Oregon Journal

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THE JOURNAL,
P. O. Box 121, Portland, Oregon.

WEATHER FORECAST

Weather Conditions and General Forecast for Washington, Oregon and Idaho—Light local rains have occurred in Northern Arizona, Southern Utah, Western South Dakota and Southeastern Montana. Elsewhere over the western half of the United States fair weather prevails, with temperatures generally above normal.

The indications are for fair weather in this district Wednesday. It will probably be cooler in Western Oregon and Western Washington, while high temperatures will continue east of the Cascade Mountains for 36 hours longer.

Maximum temperature in the last 24 hours, 90; minimum, 60; precipitation none.

HOTEL ARRIVALS

Portland—J. Lesser, New York; O. B. French, Washington; Miss Gordon, Miss G. Gross, Miss F. Ring, Miss B. Fernandes, New York; F. B. Sadler and wife, J. Kearney, San Francisco; Mrs. A. L. Fulton, Astoria; H. C. Keith and wife, Montana; S. G. Merrill, Albany; Mrs. W. Force, Fort Stevens; G. W. Birnbaum, New York; F. M. Leland, San Francisco; Mrs. E. N. Camp, Glendale; A. L. Dowler, San Francisco; M. R. Mayer, W. L. Abington, D. Feiss, New York; E. A. Kerthley, P. Grunberg, M. C. Harrison, San Francisco; T. H. Ryland, New York; H. C. Van Ness, San Francisco; E. G. Flanagan and wife, Marshfield; C. Lanford, London; R. A. Atler and wife, Los Angeles; F. Burger, San Francisco; C. C. Calkins, Brooklyn; E. A. Goodwin, Brooklyn; W. H. Allen, Jr., and wife, Los Angeles; L. C. Lull, Kalamazoo; E. L. Emery, Wyoming; E. L. Yanke, Chicago; W. Lackaye, New York; M. H. Walker and wife, Salt Lake; Miss Walker and maid, Salt Lake; Miss L. Hogue, Salt Lake; W. Diehl and son, Cleveland; E. N. Bee, San Francisco; B. E. Shaw, Denver; C. Y. Fuller, Utah; D. Bowen, Spokane; Amelia Bingham and maid, New York; S. F. Cunningham, New Orleans; Mr. Graham, New Orleans; J. Holmes and wife, New Orleans; Miss Wiese, city; H. Craig, San Francisco; P. C. Burke, city; Capt. W. Forse, U. S. A.; M. Kelly, Duluth; S. S. Corgill and wife, Minneapolis; C. H. Bowman and wife, Butte; Mrs. J. W. Ray, Minneapolis; Mrs. E. P. Gates and daughter, Minneapolis; A. W. Williams, San Francisco; W. A. Piess, D. C.; L. Terry, Washington, D. C.; M. G. Hall, Washington, D. C.; E. B. Dana, New York; C. L. Miller, wife and family, Pittsburg; S. Siebenhaner, San Francisco; I. H. Wright, St. Louis; D. G. Curtis, Warren; H. Thayer, Ridgeway; Mrs. C. W. Ament, Chicago; Mrs. W. A. Morgan, Chicago; H. W. Solomon, Missouri; Miss Solomon, Missouri; S. A. Price, Mae Price, Dayton; Miss C. Steiner, Miss E. Steiner, Cincinnati; W. Pollock, San Francisco; F. I. Dunbar, Salem; Mrs. T. C. Egleston, Caldwell, Ida.; Mrs. W. Sebree and child, Caldwell, Ida.; I. Alexander, Lewiston; J. Ullman, New York; Dr. J. E. B. Stewart, Hamilton; G. Varrehman, Chicago; F. D. Dennis, Sumpter; Miss C. Read, Miss M. Younger, Sedalia; N. L. Walker, San Francisco; E. L. Foncer, Denver; L. B. Hastings, Denver; C. R. Shipman, Chicago; H. E. Newton, Victoria; H. Dechent, San Francisco; L. P. Greenbaum, Boise; J. J. Hall, Boise; R. P. Lewis, Seattle; R. H. Raphall, Los Angeles; Mrs. A. C. Nunton and daughter, Chicago; C. W. Moran, wife and daughter, Boise; M. F. Boyle and wife, Miss Boyle, St. Louis; H. E. Bayrie, G. I. Kinney, Seattle; A. S. Hanpardey, Sioux City; Edward Lytle, Omaha; J. S. Steinhart, C. M. Sully, Tacoma; N. Schwabacher, San Francisco; Francis J. Pike, Chicago; Walter Seaborg, Hwaco; Mr. and Mrs. A. C. Bennett, Chicago; E. H. Woods, Omaha; Daisy E. Taylor, Evanston, Ill.; F. W. Vaille, city; E. V. Marquette, San Francisco; C. R. Travis, Chicago.

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BIRTHS

August 13, to Mr. and Mrs. W. Mitchell of 736 Montana avenue, a daughter.

August 17, to Mr. and Mrs. M. Epstein of 688 Third street, a son.

August 17, to Mr. and Mrs. J. P. Miller of 235 Halsey street, a son.

August 15, to Mr. and Mrs. A. A. Wright of Sixth and Montgomery, a son.

August 8, to Mr. and Mrs. C. F. Starbert of 752 Michigan avenue, a son.

August 14, to Mr. and Mrs. E. F. Cody of 252 East Thirty-seventh street, a son.

REAL ESTATE TRANSFERS

Julia Lindsley to E. Henry Wemme, lot 6, block 232, city	$ 1
K. and L. Evanowitch to Walter Blackburn, lot 7 and 8, block 14, Tremont Place	150
L. H. Boise et al. to W. S. Macrum, lot 7, block 256, Hawthorne Park	1,200
Riverview Cemetery Association to May Shegren, lot 1, section 1, Riverview Cemetery	800
Investment Mortgage Security Company to C. P. Dix, lot 4, south 30 feet lot 3, block 293, Portland	3,500
J. M. Davis to H. W. Viets, lot 14, block 18, Lincoln Park Annex	1
Victor Land Company to J. J. Zekey, lot 1 and 2, block 77, Sellwood	1
C. E. and L. Topham to Thomas H. Elliott, 10 acres section 26, township 2 north, range 2 west	400
L. C. Peterson and wife to H. Witterin, lot 9, block 1, Lincoln Park	850
Sheriff for A. E. Meyers, to J. Spiller, lot 1 and 2, block 8, Mansfield	2
William J. Hill and wife to George M. Wilson, lot 15, block 4, Midway Annex Addition	200
Portland Trust Company to L. L. Hamilton, lot 6 and 7, block 3, Beauvoir	325
Clement Hubert and wife to C. C. Wiley, parcel land section 11 and 4, township 1 south, range 2 east	2,200

Get your title insurance and abstracts to real estate from the Title Guarantee & Trust Co., Chamber of Commerce.

DEATHS

August 14, Cecil G. Carner, aged 17, at Good Samaritan Hospital, of peritonitis. Interment Riverview Cemetery.

August 14, W. Platt, of Seattle, Wash., at Columbia, Wash., of fatal syncope. Remains cremated.

August 15, Oho Fong, aged 14 days, at 925 Alder street, of cholera-infantum. Interment Lone Fir Cemetery.

April 23, Eliza Carlson, of Portland, at Silver, Lake, Wash., of puerperal alompsia. Interment Riverview Cemetery.

August 16, Lawrence Mason, of North Twenty-eighth street West. Remains shipped to La Center, Wash.

August 16, Ching Gong, aged 40, at 89 Second street, of consumption. Interment Lone Fir Cemetery.

August 17, Norah B. Nelson, aged 2, of 564 Walnut street, of heart disease. Interment Lone Fir Cemetery.

The Edward Holman Undertaking Co., funeral directors and embalmers, 280 Yamhill. 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; children, $25. Visitors 9 to 5 p. m. Portland Cremation Association, Portland, Or.

RIVER VIEW CEMETERY.

Singles graves, $10. Family lots from $75 to $1,000. The only cemetery in Portland which perpetually maintains and cares for lots. For full information apply to W. R. Mackenzie, Worcester Block, city. W. M. Ladd, president.

Clark Bros. for flowers, 289 Morrison street.

BUILDING PERMITS

To Mrs. Bedford, repair two story cottage at Fourth and Taylor, to cost $500.

To Albert De Lashmutt, erect one story cottage at East Thirty-first and Ash, to cost $800.

To A. Pagel, erect two story dwelling at East Sixth and Shaver, to cost $1,000.

To W. Suess, addition to cottage at Karl and East Fourteenth street, to cost $400.

To James McGuire, erect one story cottage at Failing and Grand avenue, to cost $980.

To A. G. Essen, erect two story dwelling at Eugene and Rodney streets, to cost $1,500.

To Wakefield & Fries, repair building at Park and Alder, to cost $100.

To D. M. Holbrook, erect two story dwelling at Mechanics and Union avenue, to cost $1,800.

To E. E. Smith, repair building at First and Taylor, to cost $1,800.

To I. J. Thompson, erect two story cottage at Emerson and Gay, to cost $600.

Reduced Rates to the Seashore.

Go to Newport on Yaquina Bay—an ideal beach. It is becoming very popular with the Portland people. The low rate of $3.00 has been made by the Southern Pacific Company in connection with the Corvallis & Eastern Railroad for the Sunday round trip from Portland, tickets good going Saturday, returning Monday.

A delightful ride through the beautiful Willamette Valley, with privilege of going up one side of the Willamette River, returning the other.

Ask any Southern Pacific Company or Corvallis & Eastern Railroad agent for a beautifully illustrated booklet describing the seaside resorts at Yaquina.

W. Nelson of Paterson, N. J., owns the manuscript of Poe's poem, "The Bells."

NEW TODAY.

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Take a look at a few of our specialties for this entire week. You can afford to come 10 miles on any of the several car lines and save money on our tremendous bargains.

25c
18 Bars Good Washing Soap.

20c
1 Dozen Fresh Ranch Eggs.

40c
Roll Good Creamery Butter.

10c
1 Pound of Good Coffee.

3c
1 Pound Tapioca.

3c
1 Pound Sago.

10c
1 Bottle Preserves Worth 25c.

$1.00
20 Pounds Boiling Beef.

$1.00
20 Pounds Splendid Corn Beef.

25c
3 Pounds Mutton Chops.

4c
1 Pound Lamb Stew.

7c
1 Pound Liver Sausage.

10c
1 Pound Vienna Sausage.

7c
1 Pound Head Cheese.

10c
1 Pound Pork Sausage.

11c
1 lb Best Kettle-Rendered Lard.

All of the cars go to our several markets,

Washington and West Park
588 Williams Avenue

Main market at First and Salmon streets, one of the biggest supply houses on the Pacific Coast. Bring a little piece of money and a large basket and we will do the rest.

FRENCH SHIPS LEAD THE WORLD

Bonus Paid to Merchant Marine by Government Drives the British and German from Pacific Coast.

Only Hope for Other Nations Is that Scarcity of Ships Will Force Rates Up to Profitable Point.

The amount of grain tonnage now en route and listed for Portland is 64,774. At this time last year it was 131,374 tons.

Of the 35 sailing vessels en route and listed for this port 16 of them fly the French flag, 11 the British, seven the German and one the Norwegian. This is the first time in the history of local shipping that the number of French ships headed in this direction ever exceeded that of British and german sail, but the situation is not remarkable when the reasons are known. Charter rates are lower than they have been for years, and are no longer considered profitable by the British and German vessel owners. Many of their ships now on the Coast are being ordered to tie up, and wait for an improvement of the rates. On the other hand the owners of the French ships can profit by the prevailing rates, as their government allows them a handsome bounty.

Subsidy Helps Them.

The bounty of the French government therefore makes it impossible for the vessels flying the flags of other nations to compete with the ship owners of France, who are gradually securing the major portion of the business, particularly in this quarter of the globe. If charter rates continue to decline it is believed that most of the British and German ships will be driven from the Pacific Coast. Their owners have one consolation, however, and that is this: There is not a sufficient number of French ships to handle the trade, and when they are all chartered rates are bound to advance. The owners of other vessels may then pool their interests and force the rates up in spite of any influence that can be brought to bear against them. They will control the situation.

Japan Is Ambitious.

It is said that Japan aspires to attaining a creditable position in deep sea commerce and that it will soon offer a liberal bounty with the hope of building up an extensive foreign trade. A bill of this nature, it is reported, will be introduced at the next session of the Japanese Parliament. Representatives of that empire are convinced that their merchant marine has been too long neglected.

Of the foreign vessels the British and German are the most popular on the Pacific Coast, for the reason that they make quicker passages than do the ships of other nations. Their seamen are thorough navigators.

WILLOW BAR CUT DONE

It Is to Be Widened, However, 150 Feet More for Present—Dredges Still at Work.

Yesterday the dredges Columbia and Portland completed work on a 150-foot cut through Willow Bar, and the largest vessels can pass through there now with no difficulty. Recently this point has been a menace to navigation. It was the cause of the British ship Ardencraig lightering her cargo at Astoria before venturing to make the run up to Portland. The German ship Nauarchos also began to take similar steps a few days ago, but having been apprised of the channel being open started up the river this morning in tow of the Harvest Queen.

There is now a depth of 26½ feet of water at Willow Bar and at the lowest stage of the river it will measure 21 feet. While the cut answers all immediate requirements it is the intention to widen it 150 feet more. For this purpose the big 30-inch dredge Columbia will continue operations there for some time. As the cut is over 6,000 feet in length it will be several weeks before the work is completed. For the present the small dredge Portland will remain in the same vicinity removing several minor obstructions.

Later on in the season both dredges will be taken to the mouth of the river to do some work at the bar.

REGULATOR LOSES SUIT

Steamer That Collided with French Ship Is Defeated in the Federal Court.

The libel suit of the steamer Regulator against the French ship Ville de St. Nazaire was dismissed this morning by United States District Judge Bellinger. The Regulator line, the company owning the Regulator, had sued in libel for $1,500 for damages sustained by their steamer during the towing of a ship, during which it collided with the Ville de St. Nazaire then lying in the harbor. The libellant sought to recover damages from the defendant, but the court held that the liability sought to be enforced was that of the owner, against whom the injured party is entitled to have its remedy by a proceeding in person. The suit was therefore dismissed and the costs were taxed to the libellant.

Aberdeen Finishes.

The schooner Aberdeen, of the California & Oregon Coast Steamship Company's fleet, will complete her lumber cargo today, and will sail tomorrow for San Francisco with 55,000 feet of the product of Oregon's forests. It is being shipped by the Eastern & Western Lumber Company.

Spencer to Sail Thursday.

Owing to the carpenter work on her deck not yet being completed, the steamer Spencer will not make her first trip to The Dalles before Thursday, and possibly not until Saturday. It was the intention to have her ready for making her initial trip today, but this plan had to be abandoned. For the past month the force of mechanics engaged in making alterations to the vessel have been making overtime in an effort to get the steamer ready to go upon her run, but it has required a much longer time to complete the job than was anticipated.

The Lumber Fleet.

The steamer Aurelia, under charter to the Woolsey Line, reached Astoria yesterday afternoon, and is expected to come up to Portland today to load lumber.

The lumber fleet in the harbor is still retaining good proportions. At the North Pacific mill the Wilson, Saxon and Endeavor are taking on cargoes. The John A. is at the same place waiting for a berth, preparatory to beginning loading. At the Portland mill the Susie Plummer is working, as is also the David Evans at the Eastern Company's dock. Her cargo will shortly be completed. The Mabel Gale is at the Inman-Poulsen mill, and will finish loading in a few days.

Marine Notes.

The coast liner Columbia is due to arrive at 8 o'clock this evening from San Francisco.

The schooner W. F. Garms arrived at Astoria yesterday from Nome.

The German ship Nauarchos left up the river this morning in tow of the Harvest Queen, and will reach here tomorrow. She is from Hamburg with general cargo which is consigned to Meyer, Wilson & Co.

COMPARISON OF POLICE RECORDS

Mayor Williams Issues a Statement Showing What the Last Two Administrations Have Accomplished.

He Wants the People to Judge of the Facts as They Are Outlined in the Reports of the Municipal Court.

Mayor Williams today issued a statement showing the actual number of arrests made and the amount of money returned through the police department during the first six months of Chief of Police Hunt's administration and the corresponding period of his predecessor's term of office.

"I felt that this statement was necessary in justice to Chief Hunt and the existing police and detective force," said the Mayor.

"From the first of February, 1902, to the fist of August, 1902, before I became Mayor and before Chief Hunt took charge of the police the arrests during that period numbered 1,459 and the receipts of the Municipal Court were $1,279.

"During the corresponding period of 1903, from February 1 to August 15, since the new administration, the number of arrests was 4,271 and the amount of money received through the Municipal Court aggregated $18,350.30."

Further than this the Mayor did not care to discuss the subject. He averred that he believed in a non-partisan city administration and a municipal government entirely free from political influence.

"I do think, however," the Mayor continued, "that Portland should have more policemen, and if our finances warranted it we would increase the force. Just as soon as the municipality's income will permit the department will be increased. Until that time we must be content with what we have."

PORTLAND WANTS IT

Will Make a Strong Bid for the Next Letter-Carriers' Convention.

To urge the co-operation of the Portland Chamber of Commerce in securing the National Letter-Carriers' Convention for this city in 1905 the local delegates wil appear before the members of the body at a meeting to be held tomorrow morning at 11:30 o'clock. The Portland delegates intend to go to the convention with literature and exhibits relating to this part of the West, and they expect to gain the support of the Chamber in their efforts to bring the next biennial convention to this city.

The session of the Chamber of Commerce tomorrow will be peculiar, inasmuch as both the president and vice president are absent. President R. Livingstone is on a business trip in the State of Washington, and Vice-President W. J. Brown is in Europe.

THROUGH TRAIN SERVICE

Between Portland and All Clatsop Beach Points, on and After Saturday, July 11.

Beginning Saturday, July 11, and every Saturday thereafter during the season, the popular Portland-Seaside Flyer will leave Portland at 2:30 p. m., arriving at Astoria at 5:50 p. m., Gearhart, 6:40 and Seaside 6:50 p. m., making direct connection at Warrenton for Flavel.

Round trip season excursion tickets from Portland to all Clatsop and North Beach points sold at rate of $4.00 for round trip, and Saturday special round trip tickets between same points, good returning Sunday evening, at $2.50 for round trip. Season commutation tickets good for five round trips between Portland and all Clatsop and North Beach points sold for $15.00. Beach excursion tickets issued by the water lines are interchangeable and will be honored on the trains of this company in either direction between Portland and Astoria.

Additional information wil be gladly furnished upon application to Mr. E. L. Lewis, commercial agent, 248 Alder street.

NEW TODAY.

FOR SALE

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TO CLEAN SNAKE FOR NAVIGATION

Engineer D. B. Ogden Thinks that the Stream Can Be Kept Open to Small Craft the Year 'Round.

Government Charters Two Boats to Rid the Channel of Obstructions—Blasting to Remove Boulders.

David B. Ogden, Assistant United States Engineer returned yesterday from the Snake River, where he put several crews of men to work improving the channel. The first place he visited was the 50 miles of Snake River lying between Lewiston and Eureka. It is a mining district and until recently a small boat had been running up there carrying supplies to the miners. During low water, however, this service had to be discontinued.

Mr. Ogden says that the stream, which in that particular locality resembles very closely a big trout brook, can be made navigable for light craft the year round. With this object a small steamer there, and the Inmaha, which was recently built in Portland for a Snake River mining company, have been chartered by the government to be used in removing obstructions from the channel. Large boulders and other rocky formations interfering with the passage of boats are being blasted and removed. Along this entire stretch of 50 miles the current is very strong. When the small steamer was making regular trips it required 18 hours for her to make the voyage from Lewiston up to Eureka. Coming down stream the distance was covered in less than four hours. In places the current has a velocity of 10½ miles per hour.

From Lewiston to Riparia, on the Lower Snake River, a distance of 72 miles, the channel is becoming very shallow at various points and the boats in commission there are encountering many difficulties. Some of the bars are almost showing above the surface of the water. The O. R. & N. steamer Norma was engaged by the government for the purpose of making the necessary improvements. To this vessel, says Mr. Ogden, has been attached a large contrivance resembling a rake in appearance, and it is being drawn over the bars with very good results. The gravel is stirred up and washed down stream by the strong current. Along this part of the Snake River is a fine fruit country and if the boats could not be operated now the farmers would lose their entire crops. For this reason the government is using every effort to keep the stream open for navigation during the low water season.

Revetment Work.

Major W. C. Langfitt and David B. Ogden, United States Engineers, went to Independence today to inspect the revetment work being done along the Willamette River. They will return tomorrow.

The steamer Spokane of the Pacific Coast Steamship Company's fleet has arrived at Seattle from the north, finishing the last trip of the season.

The steamer Sadie, Captain Rickmers, reached Nome Sunday morning from Kotzebue Sound. Ice was encountered on the way up in Shismareff Inlet, and passengers for that point could not be landed on the up trip. They were landed, however, on the way down.

Journal friends and readers when traveling on trains to and from Portland should ask news agents for The Journal and insist upon being supplied with this paper, reporting all failures in obtaining it to the office of publication, addressing The Journal, Portland, Or.

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The Kind You Have Always Bought
In Use For Over 30 Years.
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While your family is away enjoying their vacation, to have your home wired and equipped with ELECTRIC LIGHTS, so as to be prepared for the long Winter nights.

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SEVENTH AND ALDER STREETS

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MEN'S SEWED OAK SOLES 75c
Put On While You Wait
Goodyear Shoe Repair Co. Alder St. Bet. 3d and 4th

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Hams, Breakfast Bacon and Lard
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