

FOR THE UPBUILDING OF OREGON

WHAT WE NEED IS MORE PEOPLE

HELP! MEN WANTED!!

Good Wages, Short Hours, Good Food, Permanent Employment. Nearly Every Department of Industry Suffering for Want of Labor

In many localities throughout Oregon farmers are compelled to go out and help each other harvest their crops, because unable to hire laborers.

Small manufacturing establishments in different parts of the state, such as sawmills, flour mills, planing mills, canneries, mines, etc., are unable to work to their full capacity, although paying the highest scale of wages ever known, because they cannot get the necessary help.

Hopgrowers and prunegrowers in the Willamette Valley are scouring the country for pickers. Both are offering the highest wages ever paid for that class of labor. Hoppickers will get \$1.10 per 100 pounds. Prunegrowers pay 7 cents per bushel, or at the rate of \$3.50 per day, for expert pickers.

Railroad contractors are bidding against one another to secure workmen. Common labor commands \$3.00 per day, with steady employment. Good axmen command \$3.50 per day. Seven or eight thousand men can easily find work in the railroad camps of the Northwest.

Government reclamation work is most seriously crippled by the scarcity of labor. The chief engineer of the service

makes the statement that 100 more men and many teams are needed in the Klamath project alone.

The Deschutes region, which is one of the wonders of the Northwest as an agricultural producer, is suffering for help. Progress on the Deschutes irrigation plant is fatally retarded for want of labor.

Central Oregon, the most attractive section in the United States today for the pioneer home-builder, needs men. Land there is cheap and abundant. Much is yet available for homesteading, and can be obtained for almost nothing. It is not desert land, as many suppose. It is fertile and fabulously productive. Thousands upon thousands of acres will produce good crops without irrigation, and with intelligent cultivation can be made into valuable farms. A young man with a team and a few dollars in money can go into that country now and, by diligent work, in a few years have a farm worth anywhere from \$2000 to \$8000. Those who go first will have the best chances. Railroads and other means of development are sure to follow, and the sooner the demand the sooner they will be built.

NOW Is the OPPORTUNITY

DURING September and October

Tickets may be purchased DAILY from any part of the United States to any place in OREGON at the following EXCEEDINGLY LOW RATES:

From—	Rate.	From—	Rate.
Atlanta, Ga.	\$46.75	Montgomery, Ala.	46.75
Asheville, N. C.	46.75	Montreal, Quebec	48.00
Baltimore, Md.	49.25	Nashville, Tenn.	40.00
Birmingham, Ala.	44.50	New York, N. Y.	50.00
Bloomington, Ill.	31.80	Oklahoma, O. T.	30.00
Bristol, Tenn.	46.75	Philadelphia	49.75
Boston, Mass.	49.90	Pittsburg	41.00
Buffalo, N. Y.	42.50	St. Louis, Mo.	30.00
Cairo, Ill.	34.65	Toronto, Ont.	41.95
Chicago, Ill.	33.00	Washington, D. C.	48.25
Cincinnati, O.	38.00	St. Joseph	
Cleveland, O.	39.75	Kansas City	
Detroit, Mich.	39.30	Leavenworth	
Des Moines, Ia.	29.00	Atchison	
Elmira, N. Y.	45.80	Council Bluffs	25.00
Evansville, Ind.	35.00	Omaha	
Indianapolis, Ind.	35.85	Sioux City	
Louisville, Ky.	38.00	St. Paul	
Memphis, Tenn.	37.50	Minneapolis	
Mobile, Ala.	46.85		

The Oregon Railroad & Navigation Company

WILL HELP. INSTRUCTIVE LITERATURE ABOUT OREGON WILL BE SENT FREE TO ANY ADDRESS IN THE UNITED STATES. SEND NAMES AT ONCE TO GENERAL PASSENGER AGENT, PORTLAND, OR.

FARES CAN BE PREPAID

 At Any Railroad Station in Oregon by Persons Wishing to Send for Relatives, Friends or Employees. Tickets Promptly Furnished in East

WM. McMURRAY, GENERAL PASSENGER AGENT, PORTLAND, OREGON

HEAVIER DEMAND FOR INSIDE LOTS

Summer Lull Is Just Passing and Transfers Are on Increase.

FLATS SELL FOR \$24,000

North Portland Quarter-Block Bought for Warehouse and Fifth-Story Brick Block.

With the approach of Fall, real estate business is on the increase, and while the summer quiet is by no means over, there is a steadily increasing demand for inside holdings. Agents say that the quietest part of the vacation season is past and look for dealings to become more numerous with each week until Fall, when the trading is expected to be fully up to that of the same season last year.

Among the transactions closed yesterday was the sale of six fine flats at the northeast corner of Fourth and Columbia streets. They were owned by E. F. Ferris and purchased by F. L. Shull, of the Portland Flouring Mills, for \$24,000. The sale was made by D. B. Mackie, of the Commercial Investment Company.

Flats are very salable property in Portland, for without exception they are paying a handsome revenue on the investment price. More of these buildings are needed to meet the demand, although in the past two years many fine flats have been constructed. Few flats are listed for sale, as the owners are well satisfied to keep them as an investment, and when they are put on the market they are promptly sold.

J. P. Rasmussen sold yesterday a quarter-block at the northeast corner of Fifteenth and Marshall streets. The purchaser is a local citizen who expects to erect a large warehouse. The property lies in the warehouse district of North Portland, where several fine improvements have been made during the past year and still others are in prospect. The sale was made by C. K. Henry & Son. Mr. Rasmussen is preparing to erect a large residence on a half-block that he owns at East Fourteenth and Schuyler streets.

Build on Fifth Street.

Mr. Henry also announces that he is closing the sale of a site on Fifth street on which a five-story brick building will be erected. The exact location is not announced as the deal is not completed. The purchaser is an outside firm that is preparing to establish its business in this city. The building will be used for both sales-rooms and warehouse.

Local builders have received with much satisfaction the action of the Council which proposes to repeal the present law that regulates the height of new buildings. By this law it is provided that all structures of or

steel or reinforced concrete shall be limited to four stories. In place of this it is proposed to pass an ordinance which shall raise this limit to seven stories for mill constructed warehouses and six stories for other brick buildings.

The four-story limit has been regarded as too stringent a law by both architects and builders. Mill constructed warehouses are allowed to be erected more than four stories high in practically all parts of the country. The Portland law since its passage has prevented the building of such substantial structures as the Weinhart block, for example. Building Inspector Spencer says that at least \$1,000,000 of construction work has been held up by this law. With the passage of the new ordinance it is expected that many of these building projects will be taken up.

Among the large buildings soon to be commenced in Portland is the six-story brick to be erected by the Falling estate on the site now occupied by the Portland Gas Company at Fifth and Yamhill streets. The present one-story brick is to be torn down as soon as the Wells-Fargo building is ready to occupy when the Gas Company will move to the quarters of the Wells-Fargo Company. The Gas Company will lease the building to be erected by the Falling estate.

Fail Construction Work.

Although all the buildings have not been completely removed from the half-block site for the Y. M. and Y. W. C. A. buildings, excavation is progressing rapidly on that part of the property that is to be cleared. This is one of the most important construction projects that will be carried on in Portland during the coming Fall. It was originally planned to have these buildings correspond so closely that they would appear almost as one building. This has been changed and a separate style of architecture will be followed in the erection of the two buildings.

The Penoyer block has now been entirely cleared and work is soon to begin on the large structure that is to be erected by the Trustee Company. When this excavation is completed the company expects to commence operations on the Pitt-block block and the two important enterprises will go on simultaneously. The 10-story annex to the Oregon Hotel is another building already begun, that will be an important part of the construction activity during the next few months.

Two buildings that have done much to improve the appearance of the central business district are the Corbett block at Fifth and Morrison and the Rothchild block at Fourth and Washington. The Corbett building is now far along toward completion and is one of the finest-looking buildings in the city. The Rothchild block is an agreeable contrast to the surrounding structures, most of which are of darker brick. Residence sales during the week have been frequent and several exceptionally fine home properties have changed hands. Among these is the residence of E. L. Thompson, at Twenty-second and Lovejoy streets, which was purchased for \$18,000 by John Douglas, of Victoria, B. C. In the heavy demand for residence property is recognized one of the most encouraging indications to be seen in Portland. There has been a heavy influx of people during the summer and the market is keeping up. A very large proportion of the new-comers are either buying residences or erecting new ones.

Bark Vincennes Is Aground.

The French bark Vincennes, from Glasgow for Portland, is ashore on the bar above Warrior Rock in the Columbia River. She was piled up there while in tow of the steamer Harvest Queen and bound up from Astoria to Portland. Steamers and barges were sentance yesterday by the O. R. & N. Co., and the work of lightening the bark will begin at once. It is expected that she will come off at high tide tonight.

THORDIS IS FIXED

Norwegian Steamship to Bring Coal From Japan.

SISTER SHIP OF TRANSIT

Will Load Coal at Karatsu for the Columbia River—Vessel Is a Small-Tonnage Craft and in Demand for Grain.

The Norwegian steamship Thordis, a sister vessel to the steamer Transit, now enroute from Karatsu, Japan, with coal for the Pacific Coast Company, has been chartered for a like cargo from the same port to the Columbia River. The Thordis is now enroute from Muroran to the Japanese port and will load as fast as the dispatching facilities of the port afford. The Thordis is a small steamer, measuring only 1061 net tons. She is commanded by Captain Jorgensen, and has been on the Pacific for some time. She is a small carrier and is in demand for outward cargoes for the Orient. As yet no announcement has been made of an outward charter for the vessel.

CAPTAIN FRIELE GOES EAST

Will Bring Out Steamship Kansas City to San Francisco.

SAN FRANCISCO, Aug. 17.—Captain Daniel Friele, commodore of the Pacific Mail service, is on his way east to take command of the steamer Kansas City, which has been purchased by the Harriman interests to take the place of the last steamer Columbia on the San Francisco-Portland run. The Kansas City will leave New York for this port in about two weeks.

The Kansas City is a larger vessel than the Columbia and is said to be well fitted for the trade on this coast, both as regards passengers and freight. The Kansas City was built in 1889 at Chester, Pa., and is a steel and iron vessel of 3673 tons register. The steamer is 227 feet in length, 45 feet in beam and 18.5 feet deep.

The City of Panama, which took the Columbia's place temporarily and was in collision in the Columbia River on its first voyage with the steamer Alliance, arrived from Portland late Tuesday night. The Alliance was badly damaged, but the City of Panama escaped with slight injury.

SINKS IN THE COLUMBIA RIVER

Steamer Yakima Strikes a Rock on Pine Tree Rapids and Goes Down.

The steamer Yakima, belonging to Captain James Miller and operating on the Upper Columbia and Snake Rivers as a supply boat for the North Park road, was wrecked at Pine Tree Rapids on the Snake River several days ago. The steamer struck a rock and several holes were punched in her. The Yakima is a small stern-wheel craft and has been working on contract for the Northern Pacific for some time. Captain E. S. Edwards, local inspector of mills, received an official report of

the accident yesterday. None of the crew were injured and it will be possible to float the steamer without trouble. The Pine Tree Rapids is one of the worst places on the Snake River below Riparia. At the present stage of water it is extremely difficult to navigate.

POTTER CARRIES BIG CROWD

No Falling Off in Passengers for North Beach Resorts.

Cutter Not Badly Damaged.

WASHINGTON, Aug. 17.—A telegram received by the Treasury Department reports that the revenue cutter Manning yesterday ran upon an uncharted rock, near Valdez, Alaska. As Captain Cantwell added that he would proceed to Sitka for repairs, it is believed the Manning was not seriously damaged.

Officers Discredit Captain's Report.

WASHINGTON, Aug. 17.—Government officials are inclined to discredit the Honolulu story that Laysan Island disappeared, and attribute it to a probable mistaken reckoning by the captain of the schooner Olsen, who made the report.

Marine Notes.

The steamship Excelsior, belonging to the Portland Lumber Company, arrived yesterday. She came in ballast from San Francisco.

R. F. Barnes, deputy collector of Customs, has gone to the beach on a vacation. Mr. Barnes is accompanied by his wife and child.

The steamship Alliance will not shift to the drydock until Tuesday. Ship carpenters at Supple's yard were unable to place her in condition to move until that date.

The steamship Breakwater, from Coos Bay, arrived in port yesterday. She will sail for the South again Monday evening. Since the laying off of the steamer Alliance the capacity of the Breakwater has been taxed.

Arrivals and Departures.

PORTLAND, Aug. 17.—Arrived—Steamship Breakwater, from Coos Bay; steamer Excelsior, from San Francisco. Astoria, Aug. 17.—Condition of the bar at 5 P. M. smooth; wind, northwest; weather, cloudy. Sailed at 7 A. M.—Steamer Aurelia, for San Francisco. Arrived at 8:40 A. M.—Steamer North Star, from Alaska. Arrived at 9:20 A. M. and left up at 11:30 A. M.—Steamer Excelsior, from San Francisco. Arrived at 9:20 A. M.—Schooner Churchill, from San Francisco. San Francisco, Aug. 17.—Sailed yesterday—Schooner Anna M. Campbell, steamer Johan Poulsen, steamer Catania, for Portland. Sailed today—Steamer G. W. Eider, for Portland. Yokohama, Aug. 17.—Arrived August 15—Steamer Alsea, from Portland. Newcastle, N. S. W., Aug. 17.—Sailed August 14—British steamer Tynaric, for Portland.

Tides at Astoria Sunday.

High—LOW.
8:35 A. M. 5.5 feet 2:10 P. M. 0.9 feet
8:20 P. M. 1.5 feet 1:45 P. M. 3.3 feet

MANIA OF SUICIDE

Seven Cases of Self-Destruction in August.

ALL PAST RECORDS BROKEN

Five Men and Two Women Grow Weary of Life—Deadly Pistol, Poison and Other Popular Methods Are Employed.

SUCIDES SINCE AUGUST 1.

August 8—W. H. Woodruff, manager of Hotel Portland laundry; shot himself in his apartments at 200 Montgomery street.
August 5—Body of Jack Liu, suspected of murder, found hanging to a tree near Oregon City.
August 7—Rachel Hathaway, drank carbolic acid on East Morrison street.
August 8—Henry C. Liebe, committed suicide, after murdering his wife.
August 15—J. W. Bollen shot himself in his room at the Howland Hotel.
August 16—Miss Pitta Louetta drank poison.
August 17—Henry Jaffe's body was found in Montgomery Slough, into which he cast himself while despondent.

One suicide every 48 hours is the startling record for August, one that has never been equaled. The mania for self-destruction has asserted itself among both sexes, two women being on the list. The deadly revolver, the administration of poison, strangulation and drowning were the forms chosen. Coroner Finley and his deputies have been exceedingly busy handling the suicide cases, to which is also added the murder of Mrs. Etta Liebe, whose husband shot her before he committed suicide. There have also been a liberal number of accidental deaths, making the mortality record for the first 17 days of August record-breaker in the history of Portland.

There have been times when a greater number of persons committed suicide in a short time, but never has there been such a long continuation of the mania.

Despondency in its varied forms has been the cause of the unusual number of suicides. Sickness, love affairs, financial distress and a desire to escape officers of the law are among the reasons assigned for the large list of violent deaths.

Henry James, whose body was found in Montgomery Slough yesterday morning, leaped into the water and met death by drowning because of despondency, brought on by illness and financial difficulties. Coroner Finley took charge and the body is held, pending instructions from a son, C. H. James, employed by a Chicago mercantile firm.

James was 75 years of age, and had lived in Portland at times for many years. His wife died 12 years ago, and he had apartments with his son, until the latter went to Chicago a year ago. Since then he has been living alone in

NO ATTENTION PAID POSTS

Engineer Disregards Obstruction on Railroad Tracks.

GLOBE, Ariz., Aug. 17.—An attempt was made to wreck a passenger train on the Gila Valley Railroad last night. Large posts were driven across the tracks near San Carlos on the Indian reservation.

The engineer did not see the posts until it was too late to stop the train, so he dashed at them at full speed, striking with such velocity that they were hurled out of the right of way without deterring the engine.

Railroad men believe the attempt to wreck the train was a plot for revenge on the part of Apaches who had been ordered away by the engineer while they were riding on the engine and tender, according to their custom with trains crossing the reservation.

For Help Wanted—Situations Wanted—Rooms to Rent—Boarding—Houses for Rent—Houses for Sale, and other classified advertising see pages 6 to 11 in section 2.



The coming residence section of Portland. Its greatest charm is its abundance of natural shade—young firs and cedars in profuse growth—unlimited opportunity for trimming—just as much or as little shade as you want. Think of the delightful odor of the trees! Where else in Portland can you find such a privilege, with such conveniences, at such reasonable terms as we offer? Then there's the view, the gentle, cooling breeze, the sunshine. All these, with its desirable location, ease of access and rigid building restrictions are setting for it a high standard as a private residence park. It is an opportunity for investment you cannot afford to overlook. Portland's great and rapid growth and the choiceness of this property absolutely guarantee a rapid, steady advance in value. See it today—get acquainted with its charms and worth; then ask yourself whether you can afford to delay another day in securing your lot. Alberta car to East Twenty-seventh, go three blocks north to Killingsworth avenue.

F. B. HOLBROOK CO. F. E. SCHWAN, Agent
250 STARK STREET On Grounds All the Time
PHONE MAIN 5396 30th and Killingsworth
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