Problem Is Not Intricate or Mysterious, but Will Take Time and Money.

GOETHALS NOT DECEIVED

Delays Already Costly to Shippers. Foretaste Is Given of What Might Happen to Prevent Movement of Fleet

OREGONIAN NEWS BUREAU, Washington, Oct. 9 .- A substantial appropriation to "complete" the Panama Canal will be urged when Congress convenes. This large and unexpected demand on the Federal Treasury is made necessary by continued slides.

With the formal opening of the Canal the public and Congress were led to the public and Congress were led to believe that the Canal was virtually completed. Engineers having to do with the work, from General Goethals down, have known all along that the Canal was far from completed, and cannot be regarded as a finished engineering project until all danger of sildes has been removed. To make the Canal permanently safe will require the expenditure of several million dollars. Task Big but Not Intricate.

Task Big but Not Intricate.

"It is not a difficult problem to protect the Panama Canal against slides," said an officer of the Army Engineer Corps, recently returned from the 1sthmus. The problem is not intricate, but it is big. The slides are not due to any mysterious cause. The solution of the problem is quite plain. But in working out that solution a great sum of money will be required, and a considerable time must be spent in cutting away the slopes of the Canal bank at Gold Hill and elsewhere.

"How long it will take to make the

Gold Hill and elsewhere,

"How long it will take to make the
Panama Canal absolutely safe for passage of ships will depend altogether on
how Congress provides funds. With
ample funds, the work could be finished in a year, It would be economy
for the Government, and certainly it
would be economy for shipping interests, if a lump sum appropriation adequate to meet the full cost could be
made next session." made next session.'

Engineers Not Deceived.

Engineers Not Deceived.

General Goethals and other officers and engineers on the Panama Canal work have never been deceived about the danger of slides, nor have they ever regarded the Canal as finished, notwithstanding the large tonnage that has passed through since the opening. But Congress, hoping to hold down the cost, has been disposed to disregard the necessity for cutting away the hills abutting the Canal.

Recent slides, it is thought by the Canal officials, will close that waterway to commerce for five or six weeks

Canal officials, will close that waterway to commerce for five or six weeks
before dredging can open the waterway
for traffic even temporarily. In the
meantime hundreds of cargoes are being held up at either terminus of the
Canal; the delays are proving costly to
shippers, and the United States Government is getting an object leason of
leasest might registed were this count.

Canal; the delays are proving costly to shippers, and the United States Government is getting an object lesson of losses it might justain were this country today at war with some foreign nation.

Military Value Temporarily Gone.

There were two assigned reasons for not sending the battleship fleet to the Pacific Coast during the past Summer on the military necessity of keeping threatened, and the other the danger of having them cut off by sildes, if they should be sent through the Canal. Had the fleet been sent to the Exposition and been held there uniti now it would have been safely marooned on the Pacific Coast for another month by the slides which actually have occurred. For the menth of October, at least, the Panama Canal has no military, nor has it any commercial, value.

Shipping men on the Atlantic Seaboard who have been inquiring at the offices of the Panama Canal in Washington, have uniformly expressed the hope that Congress will take to heart.

ington, have uniformly expressed the hope that Congress will take to heart the lesson of the present slides, and make ample provision next session for

DREDGE BILL MAY BE PAID

ing carried on at the Interstate bridge be collected by the port in cash and that it accept notes for the remainder. Whother the proposal will be adopted is to be made known in a few days.

week the British steamer Haith Hall will be dispatched with a large wheat earge and she may be the only carrier of the cereal fleet sent affshore.

BEAR SALUTED EVERY TRIP

Liner Has Regular Reporting Sta-

tion on Cliff at Gualala. C. H. Getchell, of Gualaia, Cal., located 10 miles south of Point Arena, is one of the friendliest residents of the coast, according to officers of the steamer Bear, who say that each time the Portland-California liner passes there a flag on the Getchell flagpole is mised and dipped as a salute to the vessel. On the last trip the Bear passed there after dark and, being unable to

discern whether any notice was taken of the ship, Captain Nopander ordered that the customary whistic salute of three blasts be given.
On reaching port he received a letter from Mr. Getchell, thanking him

for from Mr. Getchell, thanking him for the salute and saying that his father, a retired master of salling vessels, evinced such an interest in passing vessels that the flagpole had been rigged, and he was most conscientious in his recognition of the Bear. Mr. Getchell mentioned that he had made eight trips on the Bear but neglected to introduce himself.

"We had passed there a number of times before we noticed the flag sa-

"We had passed there a number of times before we noticed the flag sa-lute," said Captain Nopander yester-day, "but since that time the officer on watch orders our flag dipped and the whistle sonuded, To a seafaring man it is a courtesy always appreciated and we know that the regular passing of the ship in front of the cliff at Gualaia brings pleasure to the sailor, who

YOUNGEST STEAMSHIP MAN HEADS PARR-M'CORMICK FLEET.



Fred Parr.

News from San Francisco News from San Francisco is that Fred Parr, formerly with the Dodge line and now with the newly-formed Parr-McCormick Steamship Line, which handles northbound general cargo business to Portland, is president and manager of the corporation. He was born in 1885 at Visalia, Cal., and is said to be the youngest head of a steamship fleet on the Const. Coast.

probably passed that way many times during his day, sailing his own ship and perhaps looking toward shore for much the same sort of a sign of bon

MARIPOSA STILL ASHORE

FORWARD HOLD AND THE ENGINE-ROOM ARE FLOODED.

Wrecking Steamer on Way to Make Attempt to Save Vessel After Survey Has Been Made.

Insufficient Water Hampers Movement of Rafts to Mill Here.

Lake River is the last feeder of the Lower Columbia to feel the effects of Great Northern.

the low stage of water. For two days efforts made to dislodge a pair of rafts for the East Side Lumber Company.

Standard American Interests Make

New Proposal to Port of Portland.

Counsel for the Standard American Dredging Company, dredges of which were libeled recently by the Port of Portland Commission while working at Vancouver, Wash, in an effort to enferce the collection of more than \$60, and the steamer Dixon, it is estimated there was about four feet of tide to 600 aue for dredging performed by the Columbia at Astoria early in the year, have reopened negotiations with the port looking to a compromise and early payment of money due.

In the way of a compromise, the port has lowered the total amount to \$50,200 because of a discrepancy between measurements made by engineers of the amount of material handled by the Columbia while at Astoria. The company has proposed that money due from Multnomah County for dredsing carried on at the Interestate bridge be collected by the port in cash and collected by the Port of the company has proposed that money due from Multnomah County for dredsing carried on at the Interestate bridge be collected by the port in cash and collected by the port in

Wheat Cleared Yesterday for California More Than 1300 Tons.

More cereal for the California market is being floated and two lots were started yesterday, with additional shipments to move this week. The steamer Speedwell was cleared yesterday with additional shipments to move this week. The steamer Speedwell was cleared yesterday with additional shipments to move this week. The steamer Speedwell was cleared yesterday with foot tons of wheat for San Francisco, shipped by M. H. Houser, also 400,000 feet of lumber sent by the Globe Grain & Milling Company for Sin Francisco, 25 tons of wheat shipped with 602 tons of wheat shipped with 602 tons of peas by Albers Brothers, 600,000 feet of lumber from the plant of the Multinomsh Lumber & Box Company and 15 tons of pease by Albers Brothers, 600,000 feet of lumber from the plant of the Multinomsh Lumber & Box Company and 15 tons of general freight.

The Bear loads wheat this trip for California in addition to other cargo and the Geo. W. Elder, due today, has considerable cereal to take on for her southbound voyage, while some goes on the Santa Clara tomorrow.

Turbiner Takes Oregon Products.

Oregon potatoes, applies, cheese and other Beaver State staples largely made up the cargo of the Great North. More cereal for the California mar-

Oregon potatoes, apples, cheese and other Beaver State staples largely made up the cargo of the Great Northern, which sailed south yesterday afternoon with 1000 tons of freight and 387 passengers. The Northern Pacific will arrive at Plavel today with 227 passengers and 480 tons of freight, a large express shipment and several autos. The freight consignments are made up of coffee, wine, fruits and vegetables for Northwestern points.

for Northwestern points.

Wedding Is Arranged but Captain Declines to Act.

COUPLE OBLIGED TO WAIT

Navy Man on Leave Wins Los Angeles Girl First Day on Board. Honeymoon Planned for Return Trip South.

Dan Cupid was a passenger on the teamer Bear yesterday from Cali-

Press dispatches of the past few days have carried information to the effect he was at Washington, D. C., as an ally of President Wilson, so he must have made an aeropiane flight to the Pacific side, or else left the National Capital in advance of the news of the President's betrothal.

But, at any rate, ne was on the Bear. And his strengus work during June all over the country, and later among tourists moving to and from California, also his conquest with the President, have not tired him, for aboard the Bear he was on the job from moment she backed away from her p Thursday at San Francisco until tied up here yesterday at 10 o'clock. Navy Man Wins Girl.

Navy Man Wins Girl.

James McIvor, one of Uncle Sam's stalwart young fighters aboard the U. S. S. Denver, now lying at Mare Island, was the first person Cupid fired at. Next he directed his darts toward Miss Lillian Hubbs, of Los Angeles, who is considered fair to look upon, has just the disposition that appealed to the Navy man, and was a most rapt recipient of the confidence he imposed as to his life on the briny deep, what he would do to the Mexicans when the Denver again returns to her southern

as to his life on the briny deep, what he would do to the Mexicans when the Denver again returns to her southern station and a host of other secrets. Cupid found fair weather, moonlight, lack of seasickness and most conducive surroundings aboard to further his game. In fact, the case was decreed love from the time their glances met. On the ship it was taken for granted on the ship it was taken

On the ship it was taken for granted the second day that the affair would lead to a wedding at sea.

Purser Fred Haywood was an interested onlocker. He offered no objection when a passenger suggested the social hall as the proper place for the ceremony. Steward Martin quietly had informed the chef there was a prospect of a wedding supper, and to the baker he imparted a suggestion for a wedding cake. Chief Engineer Jackson was in a mood to slow the engines so as to make the binding geremony more impressive. First Officer Parker and others of the Bear's company had thoughts of clean shaves, boiled shirts and how much rice there was aboard. and how much rice there was aboard.

After dinner Friday evening there was an unusual gathering in the social hall. A few women passengers were in decolette. The men had brushed their traveling suits and there was a general air of expectancy for a time. Then it fell most distressingly flat. Captain Nopander refused to carry out the role of marrying skipper. The pretty would-be bride coaxed, cajoled and begged. But she lost. Then the Navy man, with a most respectful salute, heels together, shoulders back, approached the skipper with a "Please, sir," but the navigator of the Bear was firm. Ceremony Is Delayed.

sir," but the navigator of the Bear was firm.

So there the case rested until the South of the Couple went ashore. Miss Hubbs was bound for Spokane, but announced that she would not take the first train from Portland as planned when she left the Golden Gate. The Navy man was given a furlough of 12 days from the Denver, and is sure the return trip will be a honeymoon. With them go the well wishes of the Bear's crew. Even Captain Nopander says he hopes they are happily married if determined on the step, but he declines to perform the functions of a sky pilot.

MARINE INTELLIGENCE.

DUE TO ARRIVE.

Marvand Wireless Reports.

DUE TO ARRIVE. DUE TO DEPART.

į	Rose City Los Angeles Oct.	25
	Portland-Atlantic Service, DUE TO ARRIVE.	
	Name. Prom Date Santa Cecelia. New York Nov. Panaman New York Nov. Iowan New York Dec. Santa Catalina New York Dec. Santa Cruz New York Dec.	NOTES NO
	Santa Clara New York Dec, DUE TO DEPART.	20
	Name. For Date Santa Ceccila New York Dec. Lowan New York Dec. Lowan New York Dec. Santa Catalina New York Dec. Santa Catalina New York Dec. Santa Creiz New York Dec.	1 3 10 25
	Notice to Mariners.	210
ß	The following affects aids to no	wrt.

COOS BAY. Or., Oct. B.—(Special.)—The maniling achooner Roamer sailed for Rosue River with miscelinatous freight. Arriving from San Francisco and Eureka he steamship Santa Clara sailed this after-tion for Portland.

The gasoline schooner Relief arrived at 7 clock for freight for Siusiaw River points. With general freight the gasoline schooner further is due to sail Sunday for Wedderwork.

The steam schooner A. M. Simpson ar-ved from San Francisco and will load lum-er at Porter mill. The tug Robarts arrived from Sinslaw tor.

Movements of Vessels

PORTLAND, Oct. 9.—Arrived: Steamer bear, from San Pedro via San Francisco W. F. Herrin, from San Prancisco. Salled Steamer Dalsy Putnam, for San Prancisco Astoria, Oct. 2.—Salled at midnight

PORTLAND FIRM TURNS OUT FIRST LIGHTHOUSE-EQUIP-MENT JOB AWARDED HERE.



Huge Luntern for Robinson Point

At the plant of the West Side Pattern Works a lantern for the new Robinson Point light station, located between Tacoma and Seattle, is being completed on a contract in the sum of \$1500. on a contract in the sum of \$1500. It is the first lantern ordered built here by the Bureau of Lighthouses, and is 12 feet high and has a diameter of eight feet. Brass, iron, zinc and curved glass are used in its construction. The light was manufactured in the East.

teamer Rose City, for San Pedro via San rancinco. Arrived at 1 and left up at 2:30 . M. Steamer Bear, from San Pedro via an Francisco, Left up at 9 A. M. barken-ne James Tuft. Arrived at noon and left p at 1:25 P. M. Steamer W. F. Herrin, rom San Francisco. Sattled at 8 P. M. teamer Great Northern for San Francisco. San Brancisco. San Brancisco.

Marconi Wireless Reports.

The following affects aids to nave washing how in the Seventeenth Lighthouse of the property o

VESSEL COMES IN BALLAST

Steamer Valleta Gets Highest Rate for United Kingdom-Canal Closing Causes Rise-Some Shinpers Benefit by Delay.

Grain rates reached the 100-shilling nark yesterday for the United Kingdom, not considering options of other ports, when the British steamer Valetta, or \$721 tons net regiser, was engaged by Kerr, Gifford &

steamer Valetta, of \$721 tons net register, was engaged by Kerr, Gifford & Company. The fixture of the British atcamer Margam Abbey a few days and pipe lines at an estimated expenditure of \$851,242, will be required by the usual United Kingdom ports, with more stipulated for options, so the Varietta is the highest-priced ship for the customary United Kingdom ports. In addition, two saliers were added to the Pacific Coast list yesterday by Strauss & Company, the French bark Dieppedale being taken at \$28 56 for San Francisco loading with the option of Portland, and the British ship Celtic-burn at \$9 shillings for San Francisco or Puget Sound loading. The Dieppedale arrived at Adelaide August 11 from Bahla Blanca, and the Celticburn left Cardiff July 28 for Montevideo.

The Valetta left New York September 2 for Amoy and made her way through the canal in fairly good time, as she was reported at Colon September 10, and Balboa September 14, sailing the latter date for the Far Eastern harbor, from where she comes to Portland in ballast. Exporters, in their quest for steam tennage that would be available for fairly early loading, said last week that, with the charter of the Margam Abbey, at least one tramp steamer remained in Pacific waters that might be obtained. At first, it is said, her owners refused going rates, that might be obtained. At first, it is said, her owners refused going rates, though it is not known whether 100 shillings was declined when negotiations started. Their acceptance of the rate yesterday is taken to indicate it is to be regarded as the market now, and the fact the steamer moves across and the fact the steamer moves acr rate yesterday is taken to indicate it is to be regarded as the market now, and the fact the steamer moves across the Pacific in ballast may mean that

the owners are anxious to get the ship

in company, as there is not the usual amount of grain at tidewater at present and there are firms that will, no doubt, be in a better position to dispatch vessels more quickly in a few weeks.

TELEPHONE DATA ASKED

PUBLIC SERVICE COMMISSION ACTS IN HOME COMPANY CASE.

Woven in Situation Is Realized in Action.

That Subject of Rates Is Inextricably

SALEM, Or., Oct. 9.—(Special.)—As a result of the complaint filed recently by the Public Service League of Portland asking for physical connection between the Pacific and Home telephone com-panies' systems in Portland, the Oregon Public Service Commission today called upon the Home company to furnish it with complete data regarding the com-

The Commission announced that upon its own motion it had taken up

editor of quarterly, Miss Mary Eva Foster, Helena, Mont.; secretary of literature, Mrs. W. H. H. Forsythe, Portland; secretary of student work, Miss Elsie Wood, Tacoma; superintendent of lithing, Mrs. E. A. Stephenson, Seattle; secretary of bequests and annutites, Mrs. M. E. Ferrill, Seattle; secretary of extension work, Mrs. F. E. Dodds, Thompson Falls, Mont.; superintendent of inter-denominational work, Mrs. E. Coleman, Seattle, Delegates to seneral executive meeting in Los Angeles October 28 to November 6, Mrs. L. A. Dickey, Portland, and Miss Nettle Whitney, Tacoma.

WATER REPORT IS ISSUED

State Appropriation Permits in Last Quarter Total 152.

SALEM, Or., Oct. 9 .- (Special.) -- State SALEM, Or., Oct. 2.—(Special.)—State Engineer Lewis today announced that during the three menths ending July 31, he had issued 152 permits for the appropriation of water, under which it is proposed to irrigate 23,143 acres of land, develop 352 horsepower and supply municipal water for Amity, Yambill County; Halfway, Baker County; Newport, Lincoln County; Port Orford, Curry County; Tillamook City, Tillamook County, and Marshfield Coos

County. Construction of 210 miles of canals

Superintendent Sends Lists to Schoolteachers.

must read at least one book a year pertaining to the profession of teaching and that the books must be selected by the Superintendent of Public Instruction.

The reading this year will be done under the supervision of the University of Oregon and the Oregon Agricultural College.

College. BROOKS HAS \$20,000 FIRE

Catholic Church Parsonage, Dwelling and Two Barns Destroyed.

SALEM, Or., Oct. 9.—(Special.)—Fire causing an estimated loss of \$20,030 to-night destroyed the Catholic Church at Brooks, the parsonage, occupied by Rev. George Shiner; the residence of Fred Batchelor and two barns belonging to Frank Nowak and Jack Painter. Thirty-five tons of hay also were burned.

The fire, according to word reaching here, started shortly before 6 o'clock from the explosion of a gas stove in the Batchelor home. The buildings and contents it is said will prove a total loss. No one was injured. The church and priest's residence were partially

DAILY CITY STATISTICS

STROMQUIST. JOHNSON — Oliver H. A. Streenquist, 5117 Sixty-third street Southeast, 27, and Syna K. Johnson, 247 East Sixth street, 28, SHANBARKER - GOODALE — John H. Shanbarker, 200 Going street, legal, and Laura Chejsa Goodale, 788 Grant avenue Mrz. The Commission annotates and practices of the Home Telephone & Telegraph Company in Portland and its alied exchanges in Oregon. The move follows a similar one taken some time ago with respect to the Pacific Telephone & Telegraph Company.

"The Home company," said Commissioner Campbell, "has been requested to give the Commission full information as to its capitalization, earnings and expenses, fixed charges, general comparative balance sheets and a complete inventory of all property used in public service, showing original cost, reproduction cost and the amount of accrued depreciation.

"The recent complaint filed by the Strength Street South-street, 26. Street, 26. Stre

Merchant Skipper Honored by Plaster Paris Guns.

DIEGO IS SCENE

Moving Picture "Battleship" Pays Tribute to Captain Foldat, of Steamer Wapama, in Acknowledging Services.

It seldom falls to the lot of a merchant marine skipper to be honored by a big gun salute, unless, perchance, he carries presents to a South Sea Island Tillamook County, and Marshfield, Coos King, saves his tribe from starvation or slaughter or renders assistance of some

King, saves his tribe from starvation or slaughter or renders assistance of some such character, but Captain John Foldat, master of the McCormick fleet's speedlest vessel, the Wapama, blushingly admits that on the last trip from California he bowed acknowledgement to a salute fired from a naval vessel. It was at San Diego, and naught is detracted from the story because the naval vessel was one manufactured by a moving picture concern; that the honor accorded the navigator was a result of having towed the vessel from San Francisco through smooth seas and under favorable conditions, or that the saluting gun was a pipe covered with plaster paris, or that there was no audible explosion, the "shells" simply throwing a cloud of smoke so it could be caught by a moving picture machine. The Wapama towed the Bowhead, most ancient of whelers, which took the water in Norway in 1871 and found herself in many parts of the world until 1895, when she entered San Francisco Bay and operated from there until a few years ago when she survived the ravages of time. Recently she was bought for motion picture purposes and

Being built of oak she survived the ravages of time. Recently she was bought for motion picture purposes and was due to be blown to atoms yesterday at San Diego by a United States Navy submarine; after one of the Government cruisers had fired a broadside in the hulk, an airship dropped from above, a feat intended primarily for the picture men, and incidentally to give Uncle Sam's fighters practice.

On the arrival of the Bowhead at San Diego it is said a small army of workers boarded her and in 48 hours she cmerged a battleship. True, her sides were covered with heavy cardboard, painted gray, and what appeared to be rivets in the heavy armor were large headed tacks, and with her topmarts lowered the stumps of two masts were decorated with more cardboard to resemble fighting tops aboard naval

esemble fighting tops aboard naval hips. Captain Foldat's sea experience was

loaned to the picturemen in many ways when the Bowhead was being altored, and in return for his interest the de-parture of the Wapama was made the casion of firing the plaster paris

The Wapsma discharged here yester-iny at Couch-street, Oak-street, Sup-ple's and Albina docks, then began oading lumber at the Eastern & Westloading lumber at the Eastern & Western before proceeding to St. Helens to finish, sailing Wednesday. On the run from San Francisco to the river she was only 52 hours, and from Astoria to Portland 7½ hours, thereby establishing the fastest run for that fleet and full credit is given Chief Engineer Gardner, for two years with Captain Foldat on the steamer Multnomah and who joined the Wapama at San Francisco who joined the Wapama at San Fran-

Steward Jack Pennington says there were fewer seasick passengers than usual, a more select party of travelers and favored with good appetites.

FOUR TO GET \$4,000,000 Estate of Colonel Dewey, of Nampa

to Be Divided. NAMPA, Idaho, Oct. 9.—(Special.)—
The \$4,090,000 estate of the late Colonel W. H. Dewey, one of the early ploneers of Southern Idaho, is being checked up and will be divided among the four heirs within a few days, according to an announcement by the trustee today.

Those who will receive a share of the estate are Mrs. W. H. Dewey, the widew; E. H. Dewey, a son, and trustee of the estate; W. C. Dewey, a son, and Mrs. Robert Davis, a daughter. All are residents of this city.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Oct. 5.—Maximum temperature, 59 degrees; minimum, 54 degrees. River reading, 3 A. M. 5. feet; change in last 24 hours, 0.5 foot rise, Total rainfall (5 P. M. to 5 P. M.) none, Total rainfall discrete forms, 1.15 inches; normal 2.56 inches; deficiency, 1.71 inches; Total sunshine, none; possible, 11 hours 17 minutes, Barometer (reduced to sea level) 5 P. M. 50.09 inches.

THE WEATHER.

E Sa Wine

STATIONS.	stragm temp	miphalies	delority	"irection	State of Weather
Baker	62	0.00	10	NW	Pt. cloudy
Boise	29	0.00	134		Cloudy
Hoston		0.00			Cloudy
Calgary		0.00		SE	Pr. cloudy
Chicago		0.00		311	Clear.
Denver		0-00		8W	Clear
Des Moines	3.0	0.00	1.4	RE	Cloudy
Buluth		0,00			Clear
Galveston		0.00		SE	Cleur
Relena		0.00		W	Pt. cloudy
Jacksonville		0.00		82	Clear
Kansas City		0.00			Clear
Los Angeles	36	0,50	154	RW	Clear
Marshfield	5.8	0,00	14	NW	Closr
Medford	TO	0.00	19	NW	Pt. cloudy
Minneapolis		0.04		SE	Clear
Montreal		0.00		NW	Pt cloudy
New Orleans		0.00		NE	Clear
New York		0.00	352	NW	Chear
North Head		9.66			
Phoenix		0.00		N	Clear
Pocatello	76	0.00	1 4	BW	Clear
Portland		0.00		NW	Cloudy
Roseburg		0.00		NW	Cloudy
Sacramento	70	0.01	- 1	8	Clear
St. Louis	5.0	0.00	114	8	Clear
Salt Lake		0.00		SW	Cleur
San Francisco	62	0.86	[20]		Cleudy
Senttle		0.00		NW	
Spokane		0.00		W	Cloudy
Tacoma		0.00		W	Cloudy
Walla Walla		0.00		SW	Cloudy
Washington		0.00		ENV	
Winnipog		0.00		52	Clear

WEATHER CONDITIONS.

A poorly defined disturbance is central over Eastern Montana and a large highpressure area extends from the Lake Region southwestward to Texas. The harometer is relatively high along the Pacific Cuast from
Prince Rupert to San Francisco. No precion to the United States since yested and provide in the United States since yested to the Lower Lake Region and in principal the Lower Lake Region and in principal Biology of the Contrage except a small among except as an experience of the Contrage of the

PORECASTS.

PORECASTS.

Portland and vicinity—Fair; northwesterly winds.

Oregen and Washington—Fair; northwesterly winds.

Idaho—Fair; cooler south perties.

EDWARD A, BEALS, Forecaster.

Tides at Astoria Sunday.

High. 7.8 feet 7:24 A. M. 1.9 feet 1:24 P. M. 9.7 feet 8:19 P. M. 9.8 feet

Columbia River Bar Beport, NORTH MINAD Ont. 2.—Condition of the bar mt 2 P. M.: Sca. moderate: wind, Borth-mes, 30 miles.