Governor Withycombe; J. E. Werlein, the presiding officer; L. F. Green, his private secretary; C. N. Farnham, manager of the Hughes party, and O. C. Leiter, president of the Press Club.

At 12:40 those dining in the lobby and in the grill will be admitted to the crystal-room. They will take places in the aisles between the tables and around the walls. No others will be admitted.

Music to Be Provided.

The Ad Club quartet has arranged a special programme of vocal music. Some of the popular song hits of the day will be parodied with words complimenting the guest of honor.

Both Mr. Werlein and Mr. Williams have promised to be brief in their preliminary and introductory remarks. Mr. Hughes is expected to speak for 10 or 15 minutes.

The programme will permit him to retire to his rooms before going to the Press Club reception, which will precede the trip over the Columbia River Highway.

O. C. Leiter, president of the Press Club, will escort Mr. Hughes from the Benson to the Press Club quarters in the Elks' building. The press men's reception will be entirely informal. It is not expected, even, that Mr. Hughes will make a speech. He will meet the club members and their friends personally, and, perhaps, make a few informal remarks or tell a story. Members of the club have been asked each to bring one guest. President Leiter said yesterday that women as well as men will be admitted.

A string of automobiles will be formed outside the Elks' building some time before 2 o'clock to carry the party out the highway. Both Mr. and Mrs. Hughes have expressed their desire to see the highway. They advised friends in Spokane on Monday that they had heard much of it, had seen it pictured, and are extremely eager to see it in reality.

Newspapermen Are Invited.

The newspapermen who are accompanying Mr. Hughes on his transcontinental tour also have been invited to make the Highway trip as guests of the Chamber of Commerce. Their tentative acceptance received by telegraph yesterday from Seattle was contingent upon Mr. Hughes making the trip. If Mr. Hughes is forced to decline it is probable that the news writers, too, will stay in Portland. They are charged with the duty of keeping close watch on the candidate.

The Chamber of Commerce committee will urge upon the visitors the desirability of taking dinner at one of the chalets along the Highway instead of returning to town for dinner as at present scheduled. The splendid view as seen from any of the hotels on the high cliffs overhanging the Columbia River will be impressed upon them as an attraction. The excellence of the chicken dinners will be another argument if the other one fails. Moreover, it will be pointed out, that no time will be lost, inasmuch as it will be possible to be back in Portland soon after 6 o'clock. This will permit full time for Mr. Hughes to prepare for the big meeting at the Ice Palace.

Breakfast to Be Private.

The Hughes train will come to Portland over the Great Northern at 6 o'clock this morning and an hour later will be shifted over to the Union Station. Mr. and Mrs. Hughes will breakfast in private in their car.

About 8 o'clock National Committeeman Williams and a committee from the Chamber of Commerce will meet with C. N. Farnham, personal manager for Mr. Hughes, on plans for the Highway trip. It will be determined then whether or not he will have dinner along the Highway. If the answer is affirmative reservations will be made for the entire party at one of the famous resorts along the route—probably at Mrs. Henderson's.

If Mr. Farnham vetoes the Highway dinner the party will return to Portland about 6 o'clock and Mr. and Mrs. Hughes will dine in private in their rooms at the Benson. Time also will permit, it is hoped, for a brief period of rest before the big evening meeting at the Ice Palace.

The Multorpor Club, headed by a band, will form an escort for the candidate from the Benson to the hall. The Multorpor Club is an old-time Republican organization and was particularly active here during the McKinley campaign 20 years ago.

First Comers Get Seats.

The doors of the Ice Palace will be opened at 6 o'clock this evening. No seats will be reserved with the exception of a block of 300 for the accommodation of the Grand Army veterans, members of the Women's Relief Corps and Ladies of the Grand Army of the Republic. They will be admitted on their badges or uniforms. A section of seats also has been reserved for the blind residents of Portland who cannot handle themselves in a crowd such as that likely to be at the doors tonight. All others will be admitted as fast as they appear—first come first served.

Entrance to the building is on Marshall street, about midway between Twentieth and Twenty-second streets. While the place is provided with plenty of exits no one will be admitted excepting through the main entrance.

The speaker's stand has been erected in the extreme west end of the structure. The acoustic properties are said to be excellent. People at the extreme east end will be able to hear satisfactorily. A temporary floor has been placed and seats were arranged theron yesterday. Including the main floor and the balconies, the place will seat nearly 10,000 persons, including those on the stage. An additional 1500 can be accommodated with "standing room" without violating the fire ordinances.

Building to Be Guarded.

Both the police and fire bureaus will detail a large number of men for duty at the Ice Palace and in the streets surrounding it tonight.

Colonel David M. Dunne, treasurer of the Hughes campaign committee, will have charge of the seating and all other arrangements tonight. He will direct the work of nearly 100 ushers who have been engaged and drilled in their duties.

Seats on the platform have been reserved for members of the campaign committee, for members of the state committee and for the chairmen of the county committees throughout the state and for the officers of the Hughes Alliance, of which J. K. Gill is chairman.

McElroy's Band to Play.

W. E. McElroy and his band and soloists will entertain the crowd while it is gathering prior to Mr. Hughes' address. The programme of grand National and patriotic airs will be played between 6:30 and 8 o'clock. The programme will be: March, "Stars and Stripes Forever" (Sousa); grand American fantasia (Herbert); characteristic, "The Guard Mount" (Ellenberg); "The Sunny South" (Lampe); Comic opera, "The Red Mill" (Herbert); march, "The American Spirit of Liberty" (W. E. McElroy); "American Patrol" (Meacham); "Star-Spangled Banner."

Charles McNary, chairman of the state committee, will preside. He will open the meeting and then present Governor Withycombe, who will formally introduce the speaker.

Mr. Hughes has given no advance intimation of the topic that he will discuss tonight. It is assumed, however, that he will continue his expose of the present Democratic Administration's weaknesses, its extravagance and its general inefficiency.

There will be no speeches following that of Mr. Hughes. He will proceed from the Ice Palace direct to the Union Station. At 1:30 tomorrow morning his car will be attached to the regular Southern Pacific train for San Francisco. As the train proceeds through Southern Oregon tomorrow morning it is probable that the candidate will make back-platform talks at some of the principal points. The people of Medford are preparing to meet him and take him over the Pacific Highway to Ashland by automobile. He will be able to board his train at Ashland again.

Three Cars Occupied.

The Hughes party is traveling in three special cars. One car is reserved for Mr. and Mrs. Hughes and Lawrence H. Green, Governor Hughes' secretary.

The others contain the newspapermen and other attaches, a complete list of which follows:

Charles W. Farnham, manager of the Hughes tour; Fred M. Davenport, who was Progressive candidate for Governor of New York two years ago and who is a personal friend of the nominee; Carl D. Sheppard, director of publicity with the Hughes party; Charles N. Wheeler, Chicago Tribune; Rodney Bean, New York Times; George T. Odell, New York Mail; William A. Hoster, Hearst newspapers; F. E. Ackerman, New York Herald; Louis Seibold, New York World; F. L. Shellabarger, New York Sun; Angus McSween, Philadelphia North American; Perry Arnold, United Press; B. H. Leek, New York Tribune; Theodore Joslin, Boston Transcript; Karl W. Fasold, Pathe Weekly; J. L. Barrios, of Underwood & Underwood, and Dr. J. T. Ditman, of New York, the Hughes' family physician.

NEWBERG FORMS HUGHES CLUB

R. H. C. Bennett, Banker, Elected President of New Organization.

NEWBERG, Or., Aug. 15.—(Special.)—A Hughes club was organized here last night with R. H. C. Bennett, of the United States National Bank, as president; George Kelty, president of the Commercial Club, vice-president; Cecil Hoskins, of the United States National Bank, secretary-treasurer.

The following were appointed a committee on membership: Mrs. E. L. Evans, Mrs. Frank Zumwalt, Dr. Sarah Smith, Henry R. Morris, secretary of the Commercial Club, and N. F. Byers.

FACTS ABOUT HUGHES' MEETING AT ICE PALACE TONIGHT.

Speaker — Charles Evans Hughes, Republican and Progressive candidate for President of the United States.

Place—Ice Palace, formerly Ice Hippodrome, Marshall street between Twentieth and Twenty-first streets. Entrance on Marshall street.

Time—8 P. M.

Doors open—6 P. M.

Seating arrangements—No seats reserved except those on platform and small block for Grand Army veterans, their women's auxiliaries and blind folks. Others will take seats as fast as they enter.

Presiding officer—Charles L. McNary, of Salem, Republican state chairman.

Introducing the speaker—James Withycombe, Governor of Oregon.

Entertainment — McElroy's band will give concert from 6 to 8.

PORTLAND TODAY EXTENDS WELCOME TO REPUBLICAN PRESIDENTIAL CANDIDATE.

Photo © Martin. Photo © Underwood

LEFT, UPPER—CHARLES EVANS HUGHES. RIGHT—MR. HUGHES SHAKING HANDS WITH LITTLE WELL-WISHER AFTER HIS SPEECH FROM THE CAR PLATFORM AT RED WING, MINN. BELOW—MRS. CHARLES E. HUGHES.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Great Northern	San Francisco	Aug. 16
Rose City	Los Angeles	Aug. 17
Northern Pacific	San Francisco	Aug. 18
Breakwater	San Francisco	Aug. 22
Beaver	Los Angeles	Aug. 22
F. A. Kilburn	San Francisco	Indeft

DUE TO DEPART.

Name.	For	Date.
Willamette	San Diego	Aug 16
Harvard	F. to L. A.	Aug. 16
Great Northern	San Francisco	Aug. 17
Rose City	Los Angeles	Aug. 19
Northern Pacific	San Francisco	Aug. 19
Klamath	San Diego	Aug. 19
Multnomah	San Diego	Aug. 20
Breakwater	San Francisco	Aug. 23
Beaver	Los Angeles	Aug. 26
F. A. Kilburn	San Francisco	Indeft

Undine Is Running Again.

Salmon cannery supplies and freight bound for logging camps and cities along the Columbia River are moving in greater quantity again, and the Harkins line has ordered the steamer Undine into service, leaving here today. The company maintains the Georgiana, on the run to Astoria for passenger and express freight business, with the Lurline covering the route with passengers and freight for all landings. With the O.-W. R. & N. operating the steamers Harvest Queen, Hassalo and T. J. Potter as well, the lower river service is at a high standard.

News From Northwest Ports.

COOS BAY, Or., Aug. 15.—(Special.)—The steam schooner Mayfair sailed for San Francisco at 1 o'clock, carrying lumber, ties and telegraph poles.

The steam schooner Brooklyn sailed last night from Bandon, having lumber and shingles.

The Simpson tug, Astoria, condemned several years ago, is being sold to George Bailey, a Californian, who will rig her with a double mast and use her as a sailing vessel between Mexican ports and San Francisco, carrying hardwood lumber. The craft will be overhauled on Coos Bay.

Junior Engineer James Pollamus today announced the resignation of Pilot Levi Snyder, of the dredge Col. P. S. Michie. His place will be supplied by Captain Charles Erickson, formerly of the steam schooner Redondo, who will arrive from San Francisco tomorrow.

The steamer Adeline Smith is due from San Francisco.

The North Pacific steamship F. A. Kilburn, on drydock for the past two weeks, sailed North from San Francisco.

The steam schooner Patsy entered port last night and sailed for Gardiner.

The steamer Breakwater is due from Portland. Having been loaded with lumber at the Smith docks, the new steam schooner Stanwood will be towed out of port tomorrow by the tug Defiance, en route to San Francisco where her machinery will be installed.

ASTORIA, Or., Aug. 15.—(Special.)—The tank steamer Wm. F. Herrin sailed today for San Francisco, after discharging fuel oil at Portland.

The steamer Northern Pacific sailed for San Francisco with a full cargo of freight and over 200 passengers.

The steamer Breakwater sailed for San Francisco via Coos Bay and Eureka, with freight and passengers from Portland and Astoria.

The pilot schooner Joseph Pulitzer, which has been inside for a couple of days after water and supplies, left this afternoon for her station off the mouth of the river. Pilot Lapping left on board her.

A letter was received today by Captain C. S. Gunderson from W. H. Handley, American Consul-General at Lima, Peru, stating that Fritz Laben, who was commonly known in Astoria as "Russian Fred" and who left here last Spring as second mate of the Peruvian barkentine Judith, died at a Callao hospital on June 27. The letter has been referred to Harbormaster Bowers, who is anxious to ascertain if Laben had any relatives residing in the vicinity.

The cruiser New Orleans is due this evening from Seattle to take the Oregon citizen sailors on a cruise to Lower California.

The steam schooner Shasta is due from San Francisco en route to Portland.

GRAYS HARBOR, Wash., Aug. 15.—(Special.)—The steamer Lindauer cleared today for San Francisco from the Wilson Mill.

The steamer Avalon arrived and is loading at the Donovan Mill.

FLORENCE, Or., Aug. 15.—(Special.)—The schooner Mirene left for Portland at noon today.

Movements of Vessels.

PORTLAND, Aug. 15.—Sailed—Steamers Fort Bragg and Carmel, for San Francisco.

Astoria, Aug. 15.—Sailed—At 8:30 A. M., steamer Breakwater, for San Francisco via Coos Bay and Eureka; at 9:30 A. M., steamer W. F. Herrin, for San Francisco; at 2:20 P. M., steamer Northern Pacific, for San Francisco.

San Francisco, Aug. 15.—Sailed—at 4 A. M., tug Navigator, towing schooner Monterey, for Portland; at 1 P. M., steamer El Segundo, towing barge No. 91, for Portland, Aug. 14.—Sailed—At 6 P. M., steamers Johan Poulsen, for Portland; Celilo, from Portland for San Pedro. Arrived at 8 P. M.—Steamer Temple E. Dorr, from Portland for San Pedro.

San Pedro, Aug. 14.—Arrived—Steamer Edgar H. Vance, from Columbia River.

Seattle, Aug. 14.—Sailed at 5 P. M., U. S. cruiser New Orleans, for Astoria.

Isle of Wight, Aug. 14.—Passed—French bark Joinville, from Portland for Ipswich.

Seattle, Aug. 15. — Arrived — Steamer Santa Rosa, from west coast. Departed—Steamers City of Seattle, Humboldt, for Southeastern Alaska; Admiral Schley, W. S. Porter, for San Francisco; Latouche, Cordova, for Nome.

New York, Aug. 15.—Arrived—Steamer Bloemfontein, from Iloilo via San Francisco.

Wellington, Aug. 14.—Arrived—Steamer Moana, from San Francisco.

Iquique, Aug. 14.—Arrived—Steamer Honolulan, from San Francisco.

Sydney, Aug. 15.—Arrived—Steamer Sonoma, from San Francisco.

Hongkong, Aug. 14.—Sailed—Steamer Bessie Dollar, for Vancouver, B. C.

Yokohama, Aug. 14. — Sailed. — Steamer Mexico Maru, for Victoria, B. C.

San Francisco, Aug. 15.—Arrived—Steamers Richmond, barge 65, from Seattle; Frank Buck, from Vancouver; Panama Maru (Japanese), from China; Wilhelmina, from Honolulu. Sailed—Steamers Monterey, El Segundo, for Portland; Sierra, for Sydney; Col. E. L. Drake, for Honolulu; City of Manila (British), for Vladivostok.

Balboa, Aug. 15.—Arrived—Steamer Peru, from San Francisco. Sailed—14th, Cordelia, for San Francisco.

Cristobal, Aug. 15.—Arrived—Steamer Buenaventura, Norfolk for San Diego. Sailed—Steamer Idomenus (from San Francisco) for Boston.

Marconi Wireless Reports.

(All positions reported at 8 P. M. August 15 unless otherwise designated.)

Matsonia, San Francisco for Honolulu, 1919 miles from San Francisco, 8 P. M. August 14.

Enterprise, San Francisco for Hilo, 544 miles from San Francisco, 8 P. M. August 14.

El Segundo, towing barge 91, Richmond for Seattle, 61 miles north of Richmond.

Drake, Richmond for El Segundo, 76 miles south of Richmond.

Lurline, San Francisco for Honolulu, 26 miles from San Francisco lightship.

Colusa, San Francisco for Victoria, 20 miles north of San Francisco.

Atlas, Point Wells for Richmond, 180 miles north of Richmond.

San Juan, San Francisco for Balboa, 20 miles south of San Francisco.

Adeline Smith, San Francisco for Coos Bay, 244 miles north of San Francisco.

Breakwater, Portland for Coos Bay, 150 miles south of the Columbia River.

Great Northern, San Francisco for Flavel, off Blunts Reef.

Jim Butler, San Diego for Santa Rosalia, 20 miles south of San Diego, 8 P. M. August 14.

Celilo, San Francisco for San Pedro, five miles east of Point Concepcion.

Moffett, towing barge 93, San Francisco for Balboa, 630 miles south of San Francisco.

Speedwell, San Francisco for San Diego, 276 miles south of San Francisco.

Yosemite, St. Helens for San Pedro, five miles east of Santa Barbara.

Lucas, El Segundo for Kahului, 112 miles from El Segundo.

Queen, Seattle for San Francisco, 160 miles south of Cape Flattery.

COOS SITUATION ABOUT NORMAL

Incoming and Outgoing Shipments Heavier Than Usual.

MARSHFIELD, Or., Aug. 15.—(Special.)—Freight movements on Coos Bay and at points on the Coquille River are nearly normal now, a month and a half after the longshoremen's strike was inaugurated. Vessels termed as unfair by the longshoremen are being worked by the stevedoring company men here and also on the Coquille River, while the fair vessels are using longshoremen.

A few minor disturbances occurred between the longshoremen and the stevedores on Coos Bay.

Founders of the stevedoring companies claim they will maintain their organizations regardless of the outcome of the strike.

Within the past two weeks shipping on Coos Bay, incoming and outgoing, has been heavier than in any like period in two years. This is accountable on incoming vessels to unusual demands for building material, including brick and cement, and large shipments of sewer pipe for construction at Coquille and Myrtle Point. Outgoing shipments are lumber, ties and telephone and telegraph poles and an unusual amount of ship knees.

Marine Notes.

Finishing loading lumber at St. Johns, the steamer Carmel left last night for St. Helens to finish. She was cleared for San Francisco with 650,000 feet.

The steamer Fort Bragg got away from St. Helens with a full cargo.

To relight the Willapa Harbor gas and whistling buoy, the lighthouse tender Manzanita was sent there from Astoria yesterday.

It was reported along the waterfront yesterday that a proposal had been made at Seattle to send the steamer Telegraph here. The vessel has been on the Columbia River twice.

Robert C. Warrack, son of Inspector Warrack, of the Seventeenth Lighthouse District, has written his parents from Annapolis that he passed the entrance physical examination there a week ago yesterday and is now a full-fledged cadet of the naval academy.

Temporary dredging ranges have been established at Morgan's and Hunter's under the direction of Major Jewett, Corps of Engineers, U. S. A. Dredging is being carried on at certain places in the Columbia where silt was carried during the freshet.

In with 101 tons of coal and 12 tons of powder from Bandon, the gasoline schooner Ahwaneda was cleared yesterday for the return with 25 tons of merchandise. The steamer Sue H. Elmore was entered yesterday from Newport and Tillamook with 1280 cases of cheese and left on the return with 90 tons of freight, while the gasoline schooner Tillamook came in with 2160 cases of salmon and 97 cases of butter, clearing with 210 tons of merchandise.

Bound here to work lumber cargoes for Southern California ports, the steamers Johan Poulsen and Celilo left San Francisco Monday night.

Merchants' Exchange advices yesterday included a report on the French bark Joinville having passed the Isle of Wight Monday on the way from Portland for Ipswich with a grain cargo. She sailed from the Columbia River March 15.

Captain J. W. Troup, general manager of the steamers of the Canadian Pacific fleet, with Mrs. Troup and friends, reached the city yesterday on a motor trip from Victoria, B. C. Captain Troup was in the O.-W. R. & N. service here a number of years ago.

Tides at Astoria Wednesday.

High.	Low.
2:27 A. M. ..... 8.5 feet	9:01 A. M. ..... 0.1 foot
3:00 P. M. ..... 9.0 feet	9:33 P. M. ..... 0.6 foot

Vessels Entered Yesterday.

American steamer Carmel, ballast, from San Francisco.

Gasoline schooner Tillamook, general cargo, from Coos Bay.

American steamer Sue H. Elmore, general cargo, from Tillamook.

Gasoline schooner Ahwaneda, general cargo, from Bandon.

Vessels Cleared Yesterday.

American steamer Carmel, 675,000 feet of lumber, for San Francisco.

American steamer Sue H. Elmore, general cargo, for Tillamook.

Gasoline schooner Tillamook, general cargo, for Coos Bay.

Gasoline schooner Ahwaneda, general cargo, for Bandon.

Read The Oregonian classified ads.

PORT TAKES BOILER

Commission Buys Now for Use Next Winter.

RUSH ORDER IS AVOIDED

New Tugboat Will Be Built During Coming Year and Long Look Ahead Is Necessary for Machinery.

Even though the time of delivery is nine months hence, the Port of Portland Commission yesterday awarded the Willamette Iron & Steel Works a contract for building a firebox type of boiler for a new towboat expected to be built during the coming year, it being realized that such a rush of work is on that speedier delivery could not be arranged.

As it is the Willamette is enlarging its plant to meet the demands of rush business, a building being added that will increase the floor space materially. New equipment is to be installed, such as a traveling crane, of 20 tons' capacity; big furnace, bending rolls, drills and other gear. The company is to turn out the boilers for five steamers to be built at the yard of the Northwest Steel Company, each vessel requiring three boilers.

The Commission yesterday discussed the matter of a new towboat generally, and it was estimated that by Fall next year the vessel would be ready, and by then it is hoped shipping will have been restored. In its bid the Willamette Iron & Steel Works agrees to deliver the boiler in May, 1917, and the firm was the only one to file a tender. The price is $14,000.

The matter of purchasing 1000 feet of shore discharge pipe for the 30-inch dredges, which was taken up at Thursday's session when bids were opened, has apparently resolved itself into competition between two Portland firms that agreed to turn out a section of pipe, each to be submitted for inspection.

Captain J. W. Shaver, vice-president, who occupied the chair in the absence of Commissioner R. D. Inman, favored negotiations being opened with the manufacturers of turbine engines installed aboard the dredge Tualatin, for the purchase of certain duplicate parts, and others of the board were agreeable to the move. It was reported at the meeting that the Tualatin had a breakdown when working at Morgan's, and she had been recalled to the drydock for repairs. The dredge Willamette, which was at Reeder's, was shifted to Morgan's, and the Tualatin will be returned here in a few days.

UNION VOTES TO STAY OUT

Steamboat Workers Do Not Favor Returning to Open-Shop Boats.

That about 175 members of the River Steamboatmen's Union unanimously voted to remain on strike at a meeting held at 6 o'clock last night, rather than return to work on an open shop basis, was information given out following the session. Charles Bennett, business agent of the union; A. E. Barnes, business agent of Longshoremen's Union No. 6, and C. P. Holgate, secretary of Longshoremen's Union No. 5, sought a meeting with representatives of the steamboat owners yesterday morning, and as a result of that gathering the union met last night.

B. T. McBain, manager of the Willamette Navigation Company; Captain J. W. Shaver, of the Shaver Transportation Company, and Captain W. W. Graham, of the Oregon City Transportation Company, represented the owners, and reiterated previous statements to the union men that they would not recognize the union, but would employ union men as individuals. The men went on strike June 1. All steamers have been operated since with non-union deckhands, firemen and watchmen.

WIVES BOUND FOR FRONT

Willamette's Passengers Today Will Include Soldiers' Families.

Wives and families of some men in the Third Oregon Infantry are making trips to San Diego in a few cases so as to spend vacations near husbands and fathers until the opening of school, and on the departure day of the McCormick steamer Willamette, Mrs. W. B. Armstrong, Mrs. D. Gross and Mrs. Archie W. Fralen will be passengers, with prospects that more reservations will be made this morning.

Mrs. L. A. Bowman, wife of Major Bowman, departed yesterday on the steamer Northern Pacific for San Francisco, and leaves there today on the steamer Harvard for San Diego. Other wives and families have gone to the southland and more contemplate the trip in the Fall, as it is believed now the men will be held on the border for a much longer period.

MANY ICEBERGS ARE ADRIFT

Captains on Alaskan Boats Report Unusual Menace to Ships.

SEATTLE, Wash., Aug. 15.—The captains of the steamers Humboldt and City of Seattle, which arrived here yesterday from Southeastern Alaska, report steaming through an unusually large number of icebergs in the inside passage, a short distance south of Juneau.

Captain T. H. Cann, master of the City of Seattle, said that the great amount of ice forced him to anchor his vessel for a short time at Taku.

The blazing sun has caused the Taku glacier to crumble away with great rapidity, and bergs as large as office buildings are adrift.

LINERS HAVE LARGE CROWDS

Beachers Set Watches as Crack Turbiners Pass Given Points.

With 301 passengers and 825 tons of freight, the latter embracing canned milk, burlap, box shooks and mill products, the liner Northern Pacific sailed yesterday for San Francisco. The Great Northern sailed from San Francisco with 202 passengers and 1770 tons of freight, consisting of steel plate roofing, sugar, salt and general merchandise.

The regularity of the schedule on which the ships are operating has given rise to a practice by denizens of Tillamook beach, and, in fact, many resorts along the Coast, to set their timepieces by the passing of the twin turbiners.

The passing of the Northern Pacific Sunday, inbound, presented an interesting sight. The atmosphere at sea was so clear that every detail of the big white ship could be discerned from beach resorts in Clatsop County.

SHIP TO BE LAUNCHED SOON

Motor Ship Sierra at Hoquiam Yards Near Completion.

HOQUIAM, Wash., Aug. 15.—(Special.)—The motor ship Sierra, now being built at the Matthews Shipbuilding Company's yards in this city, will be launched August 30, according to present plans. Installation of the machinery began the first of this week.

Frank E. Hogan, formerly chief engineer on the steam schooner Tamalpais, also of the E. K. Wood Lumber Company's fleet, of which the Sierra will be a unit, has arrived here to supervise the work of installing the machinery on the new vessel. She will be a twin screw boat, and will have two 320-horsepower Bolinger semi-deisel engines. She will carry fuel for about 40 days. It is expected it will require two months to complete the installation of the machinery.

GRAYS HARBOR SHIPPING GAIN

Increase of Lumber Shipments Also Noted at Willapa.

ABERDEEN, Wash., Aug. 15.—(Special.)—That the effects of the longshoremen's strike are being overcome rapidly is shown by an increasing water business from this port and from Willapa Harbor. In July, 27 lumber-laden vessels cleared Grays Harbor with 20,602,000 feet of lumber as against 22 vessels clearing in June with 16,970,000 feet.

So far this month 16 vessels have cleared, six steamers are in port loading and two more are due today, so that 24 vessels will have cleared the harbor by Saturday night. About 25 departures are expected for this month. On Willapa Harbor seven vessels cleared in July as against four in June.

Columbia River Bar Report.

NORTH HEAD, Aug. 15.—Condition of the bar at 5 P. M.—Sea smooth, wind northwest 8 miles.

HUSBAND OBJECTS TO OPERATION

Wife Cured by Lydia E. Pinkham's Vegetable Compound

Des Moines, Iowa.—"Four years ago I was very sick and my life was nearly spent. The doctors stated that I would never get well without an operation and that without it I would not live one year. My husband objected to any operation and got me some of Lydia E. Pinkham's Vegetable Compound. I took it and commenced to get better and am now well, am stout and able to do my own housework. I can recommend the Vegetable Compound to any woman who is sick and run down as a wonderful strength and health restorer. My husband says I would have been in my grave ere this if it had not been for your Vegetable Compound."—Mrs. BLANCHE JEFFERSON, 703 Lyon St., Des Moines, Iowa.

Before submitting to a surgical operation it is wise to try to build up the female system and cure its derangements with Lydia E. Pinkham's Vegetable Compound; it has saved many women from surgical operations.

Write to the Lydia E. Pinkham Medicine Co., Lynn, Mass., for advice—it will be confidential.

Go Santa Fe Way

Chicago

$90 There and Back

On Sale Daily to September 30th.
Good 3 Months,
Not to Exceed October 31st.

One Way Via
San Francisco *and*
Los Angeles
Return Over Any Direct Route.

Visit the Grand Canyon of Arizona Enroute

Santa Fe

H. H. FRANCISCO
General Agent

E. W. ZAMZOW
Trav. Passenger Agent

122 THIRD ST., PORTLAND, ORE.
Phone Main 1274