TURBINERS CARRY 20,853 IN SUMMER

Three Months' Business in 1917 Better Than Same Period in 1916 by 4900.

VESSELS REMAIN ON RUN

Equality of Service Such That Regular Running Time Between Coast Landmarks Is Worked Out by Men on Board.

Passengers carried between Portland and San Francisco during June, July and August by the Great Northern Pacific turbiners Great Northern and Northern Pacific numbered 20,853. Each liner made 20 round voyages during the quarter, and the average was in excess of 521 persons each voyage. The showing is a gain of approximately 4900 travelers over the same period in 1916.

It is the third season for the big ships on the Coast route, and, while the general falling off in travel last year was felt, their popularity is on the ascendency, and the gain of almost 5000 persons in the three months just closed attests to the fact as well as to the determination of Portlanders to do their utmost in the way of patronage to insure the steamers being kept on the run.

Talk of the turbiners being taken for war purposes has not been revived of late, and the fact that officials of the line have not been advised definitely is taken to mean the vessels will not be disturbed, at least not until Spring.

It has been said by deck and engine-room officers of the liners that during the Summer period the time of passing different points on the Coast does not vary more than five minutes any trip. A schedule much like that of a railroad train has been worked out aboard the ships, showing the time of departure and arrival at principal points on the run and how they are passed ordinarily.

MORE THAN 200 ON BEAVER

San Francisco & Portland Liner Takes Big Cargo.

Vacationists returning to California, as well as a few belated ones from here bound for the South, swelled the passenger list of the steamer Beaver to 215 persons yesterday. With all of the travelers grouped along the port rail as the vessel backed into the stream it looked like old times, in the days when the "Big Three" accommodations were taxed.

The vessel had almost a capacity cargo and sailed on schedule at 3 o'clock. Captain Rankin does not get under way these times without a special house flag of the San Francisco & Portland Steamship Company floating from the forward jackstaff, while from the main truck the regular large houseflag of the line flies. On her arrival Thursday the Beaver brought the largest cargo ever loaded by her at San Pedro.

CAPTAIN CAREY FAVORS SEARCH

Master of Steamer Kilburn Would Stamp Out Liquor Traffic.

ASTORIA, Or., Sept. 8.—(Special.)—The trial of the case against Captain J. C. Carey, of the steamer Kilburn, and some of his crew, who were arrested on charges of having liquor in their possession unlawfully, has been continued until the arrival of the craft on her next trip from San Francisco. This order was made by Justice of the Peace Carney this morning at the request of the defendants.

At the request of Captain Carey the officers searched the Kilburn today, but found no contraband liquor on board her. The captain has asked that his vessel be searched every time she comes into port in order that the illegal traffic may be stamped out.

Pacific Coast Shipping Notes.

ASTORIA, Or., Sept. 8.—(Special.)—Laden with a cargo of fuel oil for Portland, the tank steamer Wm. F. Herrin arrived from California.

The steam schooner Ryder Hanify shifted during the night from Oak Point to Westport, where she will complete her cargo of lumber.

The steam schooner Celilo sailed during the night for San Francisco with a cargo of lumber from Westport.

The steam schooner Ernest H. Meyer sailed during the night for San Francisco with lumber from St. Helens.

The Japanese steamer Somedono Maru arrived during the night from Seattle and will load lumber at Portland.

The steamer F. A. Kilburn arrived today from San Francisco, via Eureka and Coos Bay, bringing freight and passengers for Astoria and Portland.

The steamship Great Northern sailed today for San Francisco, carrying a large list of passengers and a good freight.

The steam schooner Flavel sailed this afternoon for San Pedro with a cargo of lumber from the Hammond mill.

The ship St. Nicholas, bringing the canned salmon pack from the Columbia River Packers' Association cannery on the Nushagak River, was hoked at 1:15 this afternoon by the tug Wallula off Willapa Harbor and may be brought into port tonight.

The bar tug Oneonta returned today from the trip to San Francisco.

SEATTLE, Wash., Sept. 8.—(Special.)—C. P. Dole, general purchasing agent for the Alaskan Railroad Commission, sails for Anchorage on an inspection trip as a passenger of the steamer Alaska scheduled to leave here tomorrow night.

The ship Abner Coburn, the first of the Libby, McNeill & Libby fleet to arrive from the North, is being towed up the straits tonight. She is the second of the Alaska cannery tender fleet to reach port this season, as the Benjamin F. Packard, of the Northwestern Fisheries Company fleet, arrived on Friday.

Movements of lumber to South American ports have been most active in the past few days. The Santa Alica, towing the bark Belfast, left a few days ago, and the steam schooner Phyllis commenced loading at Port Townsend today, while the Santa Elena is due tomorrow.

The steamer Ernest H. Mayer also sailed last week for Chilean ports with a large lumber cargo. All of of the vessels are expected to load nitrates for the States or Hawaii on the return voyage.

SAN FRANCISCO, Sept. 8.—(Special.)—The former German steamships seized at Manila by the United States Government are loading rapidly for this port, and in the next three weeks a large fleet of the carriers will arrive. The Government has turned over half of the 18 ships to the Pacific Mail Steamship Company and half to the Robert Dollar Company.

The Rajah and the Tubingen have sailed from the Philippine port after being loaded by the Pacific Mail. The Suevia is loading for the Dollar company and is expected to sail in a few days. Suevia is a vessel of 3789 tons.

Captain Robert Dollar, who returned yesterday from the Orient, said there was a large amount of freight at Manila and other Eastern ports, but that the ships in sight could easily handle all offered.

The Bristol Bay Packing Company's steamship Costa Rica arrived this morning from Bristol Bay with 23,200 cases of salmon. Captain Lillieland said the catch was not as satisfactory as in former seasons on account of high winds and rough weather in the fishing waters.

Conferences between representatives of the shipowners and the marine engineers have been held during the week in regard to pay for engineers, and it is expected an agreement will be reached at a meeting next Wednesday. The present agreement expires September 20.

TWO GREAT NORTHERN PACIFIC STEAMSHIP COMPANY MEN ON DUTY.

Captain Ahman and Purser Ford, of Liner Great Northern.

RIVER WORK TO START

DIKES AND REVETMENTS TO BE BUILT THIS WINTER.

Dredging and Piledriving Is to Begin Also, as Provided in New Rivers and Harbors Act.

Permanent works along the river in the way of dikes and revetments, as provided for in the last rivers and harbors bill, are to be started this week, and one of the most important will be a dike at Slaughter's, to be located about midway in the new cut completed a year ago. The Government engineers finished a dike at the upper end of Slaughter's cut last year, and what is known as the old Walker Island dike serves at the lower end, so, with the new one in place, that section will be taken care of.

A piledriver and crew will leave the Government moorings Tuesday for the Cowlitz River to drive piling near the mouth of that stream, where two channels now serve, and it is proposed to close one of them, thereby diverting the flow to the main road. About the middle of the week the Federal dredge Monticello will be sent to the Cowlitz to do annual dredging, and that stream should be much improved for Winter navigation.

The plan is for the piledriver to shift from the Cowlitz to Slaughter's, so the latter dyke will be under way in a short time. Several weeks will be required to drive piling and distribute all material for the dyke.

The annual dredging campaign is on in full swing between Portland and Astoria, the machines eliminating traces of the Summer freshet, and the Port of Portland dredges used will be relieved as soon as the cuts are cleaned out, leaving the Government diggers, Multnomah, Wahkiakum and Clatsop, to handle the maintenance during the remainder of the time.

Harbor dredging is advancing here as far as can be done with the dredges available. Much time has been expended during the past year in making fills for shipyards, the latter being regarded as emergencies and no other equipment was to be had but that of the port that could do the work.

OUTLAWS' COIN KEPT LONG

Captain Edwards Receives Memento of Tracey-Merrill Chase.

Captain E. S. Edwards, United States Inspector of Hulls, is the owner of many souvenirs and relics, some beautiful and valuable, while more are grewsome. One he came into possession of yesterday and is in the criminal class, being a 25-cent piece which Tracey and Merrill, notorious bandits, gave to James Grant at Gervais after their escape from the Oregon Penitentiary 15 years ago, which ended in the death of both.

Mr. Grant came into the office of the inspectors yesterday for a license, and, seeing other evidence in the collection of the Tracey and Merrill chase, told of how the quarter had been given to him by the outlaws, and it was requested that he buy them two bottles of beer. On going into a store at Gervais he says the owner told him the men outside were those being hunted by posses, so he substituted another quarter and kept that of the outlaws.

ST. NICHOLAS IN WITH PACK

First of Columbia River Salmon Fleet Reports From Alaska.

Leading the square-rigged fleet of Alaska salmon ships homeward, the St. Nicholas, of the Columbia River Packers' Association, reported at the entrance to the Columbia early yesterday afternoon from Nushagak. She left the river April 14 and reached Nushagak May 13. The Reuce, of the same fleet, got away from Astoria for Chignik March 31 and reported at the northern point May 29. Both vessels deliver their cargoes of salmon at Astoria.

The tug Akutan, of the Portland Alaska Packers' Association, reached home last week from Nushagak, going into Winter quarters at Goble, and the barks Berlin and Levi G. Burgess are on the way south with the pack of that corporation, which they will discharge here.

ALASKA EXCURSIONS DRAWING

Steward of Excursion Steamer Spokane Home for Brief Rest.

Alaska excursion business has been at its height again this year, says Dick Martin, steward of the excursion steamer Spokane, of the Pacific Steamship Company's fleet, who is in the city on leave. The Spokane will make one trip without Mr. Martin and when he rejoins her he expects to be as active as ever, as the Pacific line is busy from one end of the coast to the other.

Mr. Martin was steward in the "Big Three" fleet for several years and was in charge of the saloon of the liner Bear when she was wrecked a year ago in June, so left the service to go with the Pacific fleet. He says during the Summer prominent Easterners were numbered among tourists aboard the Spokane and that the popularity of the trip is drawing more from beyond the Rockies each year.

SOMEDONO MARU IS IN PORT

Three Vessels at Inman-Poulsen's for Lumber Cargoes.

Three ships lying at Inman-Poulsen's for lumber at the same time made a busy picture yesterday. The arrival of the Japanese steamer Somedono Maru at the dock was the most important feature, she being under engagement to load a full lumber cargo for Shanghai, and the material is mostly large pieces. The schooner Forester is working the last of her cargo there for a west coast port, and the steamer Florence Olson worked a San Francisco cargo.

At the North Pacific mill the schooner Mindoro is loading for the west coast and the steamer Carlos, with a part cargo from Everett, was completing the load for delivery at Eureka, where the material will be used for shipbuilding purposes at the Rolph yard.

PASSENGERS GO ON SENATOR

Vessel Leaves Monday Under Charter to Singapore and Hong Kong.

In connection with the sailing of the steamer Senator, of the Pacific Steamship Company's line, from Puget Sound for Singapore and Hongkong tomorrow, Frank Bollam, Portland passenger agent for the company, has had inquiries from Portlanders figuring on the voyage, as the rate to Hongkong was fixed at $125 and to Singapore $150.

The Senator, which recently made a voyage to Honolulu from Puget Sound, was chartered by H. F. Ostrander to carry freight to the Far East, the owners reserving the right to handle the passenger accommodations. E. G. McMicken, general passenger agent of the Pacific flag, arranged to take care of travelers, as direct service from Puget Sound to Singapore is among the most attractive early Fall voyages available.

Jetty Aid to Gardiner.

MARSHFIELD, Or., Sept. 8.—(Special.)—Information brought here by visitors at Gardiner indicate the jetty work being done there, although just entering a point where it becomes effective at the bar, is already benefiting the entrance and has deepened the water to some measure. The jetty is being constructed by Contractor Giebisch, of Portland, under charge of Port Engineer D. M. Charleson. The port is spending $200,000 on the job, and expects to secure an equal amount from the Government to finish the extension.

Dredge Plans Prepared.

MARSHFIELD, Or., Sept. 8.—(Special.)—Junior Engineer James Polhemus, in charge of Government work on the Umpqua, Coos Bay and Coquille River, is preparing plans for a 15-inch suction dredge for the port of Coos Bay, and will submit them at the next gathering of the Port Commissioners. The dredge, which is to be constructed largely from machinery bought from the Government from the Celilo canal work, is estimated to cost $15,000. It will be used for dredging inlets of the bay, of which there are about 12.

Marine Notes.

Lying at municipal dock No. 2 yesterday the schooner La Merced, of the Standard Oil Company's fleet, took on 250 tons of ballast in the form of crushed rock, which will be carried permanently. Shortage of men necessitated the crew being completed with some drawn from Seattle, and she is expected to leave today for San Francisco.

Passenger business was brisk for the McCormick flagship Wapama yesterday, she having sailed for San Francisco and Los Angeles with a good list, which Purser Jack Pennington provided for abundantly. The Wapama took a full load of lumber, and another of the same flag to get out with lumber, but no passengers, was the steamer Wakeena.

B. A. Campbell now is operating the launch Beaver, A. R. Kellogg having retired as skipper.

Joseph Marriott, chief clerk in the San Pedro freight office of the Southern Pacific, returned home yesterday on the liner Beaver, on which he came here Thursday.

To undergo boiler repairs the steamer Hassalo was temporarily withdrawn from the Portland-Astoria route yesterday, and the Harvest Queen went out in her place last night. The Hassalo will be ready tomorrow or Tuesday.

Having finished a fill yesterday on the property of the Pacific Marine Iron Works, at the foot of East Main street, the Port of Portland dredge Portland was ordered above the Hawthorne bridge and will begin tomorrow clearing in the channel, the material being deposited on the property of the Northwest Steel Company.

Word was received yesterday by telegraph that Lieutenant Henry J. Porter, Quartermaster Corps, U. S. A., will leave shortly for France. He is well known in Portland maritime circles as Captain Porter, having been on the Swayne & Hoyt vessels for a lengthy period and once having served in the Portland office of that firm.

Bert C. Ball, president of the Willamette Iron & Steel Works, and W. J. Cornfoot, head of the Albina Engine & Machine Works, left for the East last night to be gone two or three weeks. They will attend conferences at Washington for the consideration of wage schedules, and expect to look after other business there.

U. S. Naval Radio Reports.

ATLAS, Portland for El Segundo, 578 miles north of El Segundo.

TOPEKA, San Francisco for Eureka, 12 miles south of Point Arena.

NORTHERN PACIFIC, San Francisco for Flavel, 7 miles north of Blunts Reef.

STEAMSHIP RAINIER, San Francisco for Seattle, 10 miles from San Francisco.

GREAT NORTHERN, Flavel for San Francisco, 125 miles south of Columbia River.

YOSEMITE, Port Gamble for San Francisco, 135 miles south of Cape Flattery.

SHIP ST. NICHOLAS, Nushagak for Astoria, off Columbia Lightship.

BARK BERLIN, Nushagak for Portland, 20 miles west of Columbia River.

HORACE X. BAXTER, Squamish for San Pedro, off Turn Point.

ADMIRA EVANS, northbound, passed through Active Pass.

NUUANU, Richmond for Martinez, 395 miles from Martinez.

SANTA ELEMA, San Francisco for Seattle, 422 miles from San Francisco.

ASUNCION, Port Angeles for Richmond, 407 miles north of Richmond.

ERNEST H. MEYERS, St. Helens for San Pedro, 225 miles south of Columbia River.

CAPT. A. F. LUCAS, Seattle for San Pedro, 370 miles from Seattle.

CELILO, Westport for San Francisco, off Cape Blanco.

PRESIDENT, Seattle for San Francisco, 340 miles north of San Francisco.

Movements of Vessels.

SAN FRANCISCO, Sept. 8.—Arrived—Admiral Schley, from Seattle; Breakwater, from Portland; Adeline Smith, from Coos Bay; Willamette, from Portland. Departed—Northern Pacific, for Astoria; Coquille River, for Coos Bay; Nome City, for Seattle; South Coast, for Crescent City.

SEATTLE, Sept. 8.—Arrived—Steamer Turret Crown (British), from Valdez. Departed—Steamers Al-Ki, for Southeastern Alaska; Admiral Evans, for Anchorage.

A PACIFIC PORT, Sept. 8.—Departed—Steamers Koan Maru (Japanese) and Storviken (Norwegian), for Oriental ports.

TACOMA, Sept. 8.—Arrived—Senator, from Honolulu; Prince Albert (British), from Vancouver, B. C. Departed—Queen, for San Francisco via ports; Alaska, for Seattle; Senator, for Singapore via ports.

Columbia River Bar Report.

NORTH HEAD, Sept. 8.—Condition of the bar at 5 P. M.: Wind, northwest, light.

MOTHER'S PLEA FUTILE

FOURTH SON DECIDES TO FIGHT FOR UNCLE SAM.

Parent Determines to Guard Claim in North River Country, Despite Lack of Protection.

ABERDEEN, Wash., Sept. 8.—(Special.)—"I want to fight in the trenches, so as to take mother out of the North River country," was the reason Frank Ross gave to the members of the district draft appeal board at Tacoma. This is the statement made by Mrs. Margaret Ross, who returned from Tacoma last night discomfited over the refusal of her son to claim exemption, which she desired and for which she went to Tacoma to interest herself.

"I am alone on the North River claim," said Mrs. Ross. "I have three sons in the war, and I wanted Frank, not to help me financially, but to help me guard my place and keep me from harm."

But she added: "Frank's serving in the trenches is not going to take me out of North River. I am going back to my claim and I am going to stay there until the thing is through. The claim is worth fighting for and I am going to fight to the last ditch."

Campers and Hunters Careful.

EUGENE, Or., Sept. 8.—(Special.)—Campers and hunters in the Cascade National forest have been very careful this year, according to Clyde B. Seitz, supervisor of the forest, who returned to Eugene last night after spending several weeks in the mountains.

Germany Not Pressing Holland.

AMSTERDAM, Sept. 8.—The Dutch Foreign Ministry denies categorically reports that Holland is being pressed by Germany for permission for submarines to use the River Ech Scheide.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Sept. 8.—Maximum temperature, 68 degrees. Minimum temperature, 59 degrees. River reading, 8 A. M., 3.8 feet. Change in last 24 hours, .02 foot fall. Total rainfall (5 P. M. to 5 P. M.), .48 inch. Total rainfall since September 1, 1917, .57 inch. Normal rainfall since September 1, .32 inch. Excess of rainfall since September 1, 1917, .25 inch. Sunrise, 5:41 A. M. Sunset, 6:37 P. M. Total sunshine, 30 minutes. Possible sunshine, 12 hours 54 minutes. Moonrise, 11 P. M. Moonset, 2:22 P. M. Barometer (reduced to sea level) 5 P. M., 30.08 inches. Relative humidity at noon, 80 per cent.

THE WEATHER.

STATIONS.	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of weather.
Baker	50	68	0.00	..	W	Cloudy
Boise	50	70	0.00	..	N	Cloudy
Boston	52	62	0.06	..	E	Clear
Calgary	40	44	0.05	8	SE	Cloudy
Chicago	56	64	0.01	6	N	Clear
Denver	54	84	0.00	..	NW	Clear
Des Moines	58	66	0.00	..	E	Clear
Duluth	44	58	0.80	12	NW	Rain
Eureka	54	68	0.00	..	W	Cloudy
Galveston	80	88	0.00	10	S	Clear
Helena	46	68	0.00	10	N	Clear
Jacksonville	74	90	0.00	..	SE	Clear
Juneau†	46	..	0.00	..	NE	Cloudy
Kansas City	62	*66	0.00	..	NE	Clear
Los Angeles	58	78	0.00	..	SW	Clear
Marshfield	60	66	0.06	..	NW	Cloudy
Medford	53	78	0.00	..	NE	Cloudy
Minneapolis	54	70	0.00	10	N	Cloudy
New Orleans	72	90	0.00	..	SW	Clear
New York	52	60	0.72	8	E	Cloudy
North Head	56	64	0.00	..	NW	Cloudy
North Yakima	54	72	0.10	..	SE	Cloudy
Phoenix	76	96	0.00	..	W	Clear
Portcatello	54	82	0.00	..	W	Cloudy
Portland	58	68	0.48	..	S	Cloudy
Roseburg	60	72	0.02	8	NW	Pt. cloudy
Sacramento	56	86	0.00	..	S	Clear
St. Louis	66	66	1.20	..	SE	Cloudy
Salt Lake	62	84	0.00	12	N	Clear
San Diego	60	72	0.00	12	NW	Clear
San Francisco	56	68	0.00	12	SW	Clear
Seattle	58	68	0.26	6	W	Clear
Spokane	52	64	0.00	..	N	Cloudy
Tacoma	56	70	0.66	..	NW	Cloudy
Tatoosh Island	50	64	0.08	..	N	Pt. cloudy
Valdez	42	..	0.28	..	calm	Rain
Walla Walla	60	74	0.00	..	NW	Cloudy
Washington	60	60	0.58	8	NE	Cloudy
Winnipeg	40	50	0.00	14	NW	Cloudy
Yellowstone P'k	42	*72	0.02	14	N	Cloudy

†A. M. today; *P. M. report of preceding day.

WEATHER CONDITIONS.

The evening map shows the highest barometric pressure central at Prince Albert in Southern Canada, but smaller centers are off the coast from Eureka, Cal., and Triangle Island. The only marked center of depression was over Arizona. Rains have occurred pretty generally in most sections of the United States during the last 24 hours, the only exceptions being the Southern Rocky Mountain and Southern Plateau regions and California. In many cases the showers were light, but St. Louis reports 1.50 inches and Duluth ,80 inch in the last 24 hours. The temperature of the Southern Canadian provinces is in the 40s this evening and similarly low readings occurred in North Dakota and the Valley of the Red River of the North.

The conditions are favorable for cloudy weather in this vicinity for the next 24 hours, with moderate northerly winds.

FORECASTS.

Portland and vicinity—Cloudy; moderate northerly winds.

Washington and Oregon—Cloudy; moderate northerly winds.

Idaho—Cloudy and cooler.

River—The Willamette River at Portland will remain nearly stationary during the next two days. T. FRANCIS DRAKE, Local Forecaster.

SCHOOL TO BE AIDED

Advisory Committee of Shipping Board Will Meet.

20 IN PORTLAND CLASS

Equipment Arriving for Instruction of Prospective Deck Officers of Merchant Marine—Pay Schedule Is Cited.

To learn of progress being made and to ascertain if they can be of special assistance in furthering the enrollment, Portlanders on the advisory board of the United States Shipping Board's nautical school will meet tomorrow noon. With them will be W. J. Grambs, chief of the nautical schools in Oregon and Washington, who arrived yesterday from Puget Sound, also Dr. Arthur D. Williams, instructor of the Portland school.

Close to 20 have been enrolled in the Portland school and that is taken as an encouraging beginning, for while many men have a leaning toward the sea and would accept the life now to assist the Government in manning ships, entrance to the school is open only to those who have had two years' experience at sea.

The school here is confined to the instruction of future deck officers, the engineering department being at the University of Washington and it is said the enrollment there is fair. During the past week the school received part of its equipment, including sextant, compass and chronometer, also textbooks, so is better prepared to go ahead with technical work.

Henry Howard, director of the recruiting service for the United States Shipping Board, headquarters at Boston, has given out a statement, in response to inquiries from many sources, as to wages paid on vessels now being operated by the Government and the pay of masters is fixed at $250 with 50 per cent war bonus in certain trades. Chief officers receive $140, second officers, $130; third officers, $120; boatswain, $70; seamen, $60, and carpenters, $57. Chief engineers are paid $190, first assistants, $140; second assistants, $130; third assistants, $120; oilers and watertenders, $65; coal passers, $50; chief steward, $100; chief cook, $75; second cook, $60; third cook, $45; engineers' messman, $45; sail and fire messman, $40; messboy, $40; deckboy, $30. In all trades in which war bonuses are paid the wages are doubled.

The system of teaching in the shore navigation and engineering schools and providing time at sea afterward for such men as are not given certificates on their classroom work alone, is said to be turning out a number of men in the East and before Winter there will be additions from the Pacific Coast schools.

AUTOIST SKIRTS BEACH

E. Hofer Says All-Seashore Road Is Not Feasible.

EUGENE, Or., Sept. 8.—(Special.)—An all-beach road north and south through Oregon is impossible, but a road that will keep the motor tourist in sight of the ocean for a large part of the time is feasible, according to Colonel E. Hofer, of Salem, who has just completed a trip down the coast in a motorcar.

He said that he had endeavored to keep as near the coast as possible, traveling many miles over sandy beaches and at times over roads never before traversed by an automobile.

DAILY CITY STATISTICS

Marriage Licenses.

FELIPOVICH-BOYD—John Felipovich, 22, Bristol Hotel, and Pearl Boyd, 22, same address.

RASMUSSEN-BECKER—E. J. Rasmussen, 23, Carlton Hotel, and Theresa Becker, 23, 405 North Twenty-fifth street.

RONCE-APPLEGATE—Albert P. Ronce, 23, Falls City, and Pearl Applegate, 20, 927 Frances avenue.

SAVAGE-M'CORMICK—Robert H. Savage, 23, 101 Telephone building, and Margaret McCormick, 21, Multnomah Station.

RASMUSSEN-FURU—Arthur M. Rasmussen, 29, New Scott Hotel, and Elfrida Furu, 30, same address.

STUD-ERICKSON—Adolph Stud, 25, 145 North Sixteenth, and Elsie Erickson, 24, same address.

DANIELS-WAGONER—F. C. Daniels, 31, 290 Halsey, and Minnie Wagoner, legal, same address.

RESCH-VANA—Albert A. Resch, 28, 812 East Ash, and Sylvia D. Vana, 18, same address.

WEINER-KIMMEL—Gottfred Weiner, 26, 869 Rodney, and Emelia Kimmel, 15, same address.

DANLEY-PEARL—Joseph W. Danley, legal, 207 Fourteenth, and Winnie Pearl, legal, 207 Broadway.

CHERNIS-SILVERMAN—Joseph Chernis, 27, 431 East Thirty-ninth, and Frances Silverman, 23, 543½ Fifth street.

VLAD-COUCEK—Michael Vlad, 24, 403 Johns st., and Julia Coucek, 18, same address.

KIDDER-MILLER—Roy T. Kidder, 29, 1030 East Twenty-seventh, and Florence Miller, 21, Route No. 2, Portland.

Vancouver Marriage Licenses.

HILL-STALEY—William Hill, 23, of Vancouver Barracks, Wash., and Vida Staley, 20, of Portland.

LYNN-MIDDLETON—Walter R. Lynn, 28, of Lents, Or., and Jessie Olive Middleton, 22, of Gresham, Or.

FAULKNER-TANGERMANN — Alexander A. Faulkner, 22, of Vancouver Barracks, Wash., and Anna Tangermann, 20, of Vancouver, Wash.

HERMON-TSCHOFENIG — Carl Hermon, 28, of Prescott, Or., and May Tschofenig, 38, of Prescott, Or.

SCOTT-VAN VLEET—Charles D. Scott, 44, of Portland, and Lydia L. Van Vleet, 38, of Portland.

PERRINE-MILGER—Frank M. Perrine, 21, of Vancouver Barracks, Or., and Emma Milger, 19, of Portland.

BILYEU-SIMMONS—Evert R. Bilyeu, 23, of Portland, and Lydia Josie Simmons, 24, of Portland.

MECHAM-KING—Earl Mecham, 29, of Portland, and Pauline E. King, 21, of Portland.

M'ALLISTER-DURBOROW — Charles F. McAllister, 42, of Portland, and Arma E. Durborow, 36, of Portland.

YANDLE-MURPHY—J. W. Yandle, 50, of Oregon City, Or., and M. Luella Murphy, 46, of Oregon City, Or.

CATES-ACKLES—Charlie P. Cates, 23, of Portland, and Ruth E. Ackles, 20, of Portland.

Births.

MILLER—To Mr. and Mrs. Jacob Miller, Hartford apartments, August 24, a daughter.

DODDS—To Mr. and Mrs. George Walter Dodds, 494 East Forty-first street, September 3, a daughter.

JACOB—To Mr. and Mrs. Robert Timmons Jacob, 606 East Fifteenth street, August 28, daughter.

LESLIE—To Mr. and Mrs. George Alexander Leslie, 150 East Baldwin, August 26, a son.

RYAN—To Mr. and Mrs. Frank Ryan, 445½ East Lincoln, August 27, a son.

LANE—To Mr. and Mrs. Dennis Lane, 314 Ivy street, August 28, a son.

SEELBINDER—To Mr. and Mrs. Rufus George Seelbinder, 5906 Forty-fifth street, August 30, a son.

FARRELL—To Mr. and Mrs. Thomas Farrell, 332 Ross street, September 4, a daughter.

MONAGHAN—To Mr. and Mrs. Patrick Monaghan, 331 Mississippi avenue, September 5, a son.

WILEY—To Mr. and Mrs. Robert Wiley, 662 Popular street, August 25, a daughter.

BABICH—To Mr. and Mrs. George Babich, 668 Thurman street, August 31, a daughter.

SPELANDERS—To Mr. and Mrs. Joe Spelanders, 596 East Eighth street, August 29, a daughter.

LEONETTI—To Mr. and Mrs. Gabriel Leonetti, 644 Milwaukie street, September 1, a daughter.

ALFANO—To Mr. and Mrs. Luigi Algano, 181½ Arthur street, August 29, a daughter.

ANGELOS—To Mr. and Mrs. Vincenzo Angelos, 609 Fourth street, August 30, a son.

COSTANZO—To Mr. and Mrs. Costanzo, 1729 East Twenty-first street, September 2, a son.

GRAHAM—To Mr. and Mrs. Donald Malthiso Graham, 37 East Fifty-eighth street, September 1, a son.

ROACH—To Mr. and Mrs. John Leonard Roach, 412 East Yamhill street, August 28, a daughter.

Building Permits.

W. K. HAMILTON—Erect one-story frame garage, 6108 Thirty-sixth avenue, between Sixty-first and Sixty-second streets; builder, same; $35.

SIMONDS MANUFACTURING COMPANY—Repair three-story brick ordinary store and factory, 85 First street, between Oak and Stark; $1000.

ESPEY ESTATE AND GILE INVESTMENT COMPANY—Repair one-story brick ordinary film exchange, 390 Burnside, between Park and Ninth; Frank Ruffner, builder; $150.

VICTOR VANDERPUTTE — Erect one-story frame stable and woodshed, 1848 Burrage, between Hunt and Houghton; builder, same; $50.

NORTHWEST STEEL COMPANY—Repair one-story frame employment office, foot of Sheridan street; Tranchell & Parelius, builders; $180.

DAVENPORT ESTATE — Repair three-story brick ordinary store and hall, 164 Second street, between Yamhill and Morrison; D. Duff, builder; $75.

C. NARDINI—Repair one-story frame residence, 363 East Sixth street, between Stephens and Harrison; Domenico Desanti, builder; $225.

BOSTON PACKING COMPANY—Repair three-story brick ordinary packing house, 1 Third street, between Ankeny and Ash; J. C. Bayer, builder; $200.

MRS. WILLIAM SHERLOCK — Repair three-story ordinary building, 87 Second street, between Oak and Stark; N. C. Paulsen, builder; $1000.

STOCK FEEDING PROBLEM

SITUATION NEVER MORE UNCERTAIN THAN AT PRESENT.

Shortage of All Classes of Livestock, but Winter Feed Never Before So High.

The livestock market was steady in all its departments at the close of the week. Receipts yesterday were 25 cattle, 21 calves and 310 hogs. Shippers were:

With Hogs—B. D. Masterson, Chico, Cal., 1 load; B. W. Co., 1 load; G. W. Ogburn, Cottonwood, Cal., 1 load.

With Cattle—B. D. Haines, Roseburg, 1 load.

The day's sales were as follows:

	Wgt.	Price.		Wgt.	Price.
6 steers	794	$5.75	2 heifers	760	5.25
6 cows	793	5.75	8 calves	143	$8.00
1 cow	1000	4.50	3 calves	340	5.65
6 cows	748	4.50	10 heifers	309	5.25
1 cow	1080	3.25	1 bull	1280	5.50
2 cows	910	3.25			

The Bureau of Markets, Department of Agriculture, has issued the following statistics on receipts at all United States stockyards in July, 1917, as compared with July, 1916:

	July, 1917.	July, 1916.
Cattle	1,653,132	1,111,045
Hogs	2,406,092	2,492,011
Sheep	1,161,021	1,339,984

Receipts at the same yards for the first six months of 1917, as compared with the same period in 1916, were:

	6 mo. 1917.	6 mo. 1916.
Cattle	8,975,377	7,043,122
Hogs	19,887,056	21,701,759
Sheep	6,742,738	7,101,694

Comparative receipts at the Portland Stockyards in July:

	July, 1917.	July, 1916.
Cattle	7,011	8,172
Hogs	11,038	19,735
Sheep	10,778	18,927

Portland receipts for six months:

Cattle	45,272	34,561
Hogs	115,873	168,972
Sheep	59 650	74,121

Spokane receipts in July compared:

	July, '17.	July, '16.
Cattle	2,053	1,336
Hogs	2,727	637
Sheep	2,452	3,396

Spokane receipts for six months:

Cattle	7,718	5,324
Hogs	17 105	22,456
Sheep	12,012	4,974

Commenting on the feeding situation, the Livestock Reporter says:

"There never has been a time when the livestock situation was so uncertain and unsettled as at the present. The terrific fluctuations in prices on all of the markets indicate this condition to a certain extent. Practically everyone appreciates the fact that there is a shortage in all classes of livestock, but the farmer and feeder is thus far unable to figure whether he can afford to fill his feed lots or not. The high prices that have prevailed have resulted in close marketing throughout the East. In the West the ranchmen are holding back with their shipments waiting for a more definite understanding of the situation. That hay is going to be high this Winter is a foregone conclusion. The Government indications of a large increase in the hay crop are not going to fully materialize, and, with hay around $15 to $20 per ton, cottonseed cake selling at $50 and above per ton, and tankage at more than $80 per ton, the average farmer is dizzy trying to figure where he can make a profit in feeding cattle, sheep or hogs.

"The lamb feeders are reconciled to paying fancy prices for lambs, but they anticipate big prices for their wool, which will, in a measure, offset the high prices being paid for feeders. Thus far it is uncertain what will be done in the cattle feeding line in this state. If corn comes down there will probably be considerable feeding done, but it will have to be considerably lower to offset the high price for roughage. This year practically all of the straw is to be saved and will be utilized in connection with the hay and other foods, but it also will have a high value and will add very materially to the profits of the farmer, although most of them will use it for feed to supplement their short hay crops."

Official quotations at the yards follow:

Cattle—Best beef steers, $8.50@9; good beef steers, $7.25@8.25; best beef cows, $6.75@7.25; ordinary cows, $5.75@6.50; best heifers, $7@7.75; bulls, $4.50@6.50; calves, $7@9.50; stockers and feeders, $4.50@7.

Hogs—Prime light hogs, $16.50@16.85; prime heavy hogs, $16.50@16.75; pigs, $15.75@16.25.

Sheep—Western lambs, $13@13.50; Valley lambs, $11.75@12.50; yearlings, $10@10.50; wethers, $9.75@10.50; ewes, $8@8.50.

Loading Report.

Destinations of livestock loaded September 7 (carloads reported west of Allegheny Mountains, double-decks counted as two cars):

	Cattle and Calves.	Hogs.	Sheep.	Mixed Stock.	T't'l.
Baltimore	12	6	..	..	18
Boston	1	10	..	..	11
Buffalo	21	4	12	7	43
Cedar Rapids	7	1	..	..	10
Chicago	442	25	98	5	582
Cincinnati	13	15	1	7	36
Cleveland	40	..	1	3	44
Dayton, O.	3	..	..	..	3
Des Moines	1	3	..	..	4
Denver	19	..	43	1	63
Detroit	4	4	..	3	13
East St. Louis	41	16	7	1	65
Evansville, Ind.	3	..	..	..	3
Ft. Worth, Tex.	61	4	7	..	74
Indianapolis	11	11	..	9	32
Jersey City	15	10	6	..	31
Kan. City, Mo.	147	16	1	..	177
Lancaster, Pa.	26	..	..	..	26
Los Angeles	6	2	12	..	20
Louisville	5	5	4