DAHLIA AND HORSE KINGS AT GRESHAM

More Than 5000 Flowers Shown and Many Prizes Are Awarded.

JOCKEY FALLS FROM HORSE

Dairy Stock Exhibit Big—Milk Contest Results in High Scores for Multnomah County Dairy Farmers.

The dahlia was the King of the pavilion and the horse King of the racecourse at the County Fair yesterday at Gresham.

Under the auspices of the National Dahlia Society of America the fine exhibition was given, the central portion of the pavilion being occupied by about 5000 dahlias of practically all known varieties, and presented a most beautiful floral appearance. The exhibition included amateur and professional growers. In the former line Mrs. E. S. Alexander had the finest general exhibit, occupying one entire section. She carried away a sheaf of first and second premiums. For the best general display Mrs. O. W. Tarr was awarded first prize, for the best basket Mrs. John Grant took first and Mrs. Peter Schmeer second. Mrs. Alexander's display included a great variety of the cactus dahlias. Mrs. S. T. Barlow took first and second prizes. Gill Brothers and the Willamette Dahlia & Floral Company made fine commercial displays, covering two sections, and were given honorable mention.

In the pacing race of three heats and six entries Hal Stewart, J. A. McCullock owner, won two heats and the race. Every heat was a race, and the purse of $150 was divided among the contestants. The standing of the horses in the three heats was as follows:

Hal Stewart	2	1	1
Kinney Wave	4	3	5
Sunny Jim	5	4	4
Thomas Hal	6	6	6
Helen Hal	1	5	2
Royal Express	2	2	3
Lena Patch	7	7	7

The time of the three heats, one mile each, was: First, 2:16¾; second, 2:19½; third, 2:16.

In the trotting race with five entries the standing of the horses was as follows:

Mark H.	4	4	3
Hallie B.	2	1	2
Complete	3	2	1
Guy Light	1	3	4
Oakland Moore	6	6	5

Time of the heats: First, 2:19¼; second, 2:18; third, 2:17½.

In the race for ponies, Billy, owned by William Hornnecker, won; Trixy was second; Maude, E. H. Thompson, threw her rider and broke his ankle.

Edward Fortune, of Sandy, was starter; Sam Weiss, C. E. Cleveland and George Parker, timers; J. J. Kadderly, Charles Cleveland and T. R. Howitt, judges.

In the livestock department some of the main prizes were awarded A. C. Ruby for Percheron and other thoroughbreds; W. H. Cleveland for Jersey stock; G. H. Dammier for Jerseys; O. W. Tarr, Jerseys; D. McKeon, Holsteins; E. A. Brugger, Brown Swiss, and John Stucken for Holsteins.

Under the direction of S. B. Hall, county agent, the contest for boys' stock judging was carried out, with Frank Brown winner of first prize of $7, and for the second prize there was a tie between Albert Brown and Clark Koerner, Walter Zenger and Arthur Grant and David McKeon. Wilbur Altman took third place. Donald Grant and Clarke Kroener won first and second respectively for swine judging, and won the trip to be made to Salem during the State Fair.

In the milk contest conducted by J. A. Kelly, the following secured ratings between 95 and 100 per cent:

Chris Meng, Rock Home; William Borsch, Maplewood; Hood & Christensen, Lake Farm; Wardin & Heusser, Fulton Park; Moore & Huber, Spring Hill; John Anderegg, Sweet Briar; F. Cadonau, Alpine Rose; John Steiger, Pleasant Hill; Boss & Walker, U. S. Dairy; Gus Wilson, Willsburg; John Huber, Lents; Henry Tannler, Multnomah; A. F. Alderton, Sanitary; R. Schneider, Rose City; Charles Lehman, Pleasant View; Steigerwald Bros.; A. Heiman, Portnomah; Roth Bros, Rose Park; John Yaun, Daisy Farm; A. Miller, Northwestern; J. C. Aeby, Picnic Park; J. C. Kempf, Pacific Dairy; Simon Zwald, Woodstock; Frutiger & Raz, Edelweiss; W. A. Lee, Errol; G. Schalk, Midway; A. Obrist, Snow Flake; Mrs. L. Goldstein, Alberta.

Ratings between 80 and 90 per cent—Ernest Wall, Laurelhurst.

Raw Milk Sold at Wholesale.

Ratings between 95 and 100—B. C. Altman, Gresham.

Ratings between 90 and 95—John Gantenbein, Gresham; David McKeown, Gresham; M. Kummel, Gresham; Skarek Bros., Gresham; E. E. Welling, Troutdale; M. H. Rauw, Gresham; P. L. Bliss, Gresham; J. R. Cavanagh, Troutdale; S. B. Hall, Fairview; J. H. Fitzgerald, Fairview; R. H. Spence, Troutdale; G. F. Ruegg, Gresham; J. A. Davidson, Gresham; Multnomah County Farm, Troutdale; W. E. Tegart, Fairview.

Ratings between 80 and 90—E. Brown, Gresham; E. Schwedler, Gresham; T. Brugger, Gresham; Arthur Grant, Gresham; E. E. Quay, Gresham; John Matches, Fairview; E. G. Wilkes, Fairview; Sorenson Bros., Gresham; Andrew Brugger, Gresham; C. H. Johanson, Gresham.

Ratings between 70 and 80—R. Tegart, Gresham; H. G. Mullenhof, Gresham; W. F. Robinson, Gresham; F. H. Crane, Fairview.

Ratings between 60 and 70—J. C. Burns, Troutdale; J. W. Bacon, Gresham.

Excursion to Fair Today.

Members of the Chamber of Commerce and the East Side Business Men's Club will go today to the Multnomah County Fair at Gresham. They will leave by automobile from the new clubrooms of the East Side organization promptly at 1 P. M. The automobilists will proceed out the Powell Valley road to Gresham.

FOREST FIRES REPORTED

Mack's Camp at Elma Threatened and One Bridge Destroyed.

ELMA, Wash., Sept. 14.—(Special.)—Several forest fires originated in this district today. The first one to be reported was at Macks Camp, which is the worst one so far reported.

The fire started this morning and one bridge was destroyed, but there is no immediate danger for any of the donkey engines. Any slight change in the wind, however, would endanger the whole camp. All work has been suspended and the men are fighting fire.

The Tobey, Dickson and Harris Camp, which is just below Macks Camp, is in danger, as the wind is sweeping directly toward the camp. Fire has been reported from Schaefer's Camp and Lytle's Camp, but so far the danger is not serious.

FREIGHT AGENTS ADJOURN

W. H. Sheedy, of Portland, Is Secretary-Treasurer of Body.

SPOKANE, Wash., Sept. 14.—(Special.)—J. B. Glover, Portland, president; John C. Mayo, of Spokane, vice-president; J. W. Lewis, Fresno, Cal., second vice-president; W. H. Sheedy, Portland, secretary-treasurer.

The above members of the Pacific Coast Association of Freight Agents were elected without opposition for the ensuing year at today's session at the Davenport Hotel. G. W. Lupton, superintendent of the Santa Fe Railroad, was elected the first honorary member in the history of the association, because of his faithful attendance at conventions.

Following the closing of the convention the delegates were escorted to the various freight terminals in Spokane, where working conditions were the subject of investigation. About 60 delegates attended the convention. The next annual meet will be held at Los Angeles, at a date named later.

ROUND-UP TRYOUTS ON

ONE COWBOY THROWN SEVEN TIMES AT PENDLETON.

World's Oldest Broncho Buster, Aged 62, Who Won Canyon City Championship, Is Thrown, Too.

PENDLETON, Or., Sept. 14.—(Special.)—Daily tryouts of the Round-up bucking contests bring to the front a number of would-be broncho busters who are eager to match their skill with the Round-up outlaw horses. The animals are fat and sleek after freedom in green fields and are in the pink of condition. They display that they have lost none of their knowledge of sunfishing, sidewinding, cakewalking and the corkscrew.

David E. Helmick, aged 62 years, who is perhaps the oldest active cowboy in the world, in a tryout today was piled after a spectacular ride on Lou. Helmick won the bucking contest at Canyon City last year.

H. C. Neiter, a Umatilla County boy, who has been thrown by six bronchos and Sharkey, the bucking bull, in two days, is still determined to be a regular buckaroo and is attempting each day to ride one "straight up."

Harvey McCrea, well-known Umatilla County cowboy, is practicing on the buckers each day. McCrea reached the semi-finals in the bucking contest in 1914.

LABOR LAWS REQUESTED

UNIONS ADVOCATE LEGISLATION THEY DEEM NEEDFUL.

State Commissioner Hoff Sends Out Inquiries, and Replies Cover Several Fields of Industry.

SALEM, Or., Sept. 14.—(Special.)—The next Legislature probably will be called upon to enact a large number of laws for the protection and betterment of laboring men throughout the state, according to information received by O. P. Hoff, State Labor Commissioner.

Recently Mr. Hoff sent inquiries to all labor organizations in the state to ascertain what new laws respecting labor were deemed needful and would be advocated by the different unions. He has received many replies, in which the conditions under which some classes of labor are compelled to work are set forth.

The Plumbers' Union of Portland advocates a law providing for the examination and registration of all persons desiring to work at the plumbing trade in incorporated cities.

The Marine Cooks' and Stewards' Association of Portland desires a law providing for the strict medical inspection of ships coming into port, coastwise or foreign, and inspection of crews' quarters for safety, ventilation and light.

The Hoisting and Portable Engineers' local of Portland informs the Labor Commissioner that it favors a strict license law to be effective on all work with the exception of small engines used for agricultural purposes. It also urges a boiler inspection law to apply to all boilers carrying 20 pounds or more of steam pressure.

An eight-hour work day is favored by the Longshoremen's Union at North Bend, with an exemption applying to farmers and possibly to a few other occupations.

INTEREST IN FAIR IS KEEN

Clarke County Pupils Working for Trip to State Exhibit.

RIDGEFIELD, Wash., Sept. 14.—(Special.)—Pupils of the various schools of Clarke County who have entered the Clarke County Industrial School Fair, to be held at the Hughes Auditorium tomorrow, are working hard to win the free trip to the State Fair at North Yakima.

Every branch of farm industry will be represented at the fair, which will be the first of its kind in Clarke County. William Meikle, who was sent to this county by the state college at Pullman to aid in the formation of the boys' and girls' clubs, will probably be at the fair, as will William E. Dudley, County Superintendent of Schools.

DESTROYERS ALL REMOVED

Coast Fleet All Placed in Reserve for First Time.

SAN DIEGO, Cal., Sept. 14.—Orders placing in reserve all destroyers of the first division were received here today from the Navy Department. This will leave the Pacific Coast without a single destroyer in active service for the first time in many years. The vessels affected are the Paul Jones, Perry, Preble, Whipple, Truxtun, Hull, Hopkins and Stewart.

It is reported that the department contemplates sending a flotilla of oil-burning destroyers to the Pacific Coast for active service. The Whipple arrived here from the Mexican coast tonight, bringing mail from warships in Southern waters.

Klamath Valuation $14,322,934.

KLAMATH FALLS, Or., Sept. 14.—(Special.)—Taxpayers in Klamath County next year will pay taxes on $14,322,934 worth of property, according to the assessment rolls just completed by County Assessor J. P. Lee and turned over to the board of equalization today. Had the California-Oregon Railroad lands not been withdrawn from the assessment rolls this year, the rolls would have shown property of the value of $14,737,214.

Slide Blocks Great Northern.

SEATTLE, Sept. 14.—The slide of rock that covered the Great Northern track at Windy Point, near the summit of the Cascade Mountain division yesterday, was caused by a miscalculation of the powdermen employed in clearing away rock for the new snowsheds. An enormous amount of granite was brought down by a blast. No one was injured. The track will be opened next Saturday. Until then trains will be detoured over the Northern Pacific.

JACKSON FAIR OPENS

3000 Persons Fed at Barbecue Where Merchants Serve.

SCHOOL MEET IS EXCITING

Ashland Team Wins Relay Race and College Display Shows Diseases of Fruit and Cures—Girl Is Best Speller.

MEDFORD, Or., Sept. 14.—(Special.)—Jackson County's sixth annual fair opened today with a free barbecue conducted by local merchants and attended by 3000 persons. A 1200-pound steer was cooked and served, 400 loaves of bread, 500 pounds of beans and 300 gallons of coffee were distributed. This was an entirely new feature and proved to be a popular one. Thirty-five merchants attired in white served the hungry.

Following the barbecue a school field meet was held, participated in by all the public schools of the county, both girls and boys, the programme extending throughout the afternoon. In addition to the regular field and track events, there were basketball contests for the girls, potato races for boys and girls and a tug-of-war for the grade school pupils.

Ashland Team Wins Relay.

Instead of the usual harness races a relay race for running horses between teams of four horses from Medford, Ashland and Applegate were run off and proved to be the most exciting event of the day. Each horse ran a mile, the rider being forced to dismount, change his saddle and remount again.

The Murphy horses, of Ashland, won by a few yards from the Helms team, of Medford, the time being 4:34½. The Applegate team was delayed by a break in a girth and finished nearly three minutes later. In the ⅝-mile running race Bandy won by a nose from Baby Doll, with Multnomah a poor third, time 48⅝ seconds.

College Explains Fruit Diseases.

The fruit exhibits proved to be better than ever before. It was necessary to open exhibit rooms in the city for women's needlework, paintings and the style show put on by the merchants. A new feature this year was an exhibit by the county pathologist and Talent experiment station under the direction of Oregon Agricultural College. Various diseases of fruit, grains and vegetables, showing the types of diseases and explaining the methods of treatment and cures were in the display. This exhibit attracted a great deal of attention from local ranchers and agriculturists.

A spelling contest held under the direction of the fair board was won by Lucia King, a schoolgirl from Talent. Edward Kelly was second and Earl Campbell third. A handsome silver cup was the prize.

STOCK JUGGLING DENIED

ASSOCIATED FRUITGROWERS SAID TO BE UNDER INVESTIGATION.

Judge Stanton, of Hood River Corporation, Says He Has No Knowledge of Any Irregularities.

HOOD RIVER, Or., Sept. 14.—(Special.)—County Judge E. E. Stanton, president of the Associated Fruitgrowers, a corporation owning West Side orchard tracts here, and against which, it is stated in rumors, postal inspectors are conducting an investigation, declared today that he had no knowledge of such an investigation.

"So far as my knowledge of the affairs of the company extend," said Judge Stanton, "no irregularities in the sale of our stock have ever occurred. Personally I have never sold a penny's worth of the stock. I do not know how many have purchased stock in the company."

The Associated Fruitgrowers was organized year before last by the amalgamation of West Side orchards owned by Judge Stanton and wife, and by Marquis & Kellogg. The capital stock of the concern was placed at $70,000, the property controlled being approximately 50 acres. A permit for the sale of stock, issued in November, 1914, was revoked the latter part of last year.

According to local rumors R. F. Marquis, an officer of the company, had charge of the promotion of the sales of stock. Mr. Marquis left here last year. In the early Summer Judge Stanton made a trip to St. Paul, where, according to current reports, he called on Mr. Marquis in an endeavor to secure a reckoning. According to rumors Mr. Marquis' manipulations have resulted in the postal investigations.

BRIGADE TALK REVIVED

CLEARING OF TIMBER FROM VANCOUVER RESERVATION IS BASIS.

186 Acres to Be Denuded and About $50,000 Will Be Spent for Labor. Few Parks Will Be Left.

VANCOUVER, Wash., Sept. 14.—(Special.)—Further indications that Vancouver Barracks will be made a brigade post were noted today when local officers recommended that a contract for clearing the forest part of Vancouver Barracks be awarded to H. M. Black, of this city. This contract will be for clearing 186 acres, which is in addition to 76 acres cleared last year by a firm in which Mr. Black was interested. The contract will be awarded from Washington, D. C., but the local officers recommended to whom the contract be let.

The work will begin about October 1 and it will mean that approximately $50,000 will be paid to laborers doing the work.

From 20 to 40 men will be given work for a long period of time. A patent stump and brush puller will be operated that was a decided success in the work last year.

The garrison is to be cleared of all trees and stumps, and leveled down where necessary, but in several places small parks of two or three acres will be left.

VOLUNTEER MUTE LEAVES

Oregon City Man of Mystery Is Going Around the World.

OREGON CITY, Or., Sept. 14.—(Special.)—Pete Peterson, who, during three days spent in the Clackamas County jail, refused to talk, was released today. He gathered up his clothing, his tobacco can and the gospel of St. John, which he carries, and ran to the Southern Pacific tracks.

Peterson's mouth was examined by Dr. J. W. Norris, County Physician, and found in good condition. Local authorities are unable to understand why the man will not talk, as he appears to be sane otherwise. Moreover, he is able to understand English and nods his head in the affirmative when asked if he can talk.

Peterson headed south, probably on his way around the world. "Where are you going?" he was asked. Peterson made a circle on the floor with the end of his finger. His interviewers suspected that he wanted to show that he was going around the world. Peterson confirmed the guess by nodding his head.

JOSEPHINE ATTRACTS 40

CHAMBER OF COMMERCE GETS ROUND-TRIP FARE OF $15.90.

New Beet Sugar Plant and Twohy Road at Grants Pass to Be Visited by Portland Business Men.

It is expected that approximately 40 prominent Portland business men will make the Chamber of Commerce trip to Grants Pass to attend the Josephine County Fair. Special cars will be attached to the regular Southern Pacific train next Tuesday night when it leaves at 8:15 P. M., and a special rate of $15.90, round-trip, including Pullman accommodations, has been secured. These details were announced at the Chamber of Commerce yesterday. The privilege of returning as late as Saturday night of next week is extended to those who purchase the special rate tickets.

Besides attending the Josephine County Fair and boosting for Portland, the Portland business and professional men will have the opportunity of inspecting the beet sugar plant, new to Grants Pass. The Twohy railway, the Grants Pass & Crescent City, will furnish another diversion.

Emery Olmstead heads the committee that has charge of the excursion arrangements and those associated with him are John F. Carroll, Charles F. Berg, Ira F. Powers, George L. Baker, Wilbur E. Coman and M. E. Smead. Reservations may be made with M. E. Smead, secretary to the executive secretary of the Chamber of Commerce.

VISTA HOUSE WORK ON

CONTRACTS LET TO COVER PIONEERS' MEMORIAL ON HIGHWAY.

Day Labor Is Being Utilized by County Under Direction of J. B. Yeon, Roadmaster.

Actual construction on the Vista House—the Pioneers' memorial on Crown Point, the highest point on the Columbia River Highway—now is under way and the first story will be completed before the rainy season sets in this Fall.

The excavations already are complete and contracts were let yesterday for various forms of material to be used in constructing the main building, as follows: Plumbing, Reudy Bros., $2285; marble, Vermont Marble Company, $2684; wiring, Crescent Electric Company, $414; ornamental iron, J. K. Tuerck, $415; ventilation, J. E. Weaverson, $285; sidewalk lights, Timms Cress Company, $395; corrugated iron, Cherry Company, $307; cement, McCormick-McCracken Company, $2.74 a barrel; lime, Balfour Guthrie & Co., $16.50 a barrel; re-enforced iron bars, Trussed Concrete Steel Company, $1237; sand, Star Sand Company, $3 a yard. All these contracts provide for delivery of the material on the ground.

The work will be performed by the county, under direction of John B. Yeon, roadmaster, by day labor. Both time and money can be saved by this process in contrast to letting a contract for the whole job.

TYGH VALLEY FAIR OPENS

500 Students Attend on First Day and The Dalles on Second.

THE DALLES, Or., Sept. 14.—(Special.)—The Tygh Valley Fair opened yesterday with a large attendance and most desirable weather. The exhibits are excellent. The Industrial School Fair, held in connection, is large. Five hundred students attended on the first day. Today is The Dalles day and about 30 cars made the trip.

The Dalles Chamber of Commerce has donated three beautiful silver cups as premiums for exhibits at this fair. They are: First, for the best individual display of field and garden products; second, for the best general exhibit of stock; third, the school district having the best general exhibit.

WEST LINN MAN IS DEAD

Peter Hansen Succumbs After Illness of Seven Months.

OREGON CITY, Or., Sept. 14.—(Special.)—Peter Hansen, of West Linn, died at his home Wednesday night after an illness of seven months. Funeral services will be conducted at the family home Saturday at 10 o'clock, with Rev. F. Wievesiek officiating. Interment will be in the Mountain View Cemetery.

Mr. Hansen was 56 years old and had been a resident of West Linn for several years. He was a native of Denmark. He was employed for some time by the Oregon City Manufacturing Company. He is survived by his widow and two sons, both of whom reside at Willamette.

THREE CENTRALIANS DEAD

Two Old Residents Pass Thursday and Aged Pioneer Is Buried.

CENTRALIA, Wash., Sept. 14.—(Special.)—George Cambridge, an old resident of Centralia, died early this morning. The body is being held pending the arrival of relatives from the East.

Mrs. John Burkett, a native of England and a resident of Centralia for 27 years, also died this morning. She is survived by her husband and two daughters, Mrs. Tom Rowswell and Miss Jennie Burkett.

Edmund G. Cruson, aged 88 years, a pioneer resident of Napavine, died at his home there Tuesday afternoon and was buried today, the Napavine Oddfellows having charge of the services.

Company Asked to Fix Track.

SALEM, Or., Sept. 14.—(Special.)—The Oregon Public Service Commission today in a formal communication, called the attention of the Southern Pacific Company to the dangerous condition at the Fairgrounds entrance, where the railway tracks cross the roadway, and urged that the crossing be graveled or planked. A few years ago a man was killed at this point by tripping on the rail and falling in front of a moving train.

NEW FILL ORDERED

Site for Heath Shipyard Will Be Built in Harbor.

PORT TO PERFORM WORK

Dredged Materials Will Be Used, and Service Will Be Paid For as in Previous Like Case—Start to Be Made Next Week.

Material dredged by the Port of Portland from the Willamette River between Ross Island and the west shore will be used as a fill on property about to be leased by the Heath Shipbuilding Company, which is situated south of the plant of the Portland Shipbuilding Company, and has a frontage on the river of 400 feet, the south line of the tract being on Gibbs street. The site extends to the Southern Pacific Railroad, 1100 feet from the harbor line.

E. W. Heath, George F. Hardy, Fred Larsen and E. A. Gager, representing the new wooden shipbuilding corporation, appeared before the Port of Portland Commission yesterday and obtained assurance that the fill would be made. The terms will be the same as applied when a fill was made for the new steel ship plant of the Northwest Steel Company, at the foot of Lincoln street. All work on shore in building trestle, shifting the discharge pipe and the like will be paid for by the company, plus 10 per cent for supervision by a representative of the Port.

Lease May Be Closed Today.

The new shipbuilders are to meet today, close the lease for the property with the O.-W. R. & N., and in a day or two it is expected to be known how many vessels will be contracted for at the start. E. W. Wright, manager of the Port of Portland, yesterday said that one of the 30-inch dredges could be placed at work the last of next week and the fill hurried.

The matter of dredging North Portland harbor, where the Monarch mills have resumed and the Standifer-Clarkson Company is building a shipyard, came up through a letter from the Peninsula Industrial Company. It was estimated that 2,000,000 yards of material must be removed to provide a channel 25 feet deep and 300 feet wide, the least cost of which will be three cents a yard. Some of the material will be used for filling low land adjacent to the harbor.

In a communication from Major Jewett, Corps of Engineers, U. S. A., it was estimated that $100,000 probably would be available from appropriations for improving the Willamette and Columbia rivers, for the construction of permanent dykes, but it was the understanding of the Commission that if the Hayden Island dyke was built higher to prevent a direct flow of the Columbia through North Portland harbor, a special appropriation would be necessary.

Pontoons Ordered.

It was voted that a contract be entered into with the Portland Shipbuilding Company for the construction of 15 pipeline pontoons for the dredging fleet, the bid of that corporation having been $2737.50. The figure of the St. Johns Shipbuilding Company, the only other bidder, was $2775.

To the Ostrander Railway & Timber Company was awarded a contract for the delivery of two big timbers to be used as "spuds" for the dredges, 80 feet long and with a diameter of 35 inches, the price being $400. Four "spuds" ordered from the same company in May, 1915, cost $800.

It was made known by Manager Wright that a new roadway, connecting the drydock at St. Johns with shore, so deliveries can be made, was completed Wednesday and opened yesterday. The dredge Portland is in the drydock for minor repairs, after having earned about $6500 digging in front of the properties of the Union and Standard Oil corporations and the Prescott Lumber Company.

BOSTON FACES RETIREMENT

Vessel That Was With Dewey at Manila to Be Junked.

Making her last voyage in the service of the United States Navy, the cruiser Boston, famed as a member of the old White Navy and as one of Admiral Dewey's line when the Spanish fleet was sunk in Manila Bay, while intimately known here because of having been the first home of the Oregon Naval Militia and a familiar figure in the harbor since June, 1911, left yesterday morning in tow of the Navy tug Mojave for Bremerton. From Astoria to the Navy station she will be convoyed by the cruiser New Orleans, Captain Canaga.

Fighting equipment and certain gear that may be used again is to be stripped from the staunch old ship and then she goes under the hammer, to be sold to the highest bidder.

PORT DREDGES ARE FINISHING

Trio of Diggers Will Be Out of Columbia Next Week.

By tomorrow night the Port of Portland dredge Columbia will probably finish clearing away sediment from the channel at the mouth of the Willamette, and the dredge Willamette, at Morgan's, will end her labors the middle of next week, the Tualatin, at Reeder's, being expected to finish then or within a day or two.

The Columbia River digging was undertaken at the invitation of the Government in assisting the Federal dredges Multnomah and Wahkiakum, so the silt brought down by the Summer freshet might be removed without loss of time. The Port's fleet will be available on leaving the lower river for work between Portland and the mouth of the Willamette.

UPPER LEWIS RIVER BLOCKED

Freight for Woodland Has to Be Unloaded at Pekin Landing.

WOODLAND, Wash., Sept. 14.—(Special.)—While the Lewis River is about a foot higher than at this time last year the unusual conditions that have prevailed during the past year have served to bring in large lots of deposit, and for the past week the steamer Metlako, operating from Portland to Woodland, has been unable to get over the bars between Woodland and Pekin landing, which is three miles below here, consequently freight destined from Portland to Woodland has to be unloaded there and hauled up by team. United States engineers with the dredge Monticello, a piledriver and the tender Woodland, are now operating in the North Fork.

COASTWISE SHIPS CUT FARES

Cabin Rates Lowered to Coos Bay and California Ports.

Notice of a reduction in rates for maindeck accommodations aboard vessels of the North Pacific fleet was received yesterday by Martin J. Higley, passenger agent here. The Portland-San Francisco tariff is lowered from $12 to $10. The rate to Coos Bay points lowered 50 cents, being $7, and the round trip to $12. Previously the San Francisco rates on the steamer Breakwater were $12 and $15 on the F. A. Kilburn. One charge of $15 was made. Steerage fares remain the same.

The Breakwater arrived last night from the Golden Gate and sails tomorrow night. She is expected to have a number of passengers, especially for Coos Bay and Eureka. The steamers Klamath and Celilo are to get away tomorrow. Recently the rates on those vessels to San Francisco was cut to $10.

BEAVER IS ON RUN AGAIN

Vessel Due Next Week, Sailing of Rose City Is Definite.

Continuation of the service of the "Big Three" line between Portland and California ports is assured through the fact the steamer Beaver, flagship of the line, which reached San Francisco from Portland Monday with a fire in the afterhold, sailed from there at 11:30 o'clock yesterday for San Pedro. She is due here on time Wednesday. The Rose City, which is having certain machinery repairs made, is to sail from San Francisco September 25, being due to arrive September 27, and will sail southbound September 30.

Fire, with which the officers and crew of the Beaver battled on the way down the Coast, did little damage to the ship, though cargo damage was approximately $50,000.

Efforts to refloat the steamer Bear, stranded on the beach at Cape Mendocino, are being continued.

Marine Notes.

Coming light, the McCormick steamer Celilo arrived last night to load lumber and sails tomorrow on the return to California ports as far as San Diego. The steamer Klamath, which leaves tomorrow, goes only to San Francisco this trip.

Laden with part of the Nushagak salmon pack of the Alaska-Portland Packers' Association, the cannery ship Levi G. Burgess arrived up late last night. She discharges at Municipal Dock No. 1. On being unloaded she and the Berlin will go into Winter quarters at Goble.

Carrying a lumber cargo with which she sailed from the Columbia River July 19, the schooner John A. Campbell reported at Sydney yesterday, says a message to the Merchants' Exchange. Another arrival away from home yesterday was the steamer Daisy Mathews, which reached Honolulu with a load of lumber taken on in the river.

Due to the heavy movement of freight between Portland and Astoria, the steamer Lurline was late reaching here yesterday, so the steamer Undine will go out on time tomorrow and the Lurline will be assigned to the extra work temporarily. The Undine is being operated as a ferry between Vancouver and the Oregon city, and ends that service tonight.

Harry Blanchord, veteran river purser, is to assign his duties on the steamer Lurline to another for a short time and will hie himself inland, the Pendleton Round-up being his objective point.

E. W. Wright, manager of the Port of Portland, contemplates retiring the pilot schooner Joseph Pulitzer from service when the last of the Alaska cannery fleet reaches port, owing to the limited number of vessels listed for the river. Pilots will be carried on tugs when the schooner is laid up.

Boiler repairs are being made aboard the O.-W. R. & N. steamer Lewiston on Snake River and the steamer Spokane is to be inspected there Monday. While there is abundant water between Judkins and Mayview, it is not intended to begin service until more water is available on other parts of the route.

At the regular session of the Commission of Public Docks yesterday certain maintenance work on the docks was ordered, claims were audited and other routine matters disposed of.

On barge No. 40, of the Columbia Contract Company's fleet, being cleared yesterday for Anchorage, Alaska, carrying 620,000 feet of lumber valued at $7440, R. Chapin was signed as master, relieving D. W. Jackson. She will be towed north by the tug Henry J. Biddle.

To have seacocks fitted, the three-masted auxiliary schooner June came up from St. Helens yesterday and was lifted on the Oregon drydock. She was floated last night and moored alongside the dock. The vessel hails from New Orleans and loads lumber here for the Canal, after discharging which she goes into the gulf trade.

News From Northwest Ports.

ASTORIA, Or., Sept. 14.—(Special.)—The steam schooner Carmel sailed for San Francisco with 700,000 feet of lumber loaded at Westport, St. Johns, Rainier and Wauna. Just as she reached here four or five of the sailors notified the captain that they intended to quit. Accordingly, the Carmel did not come to the dock, but called a launch into the stream, and, after letting the pilot off, proceeded to sea, taking the disgruntled members of the crew with her.

The tank steamer Argyl arrived from California with a cargo of fuel oil for Astoria and Portland.

The steam schooner Celilo arrived from San Francisco and went to Rainier to take on lumber.

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

The tank steamer Atlas arrived from California, bringing a cargo of oil for Astoria and Portland.

The lighthouse tender Manzanita, Captain Richardson, is loading supplies at the buoy station, and will leave about Monday to fix aids to navigation at points along the Oregon coast.

The bark Levi G. Burgess arrived from Nushagak River, Alaska, and left for Portland to discharge her cargo of canned salmon.

The gasoline schooner Mirene arrived from Waldport with freight.

Carrying a full cargo of freight and about 250 passengers, the steamer Great Northern sailed for San Francisco.

The cruiser New Orleans arrived here to act as convoy for the cruiser Boston that is to be towed to Bremerton.

GRAYS HARBOR, Sept. 14.—(Special.)—The steamer Tamalpias en route from Grays Harbor to the Columbia River lost her rudder off Grays Harbor last night and was forced to put back into port today. She will be repaired at the Lindstrom Marine ways here.

The steamers Svea and Grays Harbor arrived, the former proceeding to the Wilson Mill to load and the latter to the Hulbert Mill.

The steamer Grace Dollar arrived and is loading 600,000 feet of lumber at the E. K. Wood Mill, Hoquiam for China.

The steamer Fort Bragg will clear tomorrow for Cuba with 1,000,000 feet of lumber.

Scotch Shipbuilding Expert Here.

SEATTLE, Wash., Sept. 14.—W. S. P. Collings, shipbuilding expert, has arrived here from Glasgow to supervise construction of steel steamships in Seattle and wooden hull ships in Seattle, other Puget Sound ports, Grays Harbor, Portland, Victoria and Vancouver for Lloyds' Register. Fourteen steel steamships to be built for classification by Lloyds are under contract here.

Notice to Mariners.

The following affects aids to navigation in the Seventeenth Lighthouse District:

Yaquina Bay—Fairway buoy PS, reported missing August 31; to be replaced as soon as practicable.

Yaquina Bay—Channel buoy 2, reported broken off and only visible at low tide; to be replaced as soon as practicable.

Columbia River entrance—South channel range front light, reported destroyed by fire September 11; a lens lantern of 160 candlepower will be shown temporarily.

Puget Sound—Waterman Point light, reported extinguished September 12, was relighted September 13.

ROBERT WARRACK, Inspector.

Vessels Entered Yesterday.

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

Vessels Cleared Yesterday.

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

American tug Henry J. Biddle, ballast, for Ketchikan.

Tides at Astoria Friday.

High.		Low.	
3:00 A. M.	7.9 feet	9:05 A. M.	2.0 feet
2:52 P. M.	8.9 feet	9:54 P. M.	0.1 foot

Columbia River Bar Report.

NORTH HEAD, Sept. 14.—Condition of the bar at 5 P. M.: Sea, smooth; wind, east 14 miles.

Five Killed in Explosion.

NEWARK, N. J., Sept. 14.—Five men, including Samuel Botkin, president of the Interstate Milk & Cream Company, were killed today in an explosion of an ammonia tank at the company's plant, which was to open next Monday. Among the known dead is Botkin's son-in-law, Louis Menkowitz.

ASSISTANCE GIVEN BOAT

O. M. CLARK UNABLE TO MAKE WAY UP COLUMBIA.

Wallula's Offer Refused, but Leak Grows Worse and Aid From Oneonta Is Accepted.

ASTORIA, Or., Sept. 14.—(Special.)—The steam schooner O. M. Clark that struck the submerged outer end of the south jetty as she was entering the Columbia River last night refused assistance from the tug Wallula, which had hastened to give aid. She arrived here about midnight and was then leaking forward at the rate of about one foot an hour. However, the pumps were able to keep her fairly clear and, taking Pilot Moran on board, she started for Portland to go on drydock.

On the way up the river the steamer began to make water more rapidly and was beached on Pancake Point, near the upper end of Puget Island.

The tug Oneonta, which was en route from Portland, went to her assistance, is pumping her out and will assist the disabled craft in reaching the drydock. The Clark is commanded by Captain Barnes, formerly master of the tug Oneonta.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Breakwater	San Francisco	In port
Northern Pacific	San Francisco	Sept. 15
Great Northern	San Francisco	Sept. 17
Beaver	Los Angeles	Sept. 20
F. A. Kilburn	San Francisco	Sept. 20
Rose City	Los Angeles	Sept. 27

DUE TO DEPART.

Name.	For	Date.
Yale	S.F. for L.A.-S.D.	Sept. 15
Harvard	S.F. for L.A.-S.D.	Sept. 16
Northern Pacific	San Francisco	Sept. 16
Breakwater	San Francisco	Sept. 16
Klamath	San Diego	Sept. 16
Celilo	San Diego	Sept. 16
Great Northern	San Francisco	Sept. 19
Wapama	San Diego	Sept. 20
F. A. Kilburn	San Francisco	Sept. 22
Beaver	Los Angeles	Sept. 23
Willamette	San Diego	Sept. 26
Rose City	Los Angeles	Sept. 30

Movements of Vessels.

PORTLAND, Sept. 14.—Arrived—Steamers O. M. Clark and Argyll, from San Francisco; Breakwater, from San Francisco via Eureka and Coos Bay; tug Mohave, from Puget Sound; bark Levi G. Burgess, from Nushagak. Sailed—Steamer W. F. Herrin, for San Francisco; U. S. cruiser Boston, in tow of tug Mohave, for Puget Sound.

Astoria, Sept. 14.—Arrived at 2 and left up at 4 A. M.—Steamer Celilo, from San Francisco. Arrived at 7:40 A. M. and left up at 1 P. M.—Steamer Breakwater, from San Francisco via Eureka and Coos Bay. Left up at 10 A. M.—Bark Levi G. Burgess. Arrived at 1:20 P. M. and left up—Steamer Atlas, from San Francisco. Arrived at 1 and left up at 3 P. M.—Steamer Argyll, from San Francisco. Sailed at 10:50 A. M.—Steamer Carmel, for San Francisco; at 2:15 P. M.—Steamer Great Northern, for San Francisco.

San Francisco, Sept. 14.—Arrived at 9 A. M. and sailed at noon—Steamer Willamette, from Columbia River for San Diego via way ports. Sailed at 11:30 A. M.—Steamers Beaver, from Portland for San Pedro; Northern Pacific, for Flavel; at 2 P. M.—Steamer Alcatraz, for Columbia River.

Sydney, Sept. 14.—Arrived—Schooner John A. Campbell, from Columbia River.

Bremerton, Sept. 14.—Sailed yesterday—U. S. cruiser New Orleans, for Astoria.

Honolulu, Sept. 14.—Arrived—Steamer Daisy Matthews, from Columbia River.

Eureka, Sept. 14.—Arrived at 7 A. M. and sailed at 2 P. M.—Steamer F. A. Kilburn, from Portland and Coos Bay for San Francisco.

San Pedro, Sept. 13.—Arrived—Steamer Daisy Gadsby, from Columbia River.

Astoria, Sept. 13.—Arrived at 3:30 and left up at 5 P. M.—Tug Mohave, from Puget Sound. Arrived at 5 and left up at 6 P. M.—Steamer Klamath, from San Francisco. Arrived at 10 and left up at 11 P. M.—Steamer O. M. Clark, from San Francisco, struck south jetty while crossing in, later anchored at Westport waiting for a tug to tow her to Portland.

San Francisco, Sept. 14.—Arrived—Steamers Avalon, from Grays Harbor; Seiyo (Japanese), from Valparaiso; Willamette, from Astoria; Coronado, from Aberdeen; Queen, Colonel E. L. Drake, from Seattle; barks Star of Iceland, from Bristol Bay; Star of France, from Naknek; schooner Annie Johnson, from Mahukona; ship Star of Poland, from Loring. Sailed—Steamers Alcatraz, Northern Pacific, for Astoria; Adeline Smith, for Coos Bay; Falcon, towing barge Rufus E. Wood, for Seattle; schooner Annie M. Campbell, for Port Townsend.

Auckland, Sept. 13.—Arrived—Steamer Wairuna, from San Francisco.

Sydney, N. S. W., Sept. 14.—Sailed—Steamer Sierra, for San Francisco.

Balboa, Sept. 13.—Arrived—Steamer Baja California, from Tacoma (sailed 14th for Guayaquil.) Sailed 14—Steamer Newport, for San Francisco.

Marconi Wireless Reports.

(All positions reported at 8 P. M., Sept. 14, Unless Otherwise Designated.)

Great Northern, Astoria for San Francisco, 124 miles south of Columbia River.

Northern Pacific, San Francisco for Astoria, 27 miles south of Blunts Reef.

Kilburn, Eureka for San Francisco, 155 miles north of San Francisco.

Colusa, San Francisco for San Jose, 1506 miles south of San Francisco, 8 P. M., September 13.

Scofield, San Francisco for Balboa, 1786 miles south of San Francisco, 8 P. M., September 13.

Speedwell, San Francisco for San Pedro, 275 miles south of San Francisco.

Moffett, towing barge 93, Balboa for San Francisco, 825 miles south of San Francisco.

Santa Cruz, Africa for San Francisco, 338 miles south of San Francisco.

Jim Butler, San Francisco for Santa Rosalia, 430 miles south of San Francisco.

President, San Pedro for San Francisco, 122 miles north of San Pedro.

Republic, Portland for Valparaiso via San Pedro, 42 miles east of Point Concepcion.

Yosemite, San Diego for San Pedro, five miles north of Point Loma.

Floridian, Yokohama for San Francisco, 887 miles from San Francisco, 8 P. M., September 13.

Manoa, Honolulu for San Francisco, 1667 miles from San Francisco, 8 P. M., September 13.

Enterprise, San Francisco for Honolulu, 1059 miles from San Francisco, 8 P. M., September 13.

Lurline, San Francisco for Honolulu, 332 miles from San Francisco, 8 P. M., September 13.

Hyades, San Francisco for Honolulu, 231 miles from San Francisco, 8 P. M., September 13.

Richmond, towing barge 95, El Segundo for Seattle, 80 miles north of San Francisco.

Willamette, San Francisco for San Pedro, 35 miles south of Pigeon Point.

Beaver, San Francisco for San Pedro, 12 miles south of Point Sur.

Wapama, San Pedro for San Francisco, 15 miles south of Point Sur.

Adeline Smith, San Francisco for Coos Bay, 170 miles north of San Francisco.

Multnomah, Grays Harbor for San Francisco, 15 miles north of Point Reyes.

SHOW TESTS SUNDAY LAW

Eugene Theater Denied Temporary Injunction by Judge Coke.

EUGENE, Or., Sept. 14.—(Special.)—Judge John S. Coke, in the Circuit Court this afternoon, denied the Progressive Theater Company a temporary injunction restraining the city officials from interfering with the opening of the Rex Theater on Sunday.

A petition for injunction was filed several days ago, the object being to test the validity of the Sunday closing law, under which no Sunday shows have been permitted in Eugene for several years. The court stated no order would be entered until the entire case had been submitted and the petition for the injunction had been finally passed upon.

MAPLETON MAN IS KILLED

H. H. Fisk Loses Life When Trying to Move Log.

FLORENCE, Or., Sept. 14.—(Special.)—H. H. Fisk, a well-known Mapleton resident, was instantly killed today while attempting to move a log with a logging jack.

He was about 60 years old. A brother, Fred Fisk, of Eugene; a widow and six grown children survive him.