

QUANTITIES ASST

Standifer-Clarkson Company Yard is Busy.

STEAMER WELL UNDER WAY

Although Only Six Weeks Old, New Shipbuilding Concern Will Launch First Craft in February.

It will be six weeks Saturday since the Standifer-Clarkson Company broke ground on North Portland harbor for a shipyard and when time was called yesterday afternoon the eighth frame of a twelve deck motorship, being built for the firm of Libby, McNeill & Libby, was in place.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

There will be a regular session of the Commission of Public Docks this morning, which will be held at 10 o'clock in the forenoon.

CAPT. JORDAN DEAD

Vice-President of Callender Line Dies After Operation.

MANY SHIPS COMMANDED

Skipper, Well Known on Lower Columbia for 35 Years, Served as Engineer, Master and Owner of Steamers on River.

ASTORIA, Or., Sept. 27.—(Special).—Captain Peter Jordan, vice-president of the Callender Navigation Company and for fully 35 years one of the best-known shipping men in the lower Columbia River district, died about 8 o'clock this morning, following an operation for the removal of a tumor, from which he had suffered at times for nearly two years.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built. When the Callender Navigation Company was organized he became vice-president of that company and since that time has been actively identified with it, running as master of various vessels belonging to its fleet.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

On returning to the Columbia River he purchased the steamer Gleaser and commanded her until she was wrecked off Tongue Point in 1888. He was afterwards engineer on the steamer Wemona for three years and took command of the steamer Queen when she was built.

STORM DAMAGES APPLES

Wenatchee Fruit Whipped From Trees by Wind.

WALLA WALLA, Wash., Sept. 27.—(Special).—Considerable damage was done orchards of the valley yesterday afternoon and last night by the heavy wind storm.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

Wenatchee Fruit Whipped From Trees by Wind.

AMUSEMENTS

HEILIG THUR., SAT., OCT. 5 AND 7. LEO JAN-HISCHKE. CHERNAVSKY VIOLIN-CELLO-PIANO. Box Office Sale Opens Tomorrow.

BAKER Broadway and Morrison

HOME OF MUSICAL STOCK. Mat. daily 2:30 P. M. 10c only. Two night performance, 7:30, 7 and 9.

PANTAGES MATINEE DAILY 2:30

JESSIE L. LASKY'S "SOCIETY BOYS." Large and Powerful Chorus. 5-OTHER BIG ACTS—Boxes and loges reserved by phone. Curtain 2:30, 7 and 9.

HIPPODROME

Feature Photoplays and Vaudeville. 2 to 5; 6:45 to 11 P. M. Sat. Sun., Holidays, 1:15 to 11. Mat. 10c; Nights, 15c.

BASEBALL RECREATION PARK

Corner Vaughn and Twenty-fourth Sts. PORTLAND VERNON. SEPTEMBER 26, 27, 28, 29, 30, OCT. 1. Games Begin Weekdays at 3 P. M., Sundays, 2:30 P. M.

Reserved Seats at Edwards' Cigar Stand, Sixth and Washington Streets. Ladies' Days—Wednesday and Friday.

day morning with an enrollment of 400. Tonight the books showed 402. No more are expected until the second semester, when President J. H. Ackerman says at least 50 more will enroll. More men are in attendance this term than ever before.

GENERAL FRENCH POPULAR

Vancouver Pleased to Hear of Former Commander's Promotion.

VANCOUVER BARRACKS, Wash., Sept. 27.—(Special).—Friends of Colonel Francis H. French, recently in command of the Twenty-first infantry and this post, are pleased to learn of his promotion to the rank of Brigadier-General.

Colonel French left here a few weeks ago, being assigned to the general staff of the Central Department, with headquarters in Chicago. Mrs. French left here today to join her husband in Chicago.

Colonel French was here for less than a year, but he was popular, as he was instrumental in a large degree in the building of the barracks. He was an officer of the post and residents of Vancouver.

Connaught Tunnel to Open. VANCOUVER, B. C., Sept. 27.—The Connaught tunnel at Rogers Pass, in the Selkirk, will be opened formally about December 1, according to Chief Engineer J. G. Sullivan, of the Canadian Pacific Railway. The tunnel, which is five miles long, has a double track, all of which is laid except the last two miles of one track.

CLASSIFIED AD. RATES

One time one line... Per Line. Same ad two consecutive times... Same ad three consecutive times... The above rates apply to advertisements inserted in the morning edition of this paper.

REBEKAHS ELECT OFFICERS Dufur Lodge Is Host to 19th District Convention.

DUFUR, Or., Sept. 27.—(Special).—The annual convention of the 19th Rebekah district, comprising Wasco and Hood River counties, was held in Odd-fellows Hall here today and tonight, with Star Rebekah Lodge of Dufur acting as host. The following were elected and installed as district officers:

W. A. Carnes, Resident of North Powder 30 Years, Succumbs.

BAKER, Or., Sept. 27.—(Special).—Funeral services for W. A. Carnes, an early settler, were held yesterday at the Methodist Church of North Powder. Mr. Carnes died the day before at the home of his son, five miles north of North Powder. Death was caused by cancer of the neck.

MURDER CHARGE IS DENIED

Herman Rossi Pleads Not Guilty in Wallace Court.

SPOKANE, Wash., Sept. 27.—(Special).—In the District Court of Shoshone County, at Wallace, Judge Woods today heard the plea of not guilty made by Herman Rossi, charged with the murder of Clarence Dallquist, and set his trial for October 5.

WALLA WALLA, Wash., Sept. 27.—(Special).—The County Commissioners this afternoon formally accepted the new Courthouse, built by the J. B. Sweet Company, of Spokane. The Courthouse cost \$148,000. Completely furnished with the architects' fees paid, etc. It will represent \$180,000.

WALLA WALLA, Wash., Sept. 27.—(Special).—The County Commissioners this afternoon formally accepted the new Courthouse, built by the J. B. Sweet Company, of Spokane. The Courthouse cost \$148,000. Completely furnished with the architects' fees paid, etc. It will represent \$180,000.

WALLA WALLA, Wash., Sept. 27.—(Special).—The County Commissioners this afternoon formally accepted the new Courthouse, built by the J. B. Sweet Company, of Spokane. The Courthouse cost \$148,000. Completely furnished with the architects' fees paid, etc. It will represent \$180,000.

WALLA WALLA, Wash., Sept. 27.—(Special).—The County Commissioners this afternoon formally accepted the new Courthouse, built by the J. B. Sweet Company, of Spokane. The Courthouse cost \$148,000. Completely furnished with the architects' fees paid, etc. It will represent \$180,000.

WALLA WALLA, Wash., Sept. 27.—(Special).—The County Commissioners this afternoon formally accepted the new Courthouse, built by the J. B. Sweet Company, of Spokane. The Courthouse cost \$148,000. Completely furnished with the architects' fees paid, etc. It will represent \$180,000.

Portland Business Bulletin

This directory is for the information of the public, to give as far as possible the addresses of 1100 of the business which the averages of 20-25 many firms occupy to use. Any information which cannot be found here will be gladly furnished by phoning Main 7070 or a 6095, House 40.

AGATE CUTTERS. M. 1874, M. 1875, M. 1876, M. 1877, M. 1878, M. 1879, M. 1880, M. 1881, M. 1882, M. 1883, M. 1884, M. 1885, M. 1886, M. 1887, M. 1888, M. 1889, M. 1890, M. 1891, M. 1892, M. 1893, M. 1894, M. 1895, M. 1896, M. 1897, M. 1898, M. 1899, M. 1900, M. 1901, M. 1902, M. 1903, M. 1904, M. 1905, M. 1906, M. 1907, M. 1908, M. 1909, M. 1910, M. 1911, M. 1912, M. 1913, M. 1914, M. 1915, M. 1916, M. 1917, M. 1918, M. 1919, M. 1920, M. 1921, M. 1922, M. 1923, M. 1924, M. 1925, M. 1926, M. 1927, M. 1928, M. 1929, M. 1930, M. 1931, M. 1932, M. 1933, M. 1934, M. 1935, M. 1936, M. 1937, M. 1938, M. 1939, M. 1940, M. 1941, M. 1942, M. 1943, M. 1944, M. 1945, M. 1946, M. 1947, M. 1948, M. 1949, M. 1950, M. 1951, M. 1952, M. 1953, M. 1954, M. 1955, M. 1956, M. 1957, M. 1958, M. 1959, M. 1960, M. 1961, M. 1962, M. 1963, M. 1964, M. 1965, M. 1966, M. 1967, M. 1968, M. 1969, M. 1970, M. 1971, M. 1972, M. 1973, M. 1974, M. 1975, M. 1976, M. 1977, M. 1978, M. 1979, M. 1980, M. 1981, M. 1982, M. 1983, M. 1984, M. 1985, M. 1986, M. 1987, M. 1988, M. 1989, M. 1990, M. 1991, M. 1992, M. 1993, M. 1994, M. 1995, M. 1996, M. 1997, M. 1998, M. 1999, M. 2000, M. 2001, M. 2002, M. 2003, M. 2004, M. 2005, M. 2006, M. 2007, M. 2008, M. 2009, M. 2010, M. 2011, M. 2012, M. 2013, M. 2014, M. 2015, M. 2016, M. 2017, M. 2018, M. 2019, M. 2020, M. 2021, M. 2022, M. 2023, M. 2024, M. 2025, M. 2026, M. 2027, M. 2028, M. 2029, M. 2030, M. 2031, M. 2032, M. 2033, M. 2034, M. 2035, M. 2036, M. 2037, M. 2038, M. 2039, M. 2040, M. 2041, M. 2042, M. 2043, M. 2044, M. 2045, M. 2046, M. 2047, M. 2048, M. 2049, M. 2050, M. 2051, M. 2052, M. 2053, M. 2054, M. 2055, M. 2056, M. 2057, M. 2058, M. 2059, M. 2060, M. 2061, M. 2062, M. 2063, M. 2064, M. 2065, M. 2066, M. 2067, M. 2068, M. 2069, M. 2070, M. 2071, M. 2072, M. 2073, M. 2074, M. 2075, M. 2076, M. 2077, M. 2078, M. 2079, M. 2080, M. 2081, M. 2082, M. 2083, M. 2084, M. 2085, M. 2086, M. 2087, M. 2088, M. 2089, M. 2090, M. 2091, M. 2092, M. 2093, M. 2094, M. 2095, M. 2096, M. 2097, M. 2098, M. 2099, M. 2100, M. 2101, M. 2102, M. 2103, M. 2104, M. 2105, M. 2106, M. 2107, M. 2108, M. 2109, M. 2110, M. 2111, M. 2112, M. 2113, M. 2114, M. 2115, M. 2116, M. 2117, M. 2118, M. 2119, M. 2120, M. 2121, M. 2122, M. 2123, M. 2124, M. 2125, M. 2126, M. 2127, M. 2128, M. 2129, M. 2130, M. 2131, M. 2132, M. 2133, M. 2134, M. 2135, M. 2136, M. 2137, M. 2138, M. 2139, M. 2140, M. 2141, M. 2142, M. 2143, M. 2144, M. 2145, M. 2146, M. 2147, M. 2148, M. 2149, M. 2150, M. 2151, M. 2152, M. 2153, M. 2154, M. 2155, M. 2156, M. 2157, M. 2158, M. 2159, M. 2160, M. 2161, M. 2162, M. 2163, M. 2164, M. 2165, M. 2166, M. 2167, M. 2168, M. 2169, M. 2170, M. 2171, M. 2172, M. 2173, M. 2174, M. 2175, M. 2176, M. 2177, M. 2178, M. 2179, M. 2180, M. 2181, M. 2182, M. 2183, M. 2184, M. 2185, M. 2186, M. 2187, M. 2188, M. 2189, M. 2190, M. 2191, M. 2192, M. 2193, M. 2194, M. 2195, M. 2196, M. 2197, M. 2198, M. 2199, M. 2200, M. 2201, M. 2202, M. 2203, M. 2204, M. 2205, M. 2206, M. 2207, M. 2208, M. 2209, M. 2210, M. 2211, M. 2212, M. 2213, M. 2214, M. 2215, M. 2216, M. 2217, M. 2218, M. 2219, M. 2220, M. 2221, M. 2222, M. 2223, M. 2224, M. 2225, M. 2226, M. 2227, M. 2228, M. 2229, M. 2230, M. 2231, M. 2232, M. 2233, M. 2234, M. 2235, M. 2236, M. 2237, M. 2238, M. 2239, M. 2240, M. 2241, M. 2242, M. 2243, M. 2244, M. 2245, M. 2246, M. 2247, M. 2248, M. 2249, M. 2250, M. 2251, M. 2252, M. 2253, M. 2254, M. 2255, M. 2256, M. 2257, M. 2258, M. 2259, M. 2260, M. 2261, M. 2262, M. 2263, M. 2264, M. 2265, M. 2266, M. 2267, M. 2268, M. 2269, M. 2270, M. 2271, M. 2272, M. 2273, M. 2274, M. 2275, M. 2276, M. 2277, M. 2278, M. 2279, M. 2280, M. 2281, M. 2282, M. 2283, M. 2284, M. 2285, M. 2286, M. 2287, M. 2288, M. 2289, M. 2290, M. 2291, M. 2292, M. 2293, M. 2294, M. 2295, M. 2296, M. 2297, M. 2298, M. 2299, M. 2300, M. 2301, M. 2302, M. 2303, M. 2304, M. 2305, M. 2306, M. 2307, M. 2308, M. 2309, M. 2310, M. 2311, M. 2312, M. 2313, M. 2314, M. 2315, M. 2316, M. 2317, M. 2318, M. 2319, M. 2320, M. 2321, M. 2322, M. 2323, M. 2324, M. 2325, M. 2326, M. 2327, M. 2328, M. 2329, M. 2330, M. 2331, M. 2332, M. 2333, M. 2334, M. 2335, M. 2336, M. 2337, M. 2338, M. 2339, M. 2340, M. 2341, M. 2342, M. 2343, M. 2344, M. 2345, M. 2346, M. 2347, M. 2348, M. 2349, M. 2350, M. 2351, M. 2352, M. 2353, M. 2354, M. 2355, M. 2356, M. 2357, M. 2358, M. 2359, M. 2360, M. 2361, M. 2362, M. 2363, M. 2364, M. 2365, M. 2366, M. 2367, M. 2368, M. 2369, M. 2370, M. 2371, M. 2372, M. 2373, M. 2374, M. 2375, M. 2376, M. 2377, M. 2378, M. 2379, M. 2380, M. 2381, M. 2382, M. 2383, M. 2384, M. 2385, M. 2386, M. 2387, M. 2388, M. 2389, M. 2390, M. 2391, M. 2392, M. 2393, M. 2394, M. 2395, M. 2396, M. 2397, M. 2398, M. 2399, M. 2400, M. 2401, M. 2402, M. 2403, M. 2404, M. 2405, M. 2406, M. 2407, M. 2408, M. 2409, M. 2410, M. 2411, M. 2412, M. 2413, M. 2414, M. 2415, M. 2416, M. 2417, M. 2