EXHIBITS LARGER THAN EVER BEFORE

Manufacturers' and Land Products Show Opens in Auditorium Tonight.

ALL FLOOR SPACE IS TAKEN

Simon Benson Donates $250 Which Will Be Awarded as Prizes in Competitive Cooking Contest for School Children.

Encouragement of home manufacturing, patronage of home industry, cultivation of the soil and food conservation are the purposes of the third annual Manufacturers' and Land Products Show which will be formally opened to the public at the Municipal Auditorium at 8 o'clock tonight. The exhibition will continue for 19 days.

"Excepting only the Lewis & Clark Exposition, this will be the largest and most representative exhibit of Oregon manufacturers and Oregon products ever held in the state," said David M. Dunne, general manager of the show, yesterday. "All available floor space in the Auditorium has been taken for exhibits. The show will not only be a revelation to the visitor by reason of the comprehensiveness of the display of Oregon-produced goods that have been assembled, but will prove an inspiration for the more general patronage of home industry by the citizenship of the state."

Show Opens Tonight.

The doors will be thrown open to the public at 6 o'clock tonight, but the exercises incident to formally opening the show will not begin until 8 o'clock. In the meantime visitors will have access to the balcony. The exercises will be introduced with a short address by Mr. Dunne, who will tell of the objects of the exhibition. Other speakers to follow include Governor Withycombe, Mayor George L. Baker and Henry L. Corbett, president of the Chamber of Commerce. McElroy's band will be in attendance. William R. Boone will be organist for the evening. Hartridge Whipp will sing a baritone solo and Mrs. Rose Coursen-Reed will contribute "The Star-Spangled Banner," with band and orchestral accompaniment. Mr. Corbett will then press the magic button and the show will be on in earnest.

Mr. Dunne gave the positive assurance yesterday that everything would be in readiness for the opening tonight. A large force of workmen continued work all night arranging the exhibits and decorating the Auditorium with the National colors. Countless numbers of exhibits arrived yesterday and were installed.

Cash Prizes Offered.

The management acknowledges with grateful thanks the receipt yesterday of a check for $250 from Simon Benson. This sum will be awarded as prizes in a competitive cooking contest, conducted under the auspices of the Oregon Agricultural College, and will be open to the school children of the state. The contest will be in charge of Miss Fannie E. Virgil and Mrs. Jessie D. McComb, of the Corvallis institution. Mr. Vickers, private secretary to President W. J. Kerr, of the Agricultural College, is personally supervising the installation of a full equipment for demonstrations in food conservation. This feature, without doubt, will be the most complete exhibition of the kind ever given in the state, and every housewife is urged to attend and take advantage of the free instruction that will be offered.

Sacred Concerts Arranged.

Over $2500 is being expended in installing a complete refrigerating plant for the accommodation of a dairy exhibit of considerable magnitude. The machinery department is filled with an interesting display.

In response to requests, the management will arrange for the usual sacred concerts Sunday afternoon during the time the show will be held. The first concert will be given at 3 o'clock tomorrow afternoon by McElroy's band. There will be a change in the musical programme nightly, many of Portland's musicians having contributed their services. Miss Mamie Helen Flynn is in charge of the music.

AUXILIARY IS FORMED

MEMBERS OF COMPANY D, THIRD INFANTRY, TO BE ASSISTED.

Benefit Dance Is Being Planned and Other Social Functions Will Be Held by Organization.

Relatives and friends of members of Company D, Third Infantry, Oregon National Guard, met yesterday at the Library and organized an auxiliary. Twenty were present, and plans were started for a benefit dance to be given soon. A meeting has been called for next Wednesday night at the Library, when further details of the benefit will be settled.

Mrs. F. B. Gilman was elected president and secretary of the auxiliary. Mrs. D. D. Hurlburt was elected vice-president; Mrs. W. Charters was made treasurer.

A committee headed by Mrs. L. T. Wilcox as chairman will have charge of the membership campaign. As assistants she has Mrs. C. P. Melching and Mrs. J. H. S. Coleman.

The official title of the auxiliary is "Auxiliary to Company D, 162d Infantry." Membership cards have been printed for distribution among the members and friends of the Company D men. A letter also is to be sent out explaining that the principal purpose of the organization is to see that the men of the company want for nothing to make their lives as happy and comfortable as possible.

UNITED EFFORT NEEDED

E. B. MacNAUGHTON SAYS PORTLAND SHOULD RETAIN LEAD.

Speaker at Realty Board Luncheon Emphasizes What Is Being Done By Other Oregon Towns.

If Portland is to become a great port, its citizens must make up their minds to work unceasingly and untiringly to that end and must make Portland, not Astoria, or any other Columbia River town, the place where ships load and unload, declared E. B. MacNaughton in an address on "Over the Top for Portland," at the weekly luncheon of the Portland Realty Board yesterday.

Otherwise, he said, Astoria, or the other town that gets the business will be the port and Portland will be nothing.

He emphasized also the necessity for working day and night to obtain a revision of the freight rate handicap now imposed against Portland. He cited the case of Spokane as an example of how the determination of a united citizenry obtained a revision of the whole principle on which transcontinental freight tariffs were based, simply because they had right on their side and wouldn't give up.

G. G. Rohrer, chairman of the rental committee of the Portland Realty Board, made a report showing how population has increased in the past year from 170 to 216 per cent in various districts, with a corresponding scarcity of houses for rent. He predicted that in a short time there would be no houses for rent and tents would be springing up on vacant lots to house the people.

Portland, he said, would experience a good market for residence property with the coming of Spring.

Leo Friede was chairman of the day and Frank L. McGuire, president of the board, presided at the luncheon.

JUDGE TO LEAVE BENCH

E. V. LITTLEFIELD WILL TENDER RESIGNATION TO GOVERNOR.

Judge Gantenbein Is Expected to Reach Portland Next Friday to Resume Judicial Duties.

Although the announcement of Circuit Judge Gantenbein to the effect that he was returning to Portland to resume the bench after an absence of several months in the Army came to him as a complete surprise, Circuit Judge Littlefield yesterday announced that he would tender his resignation next week to Governor Withycombe, in order that Judge Gantenbein might resume his office.

A telegram received yesterday by Judge Littlefield from Judge Gantenbein said the latter would arrive in Portland next Friday. Judge Gantenbein wired that he had decided to take a Colonelcy in the United States Reserves rather than accept the commission as Major in the Regular Army. By so doing, he will return to the Circuit Bench until such time as he is called to the colors.

Judge Littlefield was appointed Circuit Judge August 29, last, following the resignation of Judge Gantenbein. At the time he accepted the appointment he did so with the agreement that he would relinquish the office when Judge Gantenbein returned.

Judge Littlefield said yesterday that he would wait until the return of Judge Gantenbein before tendering his resignation to Governor Withycombe, as Judge Gantenbein in his telegram said he wanted to see Judge Littlefield immediately upon his return to Portland.

The telegram from Judge Gantenbein follows:

"Under recent ruling Judge Advocate-General, had to elect between Major National Army and Colonel of Reserve Corps. After careful consideration, have elected latter. You will remember I stated I would do this if it came to a choice. Cannot make too many sacrifices. I shall probably see you Friday."

CROSSING LAID IN NIGHT

SHERWOOD DISPUTE WITH SOUTHERN PACIFIC SETTLED.

Unidentified Persons Secretly Act Before Application for Injunction Is Made by Road.

SHERWOOD, Or., Nov. 2.—(Special.)—When residents of this city awoke this morning and came down town, they were confronted by a new crossing over the Southern Pacific Railroad on Washington street. This crossing it seems has been agitated between the city and the Southern Pacific since October, 1913, when the Public Service Commission heard evidence by the city of Sherwood for a crossing on Washington street, and granted the request. The citizens on the south side of the track wanted the crossing and some on the north side did not, and as the railroad had sympathizers, it is said they refused to permit the city to construct the crossing, planning to do it themselves at a cost of $800.

On Wednesday the City Recorder received a copy of a notice filed with the Commission by the Southern Pacific Railway asking that the order of 1913 be rescinded. Some one immediately got busy and enlisted the services of several citizens, obtained crushed rock and gravel and planking and some time last night proceeded to lay the crossing. The Council was not aware of this procedure and was as much surprised as were the populace.

The school children now will be able to go to and from school in safety, not having to go around or crawl under the cars.

The people are wondering what action the railroad company will take, and if presented to the Public Service Commission, what their decision will be, since the crossing has been laid before the permanent injunction was requested.

BIG SAWMILL IS PLANNED

W. F. Jewett, Gardiner Capitalist, to Finance New Industry.

MARSHFIELD, Or., Nov. 2.—(Special.)—Construction of a new sawmill at Gardiner will put that little town back on the Oregon Coast lumber map and furnish employment for 100 men in the mill and logging camps. With the burning of the old Gardiner Mill Company plant some months ago the town at once noted the loss and millworkers have since sought other towns along the Coast in which to make their livelihoods.

W. F. Jewett, who is rejuvenating the milling industry, hopes to have the mill ready for operation by January 1, 1918.

Mrs. A. M. La Follette Ill.

SALEM, Or., Nov. 2.—(Special.)—Mrs. A. M. LaFollette, wife of Senator A. M. LaFollette, of this county, and 70 years old, was stricken with paralysis in the right side this morning and is reported to be critically ill at the Salem Hospital.

Army Orders.

SAN FRANCISCO, Nov. 2.—The following orders were issued today by the Western Department of the Army:

Major William B. Meister, Medical Corps, Presidio of San Francisco, in addition to his other duties, is assigned to duty as surgeon of the post.

First Lieutenant Joseph H. Catton, Medical Reserve Corps, Presidio, will proceed to Camp Fremont, Palo Alto, Cal., for duty.

Captain Timothy M. Coughlan, 29th Cavalry, having completed his duties at the Presidio in connection with the military and naval insurance act, will return to Fort D. A. Russell, Wyo., for duty.

Leave of absence for seven days is granted Second Lieutenant Donald Spalding, 63d Infantry, Presidio.

Leave of absence for 20 days is granted Captain Russell P. Hartle, 43d Infantry, Fort Douglas, Utah.

TENTS RISING FOR LIVESTOCK SHOW

Progress Made in Preparation for Big North Portland Event November 19-24.

HUGE 'BUILDINGS' PLANNED

Main Quarters for Breeding Beef Type Will Be 50 by 600 Feet and Judging Ring Will Be 100 by 200 Feet.

Preparations for the coming Pacific International Livestock Exposition at North Portland, November 19 to 24, are being rushed by the management. At this time those who visit North Portland are surprised at the progress made during the past week in preparing the site. A large tract has been leveled and the tents in which the show will be held are being erected.

The tent for the breeding beef types is an immense affair, 50 feet wide and 600 feet long. This will hold four rows of cattle, each row accommodating from 150 to 175 head. Stalls are being built and bedding placed.

Connected with this large tent are smaller ones, each of which will hold some 200 head of cattle, all being prepared in the same manner.

The horse tent will have extra accommodations in the shape of built-in stalls.

The hog tent will have specially arranged pens, as will also the sheep tent.

A large tent, 100 feet by 200 feet, will be used for the judging ring. Here will be fought out some of the most interesting battles in the livestock world of the show season. One can readily imagine the keen competition that will take place in this tent when some of the large Shorthorn classes are to be judged. Some of these classes will contain as many as 35 to 40 entries and as there are only 12 awards in each class, the rivalry will be keen.

At a meeting Thursday at the Chamber of Commerce new officers of the show were elected to serve until after the coming show. These were: William H. Daughtrey, general manager; Phil Metschan, Jr., treasurer; William H. Crawford, secretary.

Other members of the executive committee are J. D. Farrell, C. C. Colt, Emery Olmstead, Henry L. Corbett, L. C. Gilman and Julius L. Meier.

SPECIAL AIDS ARE PLACED

Albina Engine & Machine Works Safeguards Craft at Night.

Masters of river vessels and pilots who have had duties to perform the past few nights in the harbor have found a new wrinkle at the plant of the Albina Engine & Machine Works, where one of the launching ways has been added to temporarily and, as a means of protecting any craft that might venture so close inshore, a light has been mounted there and an automatic horn has been installed, the latter being sounded during fog.

The plant is soon to be right in the front line of steel shipbuilding enterprises in completing a vessel, and unless there are serious delays the first of that fleet should be ready for service next month.

NAVY MANS MERCHANT SHIPS

Troopships Used in War Game to Be Operated by Regular Tars.

Arrangement has been made between the Navy and War departments for taking over by the former of certain merchant ships recently commandeered, which are to be manned by complete crews of Navy officers and men.

The Great Northern and Northern Pacific are among these ships and, it is said, they are to be used as Army transports. German vessels, 16 of them, have been turned over to the Navy Department to be fitted out and operated as troop ships. Promoted enlisted men at the local Navy office expect soon to be assigned to sea duty as part of the complement of the Great Northern and Northern Pacific. Other men will be taken from Puget Sound and San Francisco.

STANDIFER YARD IS BUSY

Employment Given 300 Men at Vancouver Plant.

VANCOUVER, Wash., Nov. 2.—(Special.)—Work at the Standifer shipyard in this city is going forward more rapidly than at any previous time and more than 300 men are employed. The frames for two ships are completed and are nearly ready for planking. Work on the frames of a third and fourth ship are under way, while the steamer James Timson, launched some time ago at North Portland, is rapidly being outfitted with machinery and equipment.

Though little time was lost in the local yard during the strike, yet it disorganized things for a time and system has now been restored.

Steamship Governor Floated.

SAN PEDRO, Cal., Nov. 2.—The steamship Governor, which ploughed head-on into the outside of the breakwater in the outer harbor here, last night, in a dense fog, was floated off at high tide today with the aid of a line from a vessel.

Marine Notes.

Captain William Fisher, United States Inspector of Hulls for the Puget Sound district, who recently advanced from the berth of assistant on the retirement of Captain Bion B. Whitney, is in the city on a vacation trip. Captain Fisher served as second mate on the steamer Columbia several years ago before she was lost and is familiar with the Columbia River zone. He expects to return to Seattle next week.

F. A. Copeland has been signed as master of the Harkins steamer Undine, replacing Captain Chet Turner, who shifted to the Georgiana as pilot.

To fill her fuel oil tanks, the new auxiliary schooner Remittent shifted yesterday from St. Johns to Oilton.

On account of tides the river here is to rise to 4.6 feet above zero and then drop down to 1.5 feet in a few days, says Meteorologist Thiessen, of the weather bureau. The gauge at 8 o'clock yesterday morning showed the river had fallen 1.2 feet, as compared with the reading 24 hours previously.

Due today from Puget Sound are James French, chief surveyor for Lloyd's in the United States, and H. A. Ruck-Keene, of London, assistant to the chief engineer surveyor of the society. They will inspect all shipbuilding plants in the district.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Nov. 2.—(Special.)—With a big cargo of whale oil and several hundred tons of the by-products, the steam whaler Belvidere arrived in port tonight from Petropavlovsk and other Alaskan Archipelago points.

The steamers Northland and Portland, arriving this afternoon, brought large consignments of Alaska canned salmon. The latter also brought 200 tons of paper loaded at Ocean Falls, B. C.

The steamship President sailed for San Francisco and San Diego this morning with another full list of passengers, there being over 425 persons registered for the voyage.

Advices received by the Seattle Steamship Company today indicate that the steamer Alki, which went ashore on Chicagoff Island last night, will be a total loss. All of her passengers and the members of her crew were rescued.

ASTORIA, Or., Nov. 2.—(Special.)—The steamer F. A. Kilburn, which stove a hole in her starboard bow yesterday afternoon by striking the Sanborn dock, was shifted today to the port wharf, where repairs are being made. The Kilburn expects to sail tomorrow for San Francisco.

Carrying a capacity cargo of freight and a full complement of passengers from Astoria and Portland, the steamer Rose City sailed this morning for San Francisco and San Pedro.

COOS BAY, Or., Nov. 2.—(Special.)—The steam schooner G. C. Lindauer, with a lumber cargo from the Bay Park mill, sailed for San Francisco at 1:30.

Sailing today in tow of the tug Samson, the C. A. Smith carried lumber from the Smith mill and was en route to San Francisco.

To supply passenger traffic between San Francisco and Coos Bay, Hewitt Davenport, owner of the steamer G. C. Lindauer, has ordered the vessel remodeled to carry 23 passengers. The service will be introduced within a month, it was stated.

The steamer Yellowstone is due tomorrow from San Francisco with a cargo of miscellaneous freight.

E. L. Gray, representing the Macleay estate, of Portland and Wedderburn, is on the bay to investigate the advisability of securing sea shipments between Portland and Coos Bay.

Coast Storm Moves Inland.

Storm warnings were ordered displayed at the entrance of the Columbia and along the Washington Coast yesterday morning for a southeast blow and the disturbance was reported by the Weather Bureau last night to have moved inland from the coast of British Columbia and was central over Alberta. The 5 o'clock report from North Head was that the sea was moderate and the wind was 48 miles an hour from the southeast, that being the maximum wind during the day. In the Straits of Fuca the maximum was 46 miles.

U. S. Naval Radio Reports.

TUG GOLIAH, towing barge Wallacut, northbound, 35 miles north of St. George's Reef.

SANTA RITA, Everett to San Francisco, 606 miles from Everett.

STEAMER OLEUM, Port San Luis for Portland, 290 miles south of Columbia River.

KLAMATH, San Pedro for San Francisco, 15 miles north of Point Sur.

ASUNCION, Richmond for San Pedro, 70 miles south of Richmond.

ADMIRAL DEWEY, San Francisco for Seattle, 378 miles from San Francisco.

CITY OF TOPEKA, Eureka for San Francisco, 52 miles south of Mendocino.

LYMAN STEWART, Port Angeles for Oleum, 385 miles from Oleum.

SANTA ANA, northbound, off Bush Point at 4 P. M.

PRESIDENT, Seattle for San Francisco, 25 miles east of Flattery.

Vessel May Be Commandeered.

TACOMA, Wash., Nov. 2.—(Special.)—It is rumored that the American steamer Frances L. Skinner, under charter to H. F. Ostrander, Seattle, and now here for bunkers, is going to be commandeered by the United States Shipping Board and sent to the east coast.

Movements of Vessels.

TACOMA, Nov. 2.—Arrived—Wilmington, from Everett, last night; Admiral Farragut, from San Francisco.

ASTORIA, No. 2.—Sailed at 11:30 A. M., steamer Rose City, for San Francisco and San Pedro.

SAN FRANCISCO, No. 2.—Sailed at 11 A. M., tug Oneonta, for Portland. Arrived at 4 P. M., steamer Beaver, from San Pedro.

SEATTLE, Nov. 2.—Arrived—Humboldt, Northland, Portland, from Alaska; Admiral Schley, D. G. Scofield, Argyll, from San Francisco; barge Isaac Reed, from San Francisco, in tow tug Relief; steam whaler Belvedere, from Petropavlovska. Sailed—Steamers Argyll, President, Rainier for San Francisco; Despatch, Santa Ana, for Alaska.

SAN FRANCISCO, Nov. 2.—Arrived—Steamers Kurow, from Victoria; Mukilteo, from Port Angeles; Cleone, from Albion. Sailed—Steamers Yellowstone, for Coos Bay; Elizabeth, for Bandon; Pasadena, for Albion.

Tides at Astoria Saturday.

High.		Low.	
3:41 A. M.	7.2 feet	9:31 A. M.	3.6 feet
3:04 P. M.	8.7 feet	10:20 P. M.	-0.1 foot

Columbia River Bar Report.

NORTH HEAD, Nov. 2.—Condition of the bar at 5 P. M.: Sea, moderate; wind, southeast, 48 miles.

NEW POST IS CREATED

H. A. JACKSON NAMED EXPORT AND IMPORT AGENT AT SEATTLE.

Department Will Have Supervision of Overseas Commerce of Great Northern Steamship Company.

SEATTLE, Nov. 2.—(Special.)—Increase in the importance of Seattle as the export and import center and main avenue of the Pacific Coast is given as the reason for the creation of the post of export and import agent by the Great Northern Railway, and H. A. Jackson, formerly general traffic manager of the Great Northern Pacific Steamship Company at San Francisco, has been appointed to the place.

Mr. Jackson was assistant general traffic manager of the company at St. Paul, when the great Northern Pacific Steamship Company was organized, and was its first traffic manager. He remained in that position until the Government took over the company's steamers, when its corporate existence for the duration of the war was closed.

The department of export and import will be under the supervision of M. J. Costello, assistant general traffic manager, who will turn over all the details of the department to Mr. Jackson. Overseas commerce through this port handled by the Great Northern includes soy bean oil and silk by special trains, tea, matting, rape seed oil, Japanese curios and miscellaneous ship cargoes.

LEBANON MEN STILL OUT

Paper Mill Employes Hear Address by Oregon City Man.

LEBANON, Or., Nov. 2.—(Special.)—A mass meeting of the employes of the Crown-Willamette Paper Company in the Lebanon mill was held in the Christian Church last night and they were addressed by S. Ed. Launer, of Oregon City, who had been sent to Lebanon to encourage the men to stay with the strike. The business men of Lebanon are making an effort to get the men and the mill officials together and have the men go back to work.

The walkout, which took place Tuesday, was caused, the men say, by reason of an order having been sent here to be filled from the mills at Camas, Wash., where the men are on a strike.

San Francisco Girl, 16, Held.

Genevieve Donaldson, 16, was arrested last night by Mrs. W. C. Crounse, of the Women's Protective Bureau, and held for the San Francisco police, who telegraphed the local bureau that they wanted her in connection with a San Francisco case. Mrs. Crounse found the girl at 684 Gantenbein avenue and took her to headquarters, to be held pending arrival of her ticket to San Francisco. Miss Donaldson said she had come north with a girl companion about her own age.

TWO TUGS LAID UP

Wallula and Tualatin to Go to Drydock.

PORTLAND TO CLEAR BASIN

Dredge to Dig at Dock, Then Go to St. Johns Elevator Site to Start on First Slip—Law Limits Dredging Activities.

Conservation of finances is the motive which has prompted the issuance of an order by the Port of Portland Commission for the tug Wallula, in service at the entrance of the Columbia River, to be steamed here and laid up as soon as the tug Oneonta, which left San Francisco yesterday, reports for duty. The 30-inch dredge Tualatin, newest of the fleet of channel diggers, was also ordered laid up yesterday, and will be towed to the drydock today.

The business at the mouth of the Columbia is such at present that one tug can care for it. The Oneonta has been used to some extent of late in ocean towing, and her last trip was from Grays Harbor to the Golden Gate with the hull of the new steamer Claremont. She reached San Francisco Thursday and was reported departing from there at 11 o'clock yesterday morning, being light, so she will be in the river Monday.

It was intended to tie up one of the dredges, as all of the shipyard fills have been made, and as soon as the upper harbor digging ceases the remaining big task will be dredging in front of the municipal elevator site at St. Johns and making a fill on that property. The dredge Columbia has been ordered from Postoffice Bar to replace the Tualatin above the bridges. The Portland, which is there, will be towed to the drydock next week to dig the dock basin clear, after which she goes to the St. Johns elevator site to start digging the first slip, which will extend shoreward 1200 feet and will be 30 feet deep at low water.

The slip dredging will be paid for by the Commission of Public Docks on a per diem basis, the Port charging the dock body the actual cost for each 24 hours. The dredging in the channel is not assessed, but the Dock Commission takes care of the shore work expense.

The 6 per cent tax limitation law prevents the Port of Portland from obtaining a sufficient amount of funds, in keeping with the unusual demands made during the new shipbuilding activity, to carry on all dredging. Besides channel operations, extensive shipyard fills have been made, and they could not be taken care of in any other way.

ELEVATOR WORK CHANGED

Steam Equipment to Be Substituted for Teams and Scrapers.

Speed, which is essential at this time in excavating work at the site of the municipal grain elevator at St. Johns, has resulted in Lyon & Sons, who accepted a contract for grading there, relinquishing the task, so the Commission yesterday arranged with Charles J. Cook to take over the work. The former contractor depended on horses and scrapers, but as a fill is being made by dredge from material removed from the channel, it caused seepage that found its way into the excavation and teams were unable to remove the wet earth rapidly.

Mr. Cook, it is understood, will use a clamshell gear, operated by steam, and it is hoped to end the task in short order. The excavation is about one-third finished. In view of higher water in the river being expected soon, the Commission insisted on the digging being expedited so the earth walls about the foundation of the elevator may be properly protected from any overflow.

EMERALD LINERS RUN AGAIN

Other Vessels Scheduled to Depart During Next Few Days.

Service of the Emerald line, temporarily interrupted through the fact the steamer F. A. Kilburn struck the Ninth-street dock at Astoria Thursday, and the Breakwater was on drydock at San Francisco for cleaning and painting, has again been restored through the Kilburn getting under way once more, and the Breakwater will be floated today, leaving the Golden Gate on schedule tomorrow night, so her next sailing from Portland will be Thursday night.

As to the movements of other passenger ships, the Wapama leaves today, the Willamette Monday and the San Francisco & Portland liner Beaver is scheduled to sail Wednesday. Steamship agents say there is not such a rush for passenger accommodations as was experienced a month ago, though travel continues above normal for the early Fall period.

DRIFT IN RIVER IS MENACE

Ship Timber and Refuse From Logging Camps Rile Skippers.

Complaint has been made by steamboat skippers that quantities of ship timber, evidently such as is used for framing material on wooden vessels, also almost continuous streams of waste from logging camps, has been afloat during the past few days in the vicinity of Bachelor Slough and emerging from the mouth of Willamette Slough as well.

As foggy conditions have been experienced on the river so much of the time lately, navigators of steamers maintain that the floating timber and debris constitute a menace to navigation. It is presumed that the ship material broke away from a raft, but as to the pieces of trees, partly burned logs and other waste from logging camps, it is asserted the practice is common of permitting that stuff to be carried away by the current. The situation is expected to be referred to the United States Engineers.

WAR TAX BOTHERS AGENTS

Absence of Pennies and Varying Fares Hamper Dockmen in Sales.

Certain ticket agents along the waterfront yesterday concluded that war was all General Sherman claimed for it, though they have not actually participated in combat, but coincide with the famous fighter because of difficulties with which they labored in making change for passengers in order to collect the new war tax.

First of all, some tardy steamboaters neglected to provide a stock of pennies. That compelled the collection of a dime instead of 8 cents on $1 tickets, except where wary travelers had obtained the pennies before. In the next place tickets to different points netted odd taxes and the first day was somewhat perplexing. However, in a few days it will be operating more smoothly.

Notice to Mariners.

The following information has been received from the agency of the Department of Marine and Fisheries, Victoria, B. C.:

Hospital Rock Buoy, Victoria harbor—Mariners are advised that the light on this buoy was put in operation Wednesday, October 31, 1917, and will be exhibited until March 31, 1918. Characteristic: A fixed red light on top of platform buoy.

Mariners are advised that the light on the gas and bell buoy marking the shoal off Grey Point, entrance to Burrard Inlet, B. C., is not burning, due to a collision by a vessel. This light will be put in operation again as soon as a lighthouse steamer is available to make the repairs. This is the second time this buoy has been injured in the last two weeks, due to careless navigation.

It Aids Nature

Chamberlain's Cough Remedy relieves the lungs, liquefies the tough mucus and aids in its expectoration, allays the cough and aids Nature in restoring the system to a healthy condition.

AMUSEMENTS.

BAKER BROADWAY & MORRISON
MAT. TODAY—LAST TIME TONIGHT
ALCAZAR PLAYERS IN
John Mason's Sensational Success.
THE WITCHING HOUR
Most startling drama of the decade.
Evenings: 25c, 50c, 75c. Sat. Mat., 25c, 50c.
Next week, starting tomorrow mat.—"The Land of Promise," as played by Billie Burke.

ORPHEUM VAUDEVILLE AT HEILIG THEATER
Next Week, 4 Nights, 4 Matinees. Sun., Mon., Tues. and Wed.
Nan Halperin,
Nellie & Sara Kouns, other Orpheum acts, and THE RETREAT OF THE GERMANS AT THE BATTLE OF ARRAS.
Greatest Fighting Pictures Ever Made.
EXTRA SHOW
Next Wednesday Night
Mat. daily, 11c, 28c, 55c. Nights, 11c, 28c, 55c, 83c. These prices include the Government tax.

PANTAGES
MAT. DAILY 2:30
"TOM EDWARDS,"
England's Famous Entertainer.
Jimmy Gildea and New York Company.
FIVE OTHER BIG ACTS.
Three performances daily. Night curtain at 7 and 9.

LYRIC MUSICAL STOCK
MAT. DAILY, 10¢; NIGHTS, 15¢, 25¢
Today and Tonight
'THE GLOBE TROTTERS'
Week Starting Tomorrow
"A CLOSE SHAVE"

MEETING NOTICES.

WASHINGTON CHAPTER, NO. 18, R. A. M., will make Woodburn Chapter a fraternal visit tomorrow (Saturday), evening, November 3. Members desiring to make this trip will take special Oregon Electric train, North Bank Depot, 5:50, or Jefferson-street Depot 6:05, sharp. Returning, arrive Portland 12:30. Tickets can be procured from the secretary on the train. Fare $1.50 round trip, plus 15c war tax. Don't miss this trip. Woodburn Chapter expects a large delegation and assures us a good time.
ROY QUACKENBUSH, Secretary.

WASHINGTON LODGE NO. 46, A. F. and A. M.—Special communication tomorrow (Sunday), November 4, 1917, 12 o'clock noon, East Eighth and Burnside, to conduct the funeral of Brother A. W. Nye, late of Pendleton Lodge No. 52, Pendleton, Or. Interment Vancouver, Wash. All M. M. invited. Please bring autos. Order W. M.
J. H. RICHMOND, Secretary.

OREGON LODGE, NO. 101, A. F. AND A. M.—Stated communication this (Saturday) evening at 8 o'clock. Brother Rev. Oswald W. Taylor will deliver an address on a subject of interest to all Masons. Visiting brethren cordially invited. By order of the W. M.
LESLIE S. PARKER, Sec.

MYRTLE CHAPTER NO. 15, O. E. S.—Special meeting this (Saturday) afternoon at 2:30 at Masonic Temple to conduct the funeral services of our late sister, Hattie Eastman. Services will be held at Miller & Tracy's at Washington and Ella streets. By order of W. M.
JENNIE H. GALLOWAY, Secretary.

OREGON SHRINE, NO. 1, O. W. S. J.—Stated communication this (Saturday) evening, Nov. 3, at 8 P. M. Social. By order of the W. H. P.
CLARA B. GRAHAM, W. Scribe.

THE R. E. A. CLUB.
Card party, 500, 2:15 Saturday afternoon, 8:30 Saturday night; 5 prizes in afternoon and 12 Saturday night, consisting of groceries. At the Arcanum Hall, 13th st., between Washington and Stark sts. Playing at 2:15 and 8:30 sharp.

EMBLEM Jewelry, buttons, charms, pins. New designs. Jaeger Bros., 131-3 Sixth st.

FRIEDLANDER'S for lodge emblems, class pins and medals. 310 Washington st.

FUNERAL DIRECTORS.

Edward Holman, Pres. W. J. Holman, Sec. J. E. Werlein, Treas.
THE EDWARD HOLMAN UNDERTAKING CO.
Established 1877.
THIRD ST., CORNER OF SALMON.
A Modern Spacious Family Room With Private Entrance.
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Perfect Funeral Service for Less.
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J. P. FINLEY & SON,
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WILSON & ROSS,
Funeral Directors, Inc.
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DUNNING & McENTEE, funeral directors, Broadway and Pine street. Phone Broadway 430, A 4558. Lady attendant.

F. S. DUNNING, INC.
THE GOLDEN RULE UNDERTAKERS.
414 East Alder street. East 52, B 2525.

MR. AND MRS. W. H. HAMILTON—Funeral service. 1973 E. Glisan. Tabor 4313.

P. L. LERCH, East 11th and Clay streets. Lady attendant. East 781, B 1388.

A. R. Zeller Co. 592 Williams Ave. East 1088, C 1088.

BREEZE & SNOOK Belmont at 35th Tabor 1258.

SKEWES UNDERTAKING COMPANY, 3d and Clay. Mn. 4152. A 2321. Lady attendant.

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is sunshine on the hills of life. Say farewell to clouds of worry and select now a final resting place for yourself and family.
MOUNT SCOTT PARK CEMETERY
Main 7340—Morgan Bldg.—A 3034.

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Taylor's Ferry Road. End Riverview Carline.
The only civilized method of burial. Snow-white, always dry, sanitary tombs; permanent title and endowment. $250 up. 636 Pittock Block. Phone Broadway 351.

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MARTIN & FORBES CO., Florists, 354 Washington. Main 269, A 1269. Flowers for all occasions artistically arranged.

CLARKE BROS., Florists, 287 Morrison st. Main or A 1805. Fine flowers and floral designs. No branch stores.

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MAX M. SMITH, Main 7215, A 2121. Selling bldg., 6th and Alder sts.

PEOPLES FLORAL SHOP, 245 Alder. Flowers and designs. Phone Mi. 5922.

MONUMENTS.

PORTLAND MARBLE WORKS, 264-266 4th st. opposite City Hall. Main 8564. Phillip Neu & Sons, for memorials.

BLAESING GRANITE CO. THIRD AT MADISON STREET.

DIED.

BOWE—In this city, November 1, at his late residence, 298 Whitaker street, Edward Bowe, aged 81 years. The remains are at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Notice of funeral hereafter.

WANLESS—In this city, Nov. 1, Brown Waneless, aged 74 years, beloved husband of Harriett Waniess. Notice of funeral later. Remains are at the residential parlors of Miller & Tracey, Washington at Ella st.

LOCKE—At the late residence, 3809 68th st. S. E., Lucile Locke, Nov. 2, aged 79 years. Remains are at the parlors of P. L. Lerch, E. 11th and Clay. Funeral notice later.

MADER—In this city, Nov. 2, Casper Mader, aged 62 years. Notice of funeral later. Remains are at the residential parlors of Miller & Tracey, Washington at Ella st.

FUNERAL NOTICES.

SLATER—In this city, Nov. 1, Teresa M. Slater, aged 42 years, beloved wife of C. F. Slater, mother of Mrs. Eva Kuhnert, sister of Mrs. Annie McCulloch, of Pentic, B. C.; Mrs. Agnes Schraeder, of Bend, Or.; Mrs. Lizzie Love, of Crookston, Maine; Mrs. Mary McCallum, of Fremont, Or.; George Cameron, of Stewart, B. C.; James Cameron, of Vancouver, B. C. Funeral services will be held at 1 P. M. today (Saturday), Nov. 3, at the Portland Crematorium. Arrangements in care of Miller & Tracey.

PARTRIDGE—In this city, Oct. 30, Johnnie Mack Partridge, aged 70 years, beloved father of Harry Partridge, of Nampa, Idaho; Charles Partridge, Omaha, Neb.; Marshall A. Partridge, of Owatonna, Minn., and Mrs. Mary Wilson, of Florida; uncle of Albert F. Ellis, of Portland. Funeral services will be held at 10 A. M. today (Saturday), Nov. 3, at the chapel of Miller & Tracey. Interment Riverview Cemetery.

MACK—At her residence, 631 East Tyler st., this city (St. Johns district), Nov. 1, Mrs. Sarah Cleveland Nichlin Mack, aged 79 years, beloved wife of Judge J. W. Mack. The funeral services will be held tomorrow (Sunday), Nov. 4, at 2 P. M., from the St. Johns funeral chapel, 208 North Jersey st., St. Johns dist. Burial in Columbia Cemetery. Friends invited. San Francisco papers please copy.

McNAMARA—John William McNamara, aged 60 years, born in Elizabeth, N. J., husband of Mrs. K. McNamara, died at Oregon City Hospital. Past E. R. of No. 142, B. P. O. E., of Portland. Remains at residence parlor of Meyers-Brady. Funeral services will be held today (Saturday), 9 A. M., at St. John's Catholic Church. Interment Mount View Cemetery.

BORTHWICK—At the residence, 142 E. 61st st., Oct. 31, A. E. Borthwick, aged 72 years, beloved husband of Alice Borthwick, father of William Borthwick, grandfather of Elaine Millard, Margaret Ellen and Mary Alice Borthwick. Funeral services will be held at 2 P. M. today (Saturday), Nov. 3, at the chapel of Miller & Tracey, Washington at Ella st. Interment. Greenwood (G. A. R.) Cemetery.

EASTMAN—In this city, Nov. 2, Harriet Eastman, aged 56 years, beloved wife of William E. Eastman, mother of Mrs. Bernice Stewart and Mrs. Ethel Ogilbee, all of Portland. Funeral services will be held at 3:30 P. M. today (Saturday), Nov. 3, at the chapel of Miller & Tracey, Washington at Ella st. Interment Riverview Cemetery.

HOWELL—Nov. 2, 1917, in this city, at 99 E. 82d N., Savanna S. Howell, beloved mother of Dr. C. R. Holt, of this city. Funeral services at Harrisburg, Or., Methodist Episcopal Church, tomorrow (Sunday) November 4, at 1:30 P. M. Interment at Willoughby Cemetery. Body is at W. H. Hamilton's new residential funeral chapel, East 79th and Glisan.

LANE—In this city, November 2, Mrs. Matilda Lane, aged 79 years 3 months 23 days. Mother of Hugo F. Lane, Peoria, Ill.; Mrs. Laura Wilton, Richard A. Lane and Mrs. M. C. Thurlow, all of this city. The funeral services will be held Monday, Nov. 5, at 2 P. M., at the conservatory chapel of F. S. Dunning, Inc., 414 East Alder street. Friends invited. Interment Rose City Cemetery.

MOYLAN—At the residence, 348 Montgomery st., Nov. 1, John Moylan, beloved husband of May M. Moylan. Mass will be offered at 9 A. M., today (Saturday), Nov. 3, at St. Mary's Cathedral, cor. of 15th and Davis sts. Interment Mt. Calvary Cemetery. Arrangements in care of Miller & Tracey.

NYE—The funeral services of the late Adam W. Nye will be held tomorrow (Sunday), November 4, at 1:30 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Friends invited. Interment at City Cemetery, Vancouver, Wash.

GERLING—The funeral services of the late Mary Gerling will be held today (Saturday) at 2:30 o'clock P. M. at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Friends invited. Interment at Mount Scott Park Cemetery.

YOUNG—The funeral services of the late Mary E. Young will be held today (Saturday) at 2:30 o'clock P. M., at the Portland Crematorium, East Fourteenth and Bybee streets. Friends invited. J. P. Finley & Son, directors.