MAZAMAS PREPARE FOR GREAT CLIMB

Departure to Be Taken Tomorrow With Mount Baker as Objective Point.

BELLINGHAM TO ENTERTAIN

Sound City Will Speed Party on Its Way in Automobiles—Conditions Said to Be Right for Successful Assault on Heights.

With the departure of 50 Mazamas tomorrow night for Mount Baker, the 17th annual outing of that organization will have begun. More than usual interest has been aroused in this year's trip, as those members who participated in the ascent of Mount Baker in 1906 agree it is one of the most interesting climbs the club has ever undertaken.

The fact that the summit was not reached at that time, owing to an unfortunate choice in the route, has aroused a desire in every member of the party to make this climb a complete success.

Bellingham to Entertain.

The party will leave here tomorrow night shortly after midnight, reaching Bellingham, Wash., at noon Tuesday, where members will be the guests of the Bellingham Board of Trade during the afternoon and evening. Three years ago the citizens of Bellingham not only entertained the Mazama party that visited Mount Baker, but they raised $800 with which to open a trail to the timber line at Mazama Dome, where the camp was established, without which trail-cutting entrance would have been impossible.

In addition to entertaining this year's outing party, these generous people have arranged to send them to the end of the wagon road by automobile. As this can be done in two hours, the campers will be able to reach permanent camp with little fatigue. From the end of the wagon road members of the party will walk to the camp already established on the south slope of Mount Baker, a distance of about eight miles.

Good Climb Predicted.

C. H. Sholes, chairman of the outing committee, is now at the permanent camp and advises that everything is in readiness. Weather conditions are most favorable at the present time, he says, and he predicts the outing will be successful in every respect.

The site of the permanent camp is at the timber line, in a beautiful open park of heather and small trees, within a few minutes' walk of the watershed between Baker River and Middle Fork. In plain view are Mount Rainier, Mount Shukshan, the Cascades, Baker Lake, and facing westward Puget Sound, the islands; a scene unsurpassed by any other possible vantage ground.

The route to be followed in making the ascent of Mount Baker will be up the Middle Fork of the Nooksack, closely following the historic trail of the Coleman party, which made the first ascent in 1908. It is quite probable that Mount Shukshan will be climbed while the Mazamas are in that region. Other trips to nearby points of interest will be arranged for as opportunity offers.

Personnel of Party.

The members of this year's party are: M. W. Gorman, C. H. Sholes, Miss Anna Rankin, J. W. Marsh, Miss Eleanor Gile, F. W. Benefiel, Nels Polson and son, R. W. Montague, Jack Montague, Walter Armstrong, Mrs. Margaret B. Biddle, Mrs. Helen B. Voorhees, Miss Maud B. Holliday, Miss Sadie Sattlemier, Miss Martha Goldapp, E. V. Batstone, Marie A. Rockwell, W. E. Stone, R. B. Hess, C. A. Wyman, Miss J. Pfaff, Miss Alice W. Morgan, C. W. Whittlesey, Miss K. W. Hayek, E. H. Loomis, Dr. and Mrs. Otis F. Akin, Charles Knappton, Mrs. F. P. Larrabee and two sons, Miss Elizabeth Davis, W. P. Hardesty, Dr. Bernard Hahn, Dr. W. C. Adams, John A. Lee, D. M. Brosseau, Mrs. J. B. Hann, Dr. D. Mulder, Miss Lewis, Professor French and wife, Dr. F. L. Frissell, Alden Burrell, H. H. Riddell, Miss Gertrude Metcalf. Others will join the party at Bellingham.

LIGHTSHIP TO MOVE

Change in Position of Vessel Is Under Consideration.

LINE UP ON CANBY LIGHT

Whistle Buoy Also to Be Shifted and Bell and South Channel Buoys to Be Discontinued—Change Will Aid Navigators.

Steamship masters operating vessels plying in and out of the Columbia River in the coastwise traffic have presented a request to Captain J. M. Ellicott, inspector of the Thirteenth Lighthouse District, asking for a change in position of the Columbia River lightship and the whistling buoy. Captain Ellicott is in favor of granting the request and will refer the matter to the Lighthouse Board with his approval.

The changes, which would be of inestimable value to navigators, will consist of shifting the light vessel E. S. E. a distance of 1⅞ miles from the present position. This would place the ship in direct line with the Canby light and distant therefrom 7¼ miles. A ship entering the river at night would be able to steer a course direct from the lightship for Canby light.

From its present position the whistling buoy will be shifted to the southeast and will line up between the light vessel and Canby light, if the changes are carried out. The bell buoy now marking the outer entrance to the south channel and also the south channel buoy will be discontinued. With the exception of the spit buoys, all markings on the old north channel will also be discontinued.

The annual survey of the Columbia River bar was completed in June, and showed a gradual deepening of the channel, due to the direct influence of the jetty. The south channel is becoming narrower and deeper. The lightship and whistle buoy are now off any range that would safely carry a ship across the bar.

On receipt of approval of the changes from the Lighthouse Board, the work will be done immediately. Captain J. M. Ellicott left last evening for Alaska, where he will inspect the lights and aids to navigation. He will leave Seattle on the tender Armeria. During his absence Superintendent Hart will look after the local work.

RECORD FOR JULY LUMBER

Foreign Shipments Amount to 15,475,877 Feet.

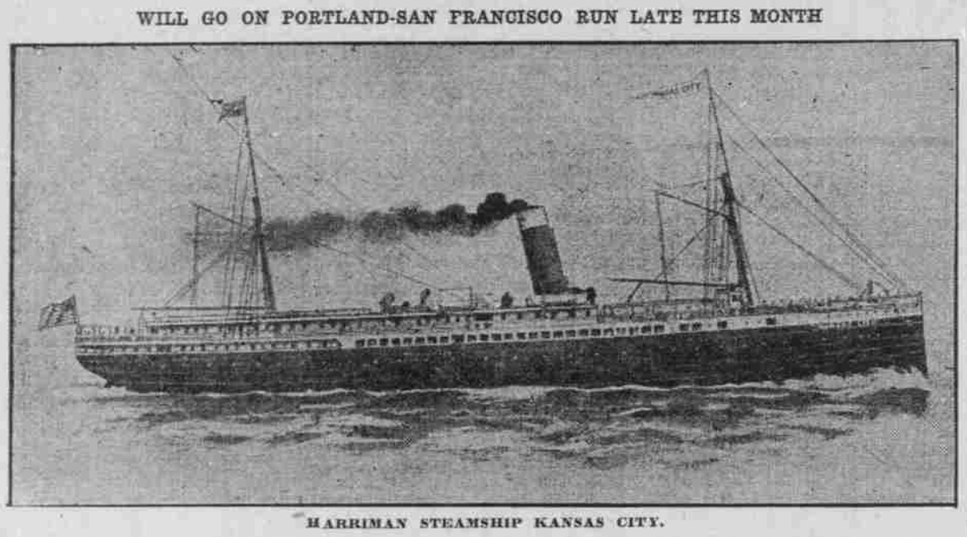
Lumber exports for the month of July, both coastwise and foreign, have set a new mark for Portland in that business. In addition to the lumber dispatched three immense log rafts were dispatched from the lower river for San Diego and San Francisco. Foreign shipments amounted to 15,475,877 feet valued at $148,187. Coastwise shipments amounted to 9,600,000 feet. For July, 1908, the foreign shipments amounted to 14,217,115 feet and the coastwise to 5,375,000 feet.

Figures compiled by the Merchants Exchange, of Portland, place the California shipments of wheat at 107,938 bushels and the flour at 21,247 barrels. The wheat shipments are short of those of the corresponding month of last year but the flour exports are a trifle heavier. From Puget Sound the California shipments of both wheat and flour were considerably less than those from Portland, being 70,362 bushels of wheat and 22,373 barrels of flour. Total shipments from Portland and Puget Sound were (flour included), 254,166 bushels and 254,623 bushels respectively.

Flour shipments for the month were cut down to 11,198 barrels, valued at $51,326. Not a pound of wheat or barley was sent foreign. During the corresponding month of last year the flour shipments totaled 45,266 barrels. During July, 1908, one cargo of wheat was dispatched foreign. The outward fleet for the month just closed, not including passenger and general cargo ships, follows:

Foreign—			
Name, rig, destination.		Flour.	Lumber.
Arabia, Ger. s. s., Hankow		823	3,250,000
Seija, Nor. s. s., Hongkong		875	427,158
Bessie Dollar, Br. s. s., North China			5,712,689
Hawaii, bktn., Auckland			1,220,314
Schwarzenbek, Ger. ship, South Africa			1,715,716
Lottie Bennett, schooner, Kahului			750,000
Henrik Ibsen, Nor. s. s., Hongkong		10,000	500,000
Suveric, Br. s. s., Shanghai			3,900,000
Totals		11,198	15,475,877
Coastwise, lumber—			
Name.			Cargo.
Casco			300,000
Majestic			920,000
Shoshone			700,000
F. S. Loop			800,000
Wellesley			756,000
Yellowstone			835,000
Northland			830,000
Shna-Yak			200,000
Casco			200,000
F. S. Loop			800,000
Northland			850,000
Majestic			950,000
Shoshone			700,000
Wellesley			750,000
Total			9,600,000

WILL GO ON PORTLAND-SAN FRANCISCO RUN LATE THIS MONTH



HARRIMAN STEAMSHIP KANSAS CITY.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Eureka	Eureka	In port
Breakwater	Coos Bay	Aug. 1
Sue H. Elmore	Tillamook	Aug. 1
Falcon	San Francisco	Aug. 1
State of Cal	San Francisco	Aug. 3
Argo	Tillamook	Aug. 3
Alliance	Coos Bay	Aug. 5
Roanoke	San Pedro	Aug. 8
Rose City	San Francisco	Aug. 9
Seija	Hongkong	Oct. 1
Henrik Ibsen	Hongkong	Oct. 24

Scheduled to Depart.

Name.	For.	Date.
Eureka	Eureka	Aug. 1
Sue H. Elmore	Tillamook	Aug. 3
Falcon	San Francisco	Aug. 4
Argo	Tillamook	Aug. 4
Breakwater	Coos Bay	Aug. 7
Alliance	Coos Bay	Aug. 7
State of Cal	San Francisco	Aug. 7
Roanoke	San Pedro	Aug. 10
Rose City	San Francisco	Aug. 14
Seija	Hongkong	Oct. 10
Henrik Ibsen	Hongkong	Nov. 1

Entered Saturday.

Maverick, Am. steamship (McKellar), with fuel oil, from San Francisco.

Asuncion, Am. steamship (Bridgett), with fuel oil, from San Francisco.

Cleared Saturday.

Maverick, Am. steamship (McKellar), with ballast, for San Francisco.

Asuncion, Am. steamship (Bridgett), with ballast, for San Francisco.

Suveric, Am. steamship (Shotten), with lumber, for Chinese ports, via Puget Sound.

KANSAS CITY COMING ON RUN

Steamship Will Sail on Initial Trip From San Francisco August 28.

Announcement was made yesterday that the steamship Kansas City, recently brought around from New York for service between Portland and San Francisco under the house flag of the San Francisco & Portland Steamship Company, will leave San Francisco on her initial trip August 28. The Kansas City will be in command of Captain William Kidston, formerly master of the steamship Rose City. Captain Kidston brought the vessel around Cape Horn. She is now undergoing an overhauling at San Francisco.

The Kansas City was formerly owned by the Ocean Steamship Company and was built at Chester in 1889. She is a fine type of passenger craft and closely resembles the old Columbia. She has splendid accommodations and will be a fit mate for the Rose City.

The Beaver and the Bear, new steamships under construction at Norfolk for the same company, will be turned over in January and February respectively. It is expected that they will be ready for service on the Pacific Coast in May.

Marine Notes.

The oil tank steamship Maverick is discharging fuel oil at Portsmouth.

From Coos Bay ports the steamship Breakwater is due to arrive this afternoon.

The steamship Alliance sailed for Coos Bay last evening with passengers and freight.

The steamship Nome City arrived up yesterday morning with passengers and general cargo from San Francisco.

With fuel oil from San Francisco, the steamship Asuncion arrived at the Standard tanks yesterday afternoon.

In the service of the American-Hawaiian Company the steamship Falcon is due to arrive in Portland tonight.

With general cargo for Hongkong and Japanese ports the Norwegian steamship Henrik Ibsen left down yesterday morning.

With a part cargo of lumber for Shanghai the steamship Suveric left down yesterday afternoon. She will finish cargo at Seattle.

With 400 passengers and all the freight she could handle the steamship Rose City sailed yesterday for San Francisco.

Arrivals and Departures.

PORTLAND, July 31.—Arrived—Steamship Nome City, from San Francisco; steamship Asuncion, from San Francisco. Sailed—Norwegian steamship Henrik Ibsen for Hongkong; steamship Rose City, for San Francisco; steamship Alliance for Coos Bay; British steamship Suveric, from Shanghai via Puget Sound.

Astoria, Or., July 31.—Condition of the river at 5 P. M., smooth; wind northwest 18 miles; weather cloudy. Arrived down during the night, schooner Lottie Bennett. Arrived at 3 and left up at 4:30 A. M., steamer Asuncion, from San Francisco. Sailed at 7:50 A. M., steamer Argo, for Tillamook. Sailed at 12 noon, schooner Inca, for Auckland. Arrived down and sailed at 5:40 P. M., steamer Rose City, for San Francisco. Arrived down and sailed at 9:40 A. M., steamer Majestic, for San Pedro. Arrived at 4:40 P. M., steamer Elmore.

San Francisco, July 31.—Arrived at 2 A. M., steamer Roanoke, from Portland. Arrived at 7 A. M., steamer Geo. W. Fenwick, with log raft in tow, from Columbia River. Sailed at 9 A. M., steamer Atlas, for Portland. Sailed at 2 P. M., steamer Geo. W. Fenwick, for San Diego; French bark Emilie Siegfried, for Portland, and schooner Mabel Gale, for Columbia River. Sailed at 12 noon, steamer State of California, for Portland. Steamer Winnebago, from Everett, for San Diego, went ashore at Point Arena at 3 A. M. Is a total loss. Crew ashore. Arrived, steamer Roanoke, Portland; steamer Geo. W. Fenwick, Mukilteo; steamer Mariposa, Tahiti; steamer Carlos, Port Ludlow. Sailed, ship Emilie Siegfried, Portland; steamer State of California, Portland; steamer Virginian, Honolulu via Seattle; steamer Atlas, Astoria; steamer President, Seattle; steamer Titania, Nanaimo; steamer M. F. Plant, Coos Bay; schooner Guide, Tillamook.

Coos Bay, July 31.—Sailed, steamer Breakwater, for Portland.

Tides at Astoria Sunday.

High.	Low.
	6:43 A. M. ..... 1.3 feet
1:10 P. M. ..... 7.7 feet	6:48 P. M. ..... 3.1 feet

Patterson Charge Dropped.

OREGON CITY, Or., July 31.—(Special.)—The charge of embezzlement against George A. Patterson, local manager of the Home Telephone Company, was dismissed today by Justice of the Peace Samson, as the financial misunderstanding between Patterson and his company had been satisfactorily settled out of court. G. E. Saunders, night operator at Albany, will take charge of the company's office here temporarily.

Spokane Clears With Lumber.

ASTORIA, Or., July 31.—(Special.)—The steam schooner Shoshone, which sailed today for San Francisco, carries a cargo of 680,000 feet of lumber and 24 cedar spar buoys, loaded at Rainier.

Prohibition vs. Licensed Saloon

Liquor Dealers Issue Statement in Which They Set Forth the Argument for Conditions as They Are Here—Experiences of Other States.

PORTLAND, July 30.—(To the Editor.)—The Oregonian's editorial article yesterday entitled "Light On Prohibition," was the subject of discussion at a meeting of the Wholesale Liquor Dealers' Association of Portland yesterday.

In that editorial you ask the questions "Does Prohibition prohibit or not" and "Do restrictions on the sale of liquor diminish its use or increase it?" You add the conclusion that "The fact that persons who are interested financially in the manufacture and sale of drinks oppose restrictive legislation, would seem to be decisive of both questions," because you assume they would not take the trouble to fight laws which did not hurt their business.

As the people of Oregon will doubtless be called upon to vote on this question next year, and as The Oregonian will wish to present both sides of the problem, your consideration is asked of the following statement:

The best answer to the question of whether or not prohibition prohibits is logically found in Maine, where prohibition has been a part of the constitution for nearly 60 years. The fact that liquor is sold everywhere in Maine, and that this condition has obtained ever since the prohibition law was passed, is too notorious to require more than mere mention. The most recent and striking proof of this is the statement of Wilbur C. Weldon, recorder of the Municipal Court of Portland, Me., who has publicly stated that there are over 400 men and women in Portland who come before his court time and again charged with drunkenness, and he advocates the establishment of a drunkards' farm there, that these habitual tipplers may be cared for.

If further evidence were needed, it is found in the last report of the Commissioner of Internal Revenue, which shows that in prohibition Maine there are more Federal licenses issued for the retailing of liquor than there are in "wet" Virginia, proportioned to population.

The reason we oppose prohibition laws is plain. The manufacturer has for many years, under sanction of the law, established a trade upon which he could rely, both as to quality and quantity purchased, and the commercial integrity of his customers. His money has been invested in that business in good faith. To wipe out that established custom and to force him to build up a new trade, with unknown men, without credit, who are known lawbreakers, is sufficient explanation of his opposition to prohibitory laws. Where his business has been honorable and reasonably safe, the prohibition laws would make it illegal and precarious.

The position of the retailer is similar. If the law demands that he cease to sell liquor, he loses his investment, and it is no consolation for him to know that some one who is willing to defy the law is supplying the demand. In prohibition territories there are sold by bootleggers, the cheapest brands, poor in quality and heavily adulterated. No decent manufacturer wishes to turn out such goods. The brewer, the distiller, the wholesaler and retailer are justified in opposing prohibitory laws, because they legislate them out of business, confiscate their property and subject them to public condemnation and abuse, without in any degree lessening the consumption of liquor, without decreasing the commission of crime, and without improving the morals of a community.

The statement that prohibition will show its best results in the coming generation, because the young will be brought up without the contaminating seductions of the legalized saloon, is open to various constructions. There can be no guide in such matters but experience, and again the State of Maine furnishes the best guide, because prohibition has been law there long enough to test out the claim that the young are better off without the legalized saloon. There has been plenty of time for the demonstration of this claim in Maine. Fifty-seven years without the legalized saloon has brought little comfort to those who wished to see a proper solution of the liquor evil. There is more drinking, and by far more drunkenness in Maine today than ever before. This is not argument, it is simple fact.

More than a generation ago, New York, New Jersey, Pennsylvania, Ohio, Michigan, Indiana, Illinois and Wisconsin adopted state-wide prohibition. Certainly these are representative states, rich in experience, long settled and progressive. In every one of them prohibition has been repealed, with the single exception of Ohio, where prohibition was made a constitutional provision. But the financial disaster and the farcical enforcement of the law were so great following prohibition that today any one may violate the constitution of the State of Ohio by paying the state $1000 for that privilege. Of the original prohibition states there remain but Maine and Kansas and certainly they do not compare, if figures are to be believed, in morality, education, wealth or progressiveness, with any of the first mentioned states. In Kansas, liquor is sold in kitchens, in junk shops, in tailor shops, in billiard parlors and practically everywhere. In Maine, you do not even have to ask for a drink; it is brought to your room and is included in the rate you pay for accommodation. The records of the Internal Revenue Office show that when Oklahoma was "wet" there were 105 Federal licenses paid in Oklahoma City. This year, with Oklahoma "dry" there are 307 licenses. "The contaminating influence of the legalized saloon" would thus seem to be infinitely preferable to the contaminating influence of the "speak-easy."

The plea of the prohibitionists is that the saloon destroys the home. If this were true the saloon could not exist anywhere in America very long. That it is not true is made plain by figures taken from the recent report of the United States Census Department on marriage and divorce. In Maine, the ratio of divorces to marriages is 1 to 6. In New York, it is 1 to 41. In New Jersey it is 1 to 45. Based on population, the ratio of divorces for Maine is 1 to 42. For New York, 1 to 250. The most significant and startling fact of these figures is given in the statement of the proportion of divorces in which drunkenness is given as the direct cause. With one exception Maine has the largest percentage of such divorces of all the states in the Union. The percentage of divorces granted in which drunkenness or intemperance was given as the cause for the whole United States is:

Of women, 1.1, of men, 5.2.

In Maine the percentage is:

Of women, 3.3, of men, 16.9.

It would seem from the foregoing that the licensed saloon is far better for a community at large and for the rising generation, than prohibition. The licensed saloon is a known quantity and can be regulated. Under prohibition, the dive, the dump and the speak-easy are unknown quantities which breed drunkenness, immorality and contempt for the law.

Prohibition destroys revenue and property. It has nowhere improved conditions or morals. It is responsible for the unparalleled political rottenness of Maine, where violators of the law pay tribute to corrupt officials and where contempt for the law is universal.

Why should not the man financially interested in the manufacture or sale of liquors oppose prohibition? The direct personal interest of the advocate of any theory does not lessen the force of facts, and a due consideration of the bald facts on this subject is all that is necessary to insure the defeat of prohibition in Oregon.

Why should not every good citizen, and every newspaper having the welfare of the community at heart, oppose prohibition?

THE WHOLESALE LIQUOR-DEALERS' ASSOCIATION OF PORTLAND.*

WEAK MEN

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Bear in mind for twenty-five years I have made a specialty of the half-dozen ailments peculiar to men. I do not dope the stomach with powerful drugs, as do other specialists; I have no electric belts or other trick-a-trap devices to sell you for a fat price—or any other price; neither have I any nostrums or tonics to work off on you for so much per; but I have developed a Direct Method Treatment that will CURE ANY CASE of WEAKNESS in men. Instead of destroying the digestive and assimilative processes of the stomach and bowels by filling them up with drugs, I apply curative medicines directly to the DISEASED REGION, and thus effect a CURE in a comparatively short time.

In any diseased condition Nature needs help. The right kind of medicine applied TO THE CENTER OF DISEASE will assist Nature in overcoming inflammation and congestion, strengthen and REVITALIZE diseased tissues and soothe and heal, where barrels of drugs taken internally would merely impair the digestion, deplete the blood, weaken the vital functions and produce general havoc throughout the system.

Don't put off seeking treatment. Delay is dangerous. Every moment you are hesitating the disease is gaining greater headway and will be that much harder to cure. If you delay too long your condition will certainly pass beyond the power of human skill. Remember that your ailment will not cure itself.

CHOOSE THE RIGHT SPECIALIST

The most important thing for you to do, if you are an ailing man, is to seek the services of THE RIGHT DOCTOR. Don't go to the first one you see, simply because he happens to be a physician. Choose the physician who makes a specialty of curing the kind of ailments from which YOU suffer. The ordinary medical man really knows but little about curing the diseases peculiar to men. He merely has a general knowledge of such diseases, because his practice is spread out over the whole range of diseases to which flesh is heir. He therefore knows a little about all diseases and not a great deal about any. If you should go to him he may conscientiously try to cure you, but not knowing HOW, he would have to experiment upon you. In brief, he is a medical "jack of all trades and master of none." Knowing these facts, would you want to trust your life in his hands? If your watch were to break or get out of order, you wouldn't take it to a machinist to have it repaired. No, you would know better. You would take it to the very best WATCHMAKER you could find. Then why should you not use the same kind of good, sound judgment when you need a doctor? Your health is certainly as important as your timepiece.

WHAT "WEAKNESS" IS

Weakness in men is due to a diseased condition of the Prostate Gland. The Prostate Gland is a subsidiary, but nevertheless a very important nerve center. Inflammation of this gland is therefore a serious matter. When its importance to the male organism is considered it need not be wondered at that when it is diseased the result is felt even in the most remote parts of the system. Inflammation of the Prostate Gland interferes with the whole vital process. It results in tremendous waste of nervous energy—a waste that depletes every nerve center, impoverishes the blood and, unless checked, will sooner or later prostrate the entire system.

Why the Diseased Prostate Causes Weakness

The reason weakness results from the diseased prostate is because of the waste of nervous energy. In case of disease, nature attempts to correct the trouble and forces functional activity by sending to the infected region a greater quantity of nervous energy than is required in a healthy state. To supply this excessive energy to the diseased section, nature draws upon the reserve store of energy in the brain. If the reserve supply happens to be already exhausted, as is often the case, then an equal quantity of nerve-energy must be taken from the organs of the body—brain, heart, stomach, liver, kidneys, bowels, etc. This process is kept up until the sufferer is completely robbed by the disease of all vital energy, when nervous prostration ensues. Thus all the organs of the body are made to suffer for the disease of one.

A BANKRUPT NERVOUS CONDITION

The case is parallel to that of a run on a bank. In the beginning the bank may be perfectly safe and solvent, but if its depositors make a run upon it and keep up the drain on its resources long enough, it must surely suspend payment and cease business. The strongest man cannot withstand the terrible strain upon his Nerve-resources if there is a waste of energy greater than the supply, as is true in the case of functional weakness.

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If your digestion is weak, your liver is balky, your bowels are constipated; if you are suffering from lost vitality, pains and aches, you won't radiate much sunshine, and you'll keep at the tail of the procession.

Why not use a little reason about the care of your body? When you get tangled up inside, when you feel that your vitality is playing out, why not use electricity?

The Dr. Hall Electro-Vigor will overcome your weakness—put strength into every organ of your body—overcome your pains and aches, give you the strength and courage of a manly man and put you in the ranks of the winners.

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