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TODAY'S FORECAST

Weather Conditions and General Forecast for Washington, Oregon and Idahe.

A few small showers occurred yesterday in the Willamette Valley and Sound country, and local rains are reported in Western Kansas and Southern Arisons. Elsewhere over the Western half of the United States fair weather provails. It is slightly warmer along the coast, and the temperatures in the Northern states west of the Great Lakes are generally slightly above normal. perstures.

Maximum temperature in the last 24 hours,
76: minimum temperature, 58; precipitation,

HOTEL ARRIVALS

Portland—O. A. Baker, M. B. Travis, C. R. Travis, Chicago; A. G. Neate and wife, Mont; M. J. Tansey, Hartford; W. B. Getchell, Dulut; J. S. Giest, S. F.; C. E. McGibbon, Hurley; Charlotte L. Hammer, Seattle; J. Schreiber and wife, Milwaukee; J. S. Crawford, Dulut; F. L. Becker, Dulut; F. W. Glichrist, Alpena; G. L. Burrowa, Saginaw; P. D. Buct, Boston; C. A. Burt, A. M. Bert, Saginaw; W. H. Slumms-and wife, Tacoma; A. Winnick, Boston; H. French and wife, S. F.; L. C. Thoral, wife and daughter, Sterling; J. F. Henderson and wife, N. Y.; J. Harlan, S. F.; F. D. Gibbs, Spokane; J. C. Ahlfeld, Cleveland; J. C. Simpson, Galesburg; F. O. Hishing, Cleveland; H. and wife, N. Y.; J. Harlan, S. F.; F. D. Gibbs, Spokane; J. C. Ahlfeld, Cleveland; J. C. Simpson, Galesburg; F. O. Hishing, Cleveland; H. J. Harris, S. F.; S. R. Stern, Spokane; H. Mackay, J. F. Ruff, Philadelphia; Mr. Sayons, Paris; M. Schwabacher and family, Chicago; M. Levinson, Chicago; W. A. Stringer and wife, S. F.; C. H. Buffner, Rochester; W. H. Walker, city; N. T. Ringling, wife and child, H. H. Collins and wife, Minneapolis; Dr. G. M. Tattle and wife, St. Louis; Catherine Countiss, Colorado Springs; Deisy Crooks, Colorado Springs; P. E. Burke and wife, Colorado; G. Cushing, Boston; L. E. Crowe and wife, The Dalles; J. C. Marmadeke, St. Louis; W. Evans, Salt Lake; L. F. Starke, H. W. Nelson, S. F.; Miss Otis, J. G. Hecksher, N. Y.; J. H. Rhoodes and wife, Sedalla; M. Barnette, Sesttle; S. D. Wagner and wife, S. F.; P. A. McPherson and wife, Sedalla; M. Barnette, gett, Nome; A. H. Berry and wife, Los Angeles; W. W. Glesse, H. L. Lutz, city; D. Le, Werthhimer, Salt Lake; E. J. Gardner and wife, city; G. W. Duvail, Davenport; Miss Beal, Clarksville; R. Alexander, Pendleton; C. L.; Carter, St. Louis; T. W. Carter, St. Louis; G. M. Thorsell, G. E. Wissler, D. F. Dillon, Chicago; P. A. Crane, Boston; Mrs. T. J. McCarthy, St. Paul; J. M. Huston, Walla; W. M. L. Feryman, N. Y.; C. Mubbert, N. Y. E. M. G. M. Thorsell, G. E. Wissler, D. F. Dillon, Chicago; P. A. Crane, Boston; Mrs. T. J. McCarthy, St. Paul; J. M. Huston, Walla Walla; I. H. Freyman, N. Y.; C. Hubbert, N. Y.; E. M. Douglas, Washington; Mrs. I. C. Kidney, Eu Claire; Miss J. Buffington, Eu Claire; A. C. Breillis, Tacoma; J. Bordon, wife and daughter, Superior; Miss G. Walsh, Superior; N. K. Culbertson, Duluth; A. Fox, Minneapolis; O. R. Hanner and wife, Connecticut; G. E. Poole and-wife, N. Y.; J. G. Edwards and-wife, Mrs. F. D. Gibbs and child, Spokane; E. J. Vaughn and wife, Illinois; J. T. Blair, Pittsburg; Mrs. L. P. Blair, Pittsburg; William Sammer, St. Joseph; C. Wilson and wife, N. Y.; O. C. Whitney, Tacoma; G. Fred Schwartz, Washington; William M. Jack, Los Angeles; J. J. Cresseck, Butte; H. M. Ingersoll, F. Cardin, Tacoma; I. K. Levy, G. K. Burton, S. F.; E. J. Bryan and wife, G. D. Lomer, Roslyn; J. V. Prosser, St. Faul; C. F. Brown, Seattle; & E. Palmer, Spokane; W. C. Chapin, Sacramento; T. C. Shankland, S. F.; C. L. Tutt, Colorado. Shankland, S. F.; C. L. Tutt, Colorado

Springs.

Imperial—F. Fagg. Tacoma: W. L. Doggett. Mrs. H. L. Doggett. Miss C. Doggett. Chicago; L. Cram and wife, Spokane; G. T. Kelly, North Yambill: J. Adams, Denver; M. A. Ganz, S. F.; L. R. Griggs, Hoquiam; T. McCain. Bonneville; T. M. Moran, S. F.; L. L. Leadbetter, Camas; W. H. McCourt, Vancouver; James McCune, H. Walton, H. J. Allen, R. P. Kellett, city; G. W. Durall, Davenport; S. M. Nixoh, Mrs. Nixon, Butte; J. Schreber, Mrs. Schreber, Milwaukee; Andrew Erwin, St. Paul; J. W. Landeck, Linn, O.; Mrs. Landeck, Linn, O.; C. E. Burrows, Walla Walla; J. A. Wolf, S. F.; F. J. Smith, Mrs. Smith, Miss Smith, T. F. Carr. Mrs. Carr. Caldwell; S. H. Koser, Mrs. Koser, Salem; Ed. Ermailinger, St. Louis; C. J. Bassett, Mrs. Bassett, Bolse; Mrs. J. D. Mafheson, La Grande; E. G. Garfield, Walla Walla; J. P. Good, T. A. Sloan, Rolse; H. A. Smith, Marshfield; H. Helgenmik, Stanfield, Wis.; R. Alexander, Pendleton; E. F. Fay, N. P. R. R.; A. P. Nash, Mrs. Nash, Pendleton; C. H. Finn, La Grande; H. E. Neal and son, Bolse; D. C. Whiteford; C. D. Jordan, St. Louis; James G. Beless, William Selgrist, W. J. Wilson Chehallis; A. D. Schereley, Hawthorne; A. L. Mullen, Balto; F. L. Kent, Corvalits; F. H. Morton, Minneapolis; W. H. Berry, Mrs. Rerry, Los Angeles; J. M. Smith, Tillamook; J. H. Rhodes, Sedalla; Mrs. Rhodes, Sedalla; E. P. Dodd, Pendleton; A. J. Peavey, Wallace; Miss Stellis Herman, Spokane; Kate Sherman, Garfield, Wash.; Frank Ryan, Wallace.

DEATHS

August 14, Roswell H. Lamson, aged 65, at 150 Everett street, of asthma. Interment liver View Cemetery. August 8, Rupert C. Coosa, aged 20, at tton, Or., of typhoid fever. Remains cre-August 13, Carl Seney, at St. Mary's Orphan-e, of acute gastritis. Interment Lone Fir

The Edward Holman Undertaking Co. directors and embalmers, 280 Yambill. Phone 507.

J. P. Finley & Son, funeral directors and embalmers, have removed to their new establishment, corner Third and Madison streets. Both phones No. 9.

Crematorium, on Oregon City car line, near Sellwood; modern, scientific, complete. Charges—Adults, \$35; chil-dren, \$25. Visitors 9 to 5 p. m. Portland Cremation Association, Portland, Or.

RIVER VIEW CEMETERY. ingles graves, \$10. Family lots from 5 to \$1,000. The only cemetery in ortland which perpetually maintains d cares for lots. For full information and cares for lots.

apply to W. R. Mackenzie, Worces Block, city. W. M. Ladd, president. REAL ESTATE TRANSFERS

J. P. Menefee and wife to L. E. Hosking, west 90 feet lot 1, block 19, Albina
The Title Guarantee & Trust Company to Julius Lindsley, lot 6, block 252. Portland
E. L. Sanborn to Cora A. White, west 90 feet of north 40 feet lot 2, block 19, Albina
John F. Crider and wife to Minnie Gillam, lots 4 and 5, block 1, Riverview add

lam, lots 4 and 5, block 1, Riverview add
Anna Gregory and busband to Margaret A. Moreland, lots 6 and 7, block 3, P. J. Martin Tract
Mary Duffy and husband to The Title Guarantee & Trust Company, lot 8, block 10, Caruthers' add
Otto Hetman to James Kelly, 20 acres Section 24, Township 1, S. R. 2 E. Hattie Yott to Otto Hetman, 40 acres Section 24. Township 1, S. R. 2 E. Nathan Harris to Esther Harris, fraction lot 5, block 17, King's Second add, also Jox 100, block 1, Mead's add.
Oscar Tibbetts to J. W. Oglibee, part block 48, Tibbetts' add, also lot 2, block 8, lots 1 and 2, block 6, Tibbetts' Homestead, also east 4 lots 7 and 8, block 16, Tibbetts' add.
Emily Swank et al. to William Wakefield and wife, lots 18 and 19, block "A." Portsmouth Villa Ext.
The Americal & German Mortgage & Investment Company, Ltd., to R. K. Baxter, lot 3, block 268, city etc., see deed Charles J. Schnabel and wife to Invest.

ment Company, lots 4 and 5, block 6, Pledmont
Oscar Tibbetts to E. E. Allen, part block
48, Tibbetts' add
dichael Buckley and wife to A. Scharf
and wife, lots 2 and 4, block 7, Troutdale North Irvington

Mary C. and Edgar D. Summers to Catherine B. Brenner and husband, undivided 1/4 lot 15, block 21, Lincoln Park

Courad Rindlaub to Samuel Swanson, lot 2, block 3, Prochatels add to Albina.

to real estate from the Title Guarantee & Trust Co., Chamber of Commerce.

BUILDING PERMITS

To J. Gatchet, erect two-story dwelling at East, Minth and Holbrook, to cost \$1,000.

To G. E. Karnan, erect one-story cottage at Missouri avenue and Killingsworth, to cost \$400.

\$400.
To E. L. Sanborn, erect two-story dwelling at East Eighteenth and Tillamook, to cost \$2,000.
To G. Bauname, erect two-story dwelling at Twenty-fourth and Reed, to cost \$1,500.
To M. Schurall, repair building at First and Columbia, to cost \$400.
To J. Hatfield, erect six two-story cottages at Sixth and Harrison, to cost \$9,000.
To Morts Garek, erect one-story cottage at Peninsula avenue and Slocum street, to cost \$150.

THE ENGLISH PHYSIQUE.

British Government Wants Information on Its Subjects.

From the London Spectator. The inquiry which the government is about to address to the chiefs of the medical profession as to the physique of the English people is not only justi-fiable, but most wise. Two immense changes are passing over our population and it is necessary to ascertain in a definite and for the time final way what effect of those changes upon the health of the population really is. The people are rapidly quitting the country for the towns. It is not merely that the great cities are growing till-to take only one instance—it is becoming a serious difficulty to supply them with good till in other countries they would be accounted cities. Whereas, said the Earl of Meath in the Lords' debate on Monday, "in 1861 the urban population of England and Wales was 8,990,000, out of a total population of 17,927,000, or 50 per cent; in 1891 it was 25,000,000 out of a total population of 32,000,000, or 77 per cent." That is an enormous change in he condition of British life, and it in-

volves by a sort of necessity other

needful for a wise community to know. Then there is a second change which has passed over the people, and which, for good or evil, must, one would think. dered, every boy and girl during nine years of the growing time to go to chool-that is, to sit quiet for hours. to bend over desks and to use their That the effect upon the intelligence of the new generation is on the whole most beneficial we should be the last to deny; indeed, we only wish that the period of years; but do we know anything with Many observers declare that it is not all good; that even when the schools are perfectly ventilated the confinement is too great and is in part the cause of momentary excitement, which, they say marks the younger generation of the towns. We certainly do not notice that effect or that tendency among the chilleave home a little later, they are perdoors the equivalent of a sound gymnasfic training. At least, they are as healthy little animals as could well be wished for, with, moreover, none of the cares

those who have to earn their living. effect of years of reading upon a race whose forefathers could not read, and the effect of mental development upon the ill-fed are all effects with a material and direct bearing upon health, and have been far too carelessly studied. not feel at all sure that they are wholly beneficial, and trust that they will be most carefully examined, for if the decision is that they are partly injurious the remedy is in our own hands. only at this period of their lives that we have full control of the masses of children, and it should be utilized to the utmost to promote the welfare of their

He had outlived his age, though he thirties and forties had never moved with the times. Mazzini was stranded on the ideas of 1848, themselves a somewhat belated inheritance from the past. With the new scientific and political movements that were forming while Mazzini was dreaming of the republic, of the peoples and the brotherhood of man, he had small sympathy. He knew nothing of natural science and cared less for it. Darwinism and the doctrines of evolution passed him by unnoticed and uninterested. He had never mastered the theories of the modern economists. Nor did he in the least understand the significance of the historic drama , which was being enacted under his eyes. The development of Britain, Russia, United Germany, the United States, did not appeal to him. His survey seldom traveled beyond One of the best-posted men in Amer-Europe, and in his Europe the Medica on lumbering matters is Mr. Victor iterranean nations still occupied a dis- H. Beckman, of Seattle. He is the secproportionate place. He could not real-Italy and her troubles, Austria and her J. Hill, the railroad magnate, whose policies had become. But one would assuredly not pass from the record of this ardent dreamer with the sense that and he said: "The distance from Seattle his life was spent in vain.—Sidney Lowe to St. Paul is 2,056 miles, and from in Cornhill Magazine.

LOW AUGUST BATES.

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B. FOUGERA & Co., 26-80 B. William St., N. Y.

FOREST GIANTS ROOF HOMES

Shingles by Billions Made in Washington---Timber from the Northwest Used in Every Quarter of the Globe.

dustry is the great staple of the State of Washington. In the course of a year the 1,000 sawmills of this commonmonwealth eat up 16,000 acres of timber, tearing it into billions upon billions of the thin, tiny strips that are such an commodity of commerce. The annual output of shingles from this state, if laid side by side, would make a path reaching from Seattle to New York City; the quantity turned out every 12 months being sufficient to put roofs on 300,000 average sized dwelling houses. During the hard times, in the "shingle scrip" was in circulation here in the place of money. The Police Court records of the town of Blaine, in Whatcom county, British Columbia line, shows that John Smith was "fined 10,000 shingles for

ther shows that Mr. Smith paid his But the lumber fame of Washington does not rest entirely with the little shingle. Far from it. Its slanting trip. lordliest pines in the world. dandy of the tree family. The flag on

The court record

drunkenness."

Product Goes all Over World. The product of the Washington sawto almost every country in the world One steamer carried to Manila, in one cargo, 12 train loads of lumber. The export business provides some strange great foreign market, yet the home trade is always the most valuable for the pro-This is true in all lines. Minneapolis miller gets more money for

in London, and the Seattle lumberman gets \$5 more for every 1,000 feet of lumber he sells in his home city, than that which he ships to Johannesburg, South The quotations for the South African trade are interesting. The freight rate by steamer from Seattle to the South African seaboard is \$12 per 1,000 feet. From the coast to Johannes and the rate for this very small fraction of the long journey is \$70 per 1,000 feet -an increase of \$58. This lumber sells at retail in Johannesburg for \$180 per .000 feet, and the cost of the same at the mills in Washington is only \$7. would seem on the face of it that the Africa ought to be doing pretty well from the modest profits they demand.
There are some most astonishing facts

ber industry. It employs 31,000 men.

and the annual output is worth \$34.000,-000, yet for every dollar that is earned several are wasted. The conditions surrounding the business are such that every year millions of dollars' worth of is taken into the mill, it is first made square. The four slabs taken from it in the first cut are utilized in making lath and fence pickets. The outside tree is the least valuable portion of it. because of the presence of sap near the bark. This is the first place where rot attacks the wood. But when lath is covered with plaster, rotting is prevented. The Washington tree, however, is more free from the ill effects resulting from this cause than any other tree in the world. After the slabs are taken off, the first and second cuts are the most valuable portions of the tree. The lumber was scarcely an old man when he died, ishing flooring ceiling siding wainscot-But the "advanced" Republican of the ing. etc. It sells for from \$16 to \$30 per 1,000 feet. This is the grade of stuff that Washington sells everywhere. But it is all she can sell. It only constitutes 25 per cent of the tree, and the remain heart of the tree is the least desirable portion of it. It is used for timbers, joist, common boards, fence, sidewalk, barn siding and all the lower and cheaper grades of lumber. The market is so far away that the freight rates make it impossible for the Washington lumberman to utilize three-fourths of their resources. It is burned up to get it out of the way. The forests are picked over to get out the best trees, and the waste lying around dries up and makes food for fires which annually consume

sources nature gave us. Charges by Bailroads

One of the best-posted men in Amerretary of the Manufacturers' Associahow comparatively insignificant in tion, and was selected to take up the the larger world that was opening, matter of freight rates with Mr. James Seattle to Omaha 2.057 miles. The rate on lumber to the first-named point is 40 cents per 100 pounds, and to the lastnamed 50 cents. The difference between the two points named is only one mile. but the difference on an ordinary car of August 18, 19, 25 and 26 the O. R. & low-grade lumber such as we desire to ship is about \$45. This great difference points in the East, with stopover privileges. Particulars at city ticket office, have divided the country into zones and arranged their freight rates accordingly. The states in the Missouri River country are heavy consumers of the common grades of lumber, and are not producers of the same. It ought to be common ground for the Northern and Southern and Western lumbermen, but we cannot enter the field on account of the heavy

I interrupted Mr. Beckman here to ask what the rates were from the Northern and Southern fields to the territory in question, to which he replied: Minnesota it is 17 cents, from Texas it is 23 cents, and from Missouri and the Indian Territory it is 15 cents. If we were given a rate of 40 cents, you see would still suffer a great handicap but a 10-cent reduction in the tariff increase the valuation of the stumpage in the State of Washington

The gpeaker was again interrupted with the query if the desired reduction would not tend to greatly injure the interests of the Northern and Southern mills, and he said: "No, it would not at the greatest the Northwest could not the greatest the greatest the Northwest could not the greatest the Northwest could not the greatest the Northwest could not the greatest the greatest the Northwest could not the greatest the greates At the greatest the Northwest could not supply more than 20 per cent of the whole, and we think it is not unreasonable to ask for this much of the trade. territory from Maine to Minnesota hundreds of mills are being dismantled every year because of the forests becoming exhausted. The available supply of Yaquina.

[Special Correspondence of The Journal.] | the combined fields now feeding the Mid-SEATLE, Aug. 15 .- The shingle in- dle states is hardly adequate to the demand, and their power to meet it is becoming less all the while on account of the depletion of their resources. In order to keep our heads above water out here. forests, picking out the best stuff, and selling only one-fourth of that, so that millions of dollars' worth of valuable timber is being destroyed every year. The time will come when the supply of lumber will be short, and then the terrible wastage that is now going on will be all the more deplorable.

Why a Better Rate Is Refused. "If your entrance to the market of the Middle states would not cripple Northern and Southern competition, and your product is really needed to help fill the demand, why do not the railroads give you the reduction? What did Mr. Hill any about it?"

Mn Beckman responded to these questions by saying: "The difficulty seems to be in the fact that there is not enough freight to fill the cars for the return trip. You see, the had from here to mountain sides are the home of the the Missouri River is mostly over the There is no local business, and shapely Douglas fir is the unrivaled it would be out of the question to haul SEALED PROPOSALS FOR CONSTRUCTION Windsor Palace in England, as well as continent. To remedy this Mr. Hill has the one that flies over the castle of the Mikado of Japan, are supported by poles that grew in our great Northwestern forests. The great sticks on the ships of the much-vaunted German navy come from our big wood in the grim and silent North.

The state of the castle of the continent. To remedy this Mr. Hill has built some very large sfeamers which he will put in the China and Japan trade. He will then haul flour and cotton of the following conditions:

FIRE-BOAT.

Sealed proposals will be received at the office of the Auditor of the City of Portland, Oregon, until 2 o'oclock p. m. Wednesday, August 26, 1903, for the construction of a fireboat in accordance with the following conditions:

First—For the construction of a fireboat with return trip. This arrangement will in a great measure mollify the opposition to our entering the field, because if the office of the Auditor of the City of Portland, Oregon, until 2 o'oclock p. m. Wednesday, August 26, 1903, for the construction of a fireboat in accordance with the following conditions:

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First—For the Auditor of the City wheat of the North and the cotton of of Portland the South gets better transportation facilities, those sections will gain more than they would lose by our competing with with them on the cheaper grade of lum-

> Lumber is the fourth among the great manufactures third, and then the great forest industries. In producing crops the soil can be renewed, and the acreage increased to maintain the output, but the restoration of the forests is no such easy matter. The big woods resound with the ring of the logger's ax, and the whirr of the greedy mills. The crash of every falling monarch marks.
>
> General conditions which apply to all bids:
>
> First—The City of Portland will furnish for any and free base is constructed. Said pumps in the lost contract or and as a part of his contract or boat construction. Second—The cost of inspection referred to in the last clause on page 16 of the specifications will be paid by the City of Portland and to that extent said specifications are changed.
>
> Third—The maximum draft of boat must not and wheat are first, cotton second, iron crash of every falling monarch marks is a pity that such wanton waste could not be checked, or at least utilized to bermen were given that 10-cent reducion in their freight rate they would be able, every year afterward, to make the contract for the construction of said fireboat shingle path extend beyond New York nearly half way around the world.

Giant Trees.

The lumbering business in Washington differs from that of other regions on account of the immense size of the trees, the mountainous character of the land, and the dense undergrowth. other localities from 15 to 30 logs are while here 1,200 feet are procured from small log. One of these forest leviathens, measuring 180 feet to the first limb, and having a diameter at its base of nine feet, is not an easy proposition to handle. The cut cannot be wealth is destroyed that nature required made at the base, because the grain of thought it necessary, in order to raise thousands of years to create. A detailed the wood is curly. The loggers have to money to build an extension, to ask each limb up above this and stand of as they work. It requires great strength and endurance, because the same position must be maintained and the same set of muscles used constantly either with the ax or saw. The men become so expert at their work that they can make the tree fall in any direction they Their calculations are so accurate that they can set a stake where they intend the falling monster to strike, and this stake will be driven out of sight by the weight of the tree fall-

ing upon it. In order to get the tree to the rallroad It is frequently hauled through the for-est by means of skids and a donkey engine. Sometimes the engine cannot be gotten very near to the log. In this event a steel rope an inch thick, and sometimes a mile or a mile and a haif ong, is hitched to the big piece of timber, and it is slowly dragged along over greased runners. The difficulty and greased runners. The difficulty and danger of having the power so far away and of working around that slender cable over a mile long, can readily be imagined. Another plan of getting the logs out when the ground is very steep is to run them down the side of the mountain by means of a flume. This consists of planks placed in the ground like a letter V, and ending on the bank of a river, so the logs plunge into the water after their long, swift flight down the mountain. A log coming down one of these flumes a half-mile long will go so fast as to leave a trail of smoke in its wake. It strikes the water with such force that it is frequently imbedded in the bottom of the river, and when dislodged its end is unfit for use on account of gravel being driven into it. These logs are frequently so great in size that they cannot be gotten into the sawmill until they are blown

into halves by dynamite. The Loggers.

The life of the big woods calls for orawn and courage. The logger is generally a Swede or a Norwegian. The river driver is generally Irish or French. In riding the logs down stream to the mill, he must be cool, nimble-footed and quick, to keep the rapidly turning and twisting timbers from throwing him into the lcy water. A fall is pretty cer tain to result in death.

A shingle packer is to the big wood; what the breaker boy is to the coal fields. He is generally a hard lot. A recent strike was brought on among the boys because their union demanded apple pie instead of custard, and the cook failed to comply with the order. The fact that there were no apples in camp, and none to be had immediately, did not enter into the calculations of the young delegate who ordered the walk-If there is any characteristic of of the sawmill men have more than one or two fingers. On account of maimed hands being so general among them, it is predicted that their coming generations will be born that way. FREDERICK J. HASKIN.

REDUCED BATES TO THE SEA-

SHORE. Go to Newport and Yaquina Bay-an turning Monday.

A delightful ride through the beau-tiful Willamette Valley, with privilege of going up one side of the Willamette

READ BY The ENTIRE FAMILY



THE JOURNAL is read in the evening by the entire family, when they have the time to discuss the question of buying. This makes the Journal valuable as an advertising medium.

CITY NOTICES.

FIRE-BOAT.

ond-For the construction of a fireboat Copies of plans and specifications will be fur-nished by the Auditor upon application being General conditions which apply to

Third-The maximum draft of boat must not exceed six feet under propellers when fully

equipped.

Fourth—Each bid must be accompanied by a certified check on a responsible bank in the City of Portland, Oregon, for the sum of Three Thousand Dollars, or by a bond for a like amount, to be approved by the Mayor of the City, as a guarantee, to the effect that if the constract for the construction of said fireboat contract therefor and furnish to the City of Portland, Oregon, a good and sufficient bond, to be approved by the Mayor, in the sum of \$40,000.00, for the faithful execution of said contract.

The right is reserved to reject any and all

Blds should be addressed to the Executive Board, care of Thos. C. Devlin, Auditor, Port-In land, Oregon.

Auditor of the City of Portland. Dated August 17, 1908.

The Church and the Saloon. From Leslie's Weekly.

We regret to read that a church in the neighborhood of New York has onkeeper in the parish to give one day's receipts each month for four months to the building fund. aftords, perhaps, an extreme illustration of the absurd and harmful expedients resorted to by churches to swell their financial receipts, expedients which to bring religion into disrepute and directly to swell the number of nonchurchgoers, of which we hear so much complaint in these days. The fault lies here partly, of course, in the meager and insufficient contributions to church maintenance made by the regular members of the churches themselves, but even this reglect cannot excuse the imposition of a tax upon the drink shops. The churches and the saloons stand too far apart in their character and purposes to make it expedient to yoke them together for any purpose. saloon may profit by the arrangement

Preferred Stock Canned Goods. Allen & Lewis' Best Brand.

MALE HELP WANTED.

C. R. HANSEN & CO., EMPLOYMENT AGTS.

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and registration. Work secured for applicants
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