President Expected to Say Federal Fight Against the Big Corporations Will Not Be Continued Until Conditions Are Better.

(Journal Special Service.)

New York, Aug. II.—That unless his plans are changed in the meantime President Roosevelt will make public announcement next Tuesday that the government has reached the end of its campaign against the big corporations and trusts, is the belief in Wall Street This knowledge was gained from ad-

vance copies of a speech which the president will deliver on Tuesday next at the Pilgrims' celebration at Provincetown, Massachusetts. In some mysterious finer the documents found their was into the hands of certain powerful all Street houses.

Statements as to the sentiments of the speech at once caused a marked advance in the stock market prices, which had early been demoralised and in which demoralisation the action of the Bank of England in raising its discount rate from 4 to 4½ materially aided.

The tenor of Mr. Roosevelt's speech, it was said, is toward callfing a hait on further strife against the big industrial corporations, at least as this time. copies of a speech which the

To Announce Policy.

To Announce Policy.

Information was given out from the same sources to the effect that the president would announce a definite policy which the administration proposes to pursue in its future attitude toward corporate interests.

This policy, it was said, will let the fight rest at the stage it has already reached on the theory that the purpose which it was intended to accomplish already has been realized.

Advance copies of a speech which William H. Taft, secretary of war, will make at Columbus on Monday, which have also been received in Wall Street, indicated that, as an official spokesman for the administration, he also will announce a cessation of hostile action against the trusts of the country.

These reports were the first cheerful information which the financial district has received since the recent slump began and has served to give immediate strength to the market, which had been demoralized for several days.

A bad tone had been given to trading also by the failure of George B. Cortelyou, secretary of the treasury, to come to the relief of the money market.

Wall Street was wrought to a pitch of intense excitement by the publication of the information regarding what the president and secretary of war intended to say. Inasmuch as all advance copies furnished by government officials are marked "confidential" and contain explicit directions that they are not to be used in any way before released on the day set for their se, it is evident that some one has been guilty of a grave breach of confidence.

Leak Is Discovered. Lonk Is Discovered.

There is no secret on the street as to who gave out the information, and if President Roosevelt desires to make an axample of the perpetrator of this abuse of trust he will have no difficulty in locating the guilty party.

A similar "leak" occurred just before the president a speech at Jamestown, and numerous other occasions might be recalled. Many persons of considerable importance in financial affairs are inclined to think there is some ground for the oft repeated charge that speculators in the confidence of the government—if not actually connected with it in an official position—are given the advance information in confidence in the second control of the seco an official position are given the advance information in order that it may be sold in the way it was yester-day.

Among the more radical element on the stock exchange it is openly asserted that the possessors of this advance in-formation—and they are persons of in-fluence in Wall Street—deliberately went into the market and depressed prices from two to four points, pur-chased large blocks of stocks at the lowest quotations and then profited to the extent of many millions by selling out at the advance caused by the pub-lication of their inside information.

PORTLAND ARCHITECTS

(Continued from Page One.)

wheat more than it consumes, ships wheat to New York and receives there \$1 per bushel, and the freight rate is 25 cents, the same wheat will sell in the local markets of Oregon at 75 cents per bushel. So it is with lumber.

Competition Will Come.

"The local market price should and will be the amount of the foreign price. less the cost of transportation. Now, if the cost of transportation of 1,000 feet of lumber from Portland to the middle west is increased \$3 per 1,000 feet, and competition from southern pine holds the middle west market steady at the life. I handy to consult the local consumer hom he has so long ignored, and encourage the home market by giving it the benefit of the lower price obtained by the advanced freight rate.

"If he does not do so, nearby mills, that are already bidding for Portland lumber trade, will come in and take his local market away from him. The Pacific coast manufacturer who has been getting his product hauled east at less than cost, has been doing it at the expense of the Pacific coast consumer.

The same railroads are charging the Pacific coast builder \$1.10 per 100 pounds for hauling oak flooring and all middle west hard woods to this coast, while the local fir lumber manufacturing combination has been getting its product hauled to the middle west for 50 and 40 cents per 100 pounds, and at the same time doubling prices of lumber to Pacific coast home builders. With the checking of the eastbound movement of Pacific coast lumber, Oregon people will be able to get lumber at home at prices something near reasonable."

Policy Condemned. Competition Will Come.

Policy Condemned. Mr. Kroner strongly condemned the policy of pushing up prices of building materials to figures that he declared are unreasonable and appressive, and that result in holding back home developments. He criticized in the strongest terms the "audacity" and "greed" of local lumber manufacturers and declared that they "had reached the zenith of an attempt to plunder the people when they undertake to enlist government agencies in an effort to perpetuate their practices of combination and market manipulation at the expense of Standard Box company's dock.

It is said that there have already been received by Portland architects and builders proposals, from nearby lumber mills not in the Portland combination, to lay down in this city common rough edged lumber at \$12 per 1,000, as against the \$16 now charged by Portland mills, and No. 2 kiln dried flooring at \$30, instead of the price of \$29 now charged by local mills.

WIN A HUSBAND

(Continued from Page One.)

Tell him instead that you can broil a beefsteak, make prime coffee and darn socks to perfection.

By Angela Morgan. "Put girls in the kitchen. Teach them ousewifery. Take women out of shops, stores, business offices; out of studios, colleges, laboratories and music schools. Let them work as domestic servants. There is no field that offers better op-

There is no field that offers better opportunities of success for women than
that of domestic service.

This is the kernel of an argument by
Charles M. Schwab, the steel magnate,
in which he disposes, in one sweep, of
both the servant problem and the question of the wage-earning woman.

"The business world is no place for a
woman," warmly declares Mr. Schwab.
The domestic life is the only life
that gives her a chance to develop her
best."
In an interview the former head of

In an interview the former head of the United States Steel corporation ex-pressed these opinions. Mr. Schwab, whom I saw at the Hotel St. Regis just half an hour before train time, consented to forget affairs of weight for that pe-riod and to discuss woman and suc-

riod and to discuss woman and success.

"Is it possible for any woman to make a great financial success?" I asked him. "Has she the ability, the requisite brain qualities?"

Mr. Schwab smiled.

"I decline to be quoted on that," he said, with just a twinkle of amusement in his good-natured brown eyes. He is all good nature, is this giant of the financial world.

His very presence, which is simple and unaffected, seems to radiate an ample kindliness and good will. He seems more the man of the home than the man of finance. "It isn't a question of whether woman has the ability to succeed in the financial world," he said. "It is simply that she has greater work to do elsewhere. Home is the only place for a woman. She is entirely out of her sphere in business and the professions.

We Such Compulsion.

"But suppose conditions compel her to adopt a life outside the home?" Then It was that he made his start-

Then it was that he made his startling assertion.

"There is no such compulsion. Every
woman who is obliged to earn her own
living should seek a position as servant
ip some household. There is no disgrace in being a servant: It is the
proudest position any one can occupy.
I was a working man once—indeed, I
am now. And I am not ashamed of the
fact. I only hope I deserve the title
of servant."

"But you can't expect women of

"But you can't expect women of brains and talent in other directions to be content with work in the kitchen."

"Why not? It's the noblest kork on earth for a woman. No matter how clever a woman is, she should be proud to fill such a position. I can say with all my heart that the best, sweetest, most accomplished woman I ever knew was a housekeeper. She filled a place in my household that a different sort of woman could never have filled, My wife and I were so desply fond of her that when she died we both felt for a long time we could never recover from the loss."

Are Independent. He Save

Are Independent, He Says.

"But domestics in households are not freated with the respect that women and girls command in stores and shops and various professions. The domestic is treated as a menial, in't she?"

"Not at all. I have found just the opposite to be true, in my own experience." "But have servants the same inde-"Greater independence," emphatically asserted Mr. Schwab. "I do not hesitate to say that the domestic servant has far greater advantages in every way than the woman wage-earner in any other field."

other field."

"Then you would discourage the woman lawyer, artist, merchant and all it the rest?"

"I certainly would. The only education for woman that counts is education in domestic science. No woman can be truly called educated who does not know how to keep house.

"It is five hundred times more important that a girl be taught to cook and mend and wash dishes and darn a socks than that she study Greek, Latin, filterature and music. If women only realized it, such accomplishments do not win the admiration of man.

Men Like the Domestic Girl. "Of course, I don't presume to say that man's approval is what women are striving for. But it's a fact, nevertheless, that men don't like brilliant women—elever girls—girls who are smbittous for worldly success. The way to win a man is to know how to cook three square meals a day for him and make his home a haven of rest."

Here are the qualities, says Mr. Schwab, that men admire in women:
Gentleness, modestry, domestic attainments, a retiring disposition, womanliness, sweetness of temper.
Here are the traits men do not admire:

Here are the traits men do not admire:
Boldness, aggressiveness, ambition for worldly power, bzrilliancy of intellect.
"The woman of today," declared Mr. Schwab, "makes a tremendous mistake when she scorns the housewife's ocupations and attempts the man's work in the world. The very labor she disdains offers her the best opportunities for achievement.

Mousehold Work Exalts.

"It is all a mistaken idea that household work spells humiliation. It exalts rather than debases woman. The most successful women in this world, in my estimation, are its housekeepers. Homes today are crying for the work that women know best how to perform.

"It is the home that needs woman, not the business world. At the industrial school which I opened at Homestead, Pennsylvania, I made the question of domestic science the one of paramount importance. For it is, indeed, the most important one in the world for any woman."

Mr. Schwab sald that he had been asked to give a talk on "The Land of Opportunities," in New York, and that he would do so in August.

"I hope you'll be present," he concluded. "For' you will hear more of what I think about success and woman's real opportunity."

Pacific Bridge Company Starts Work on Large Capacity Bunkers.

TO ACCOMMODATE LARGEST VESSELS

With Large Fleet of Coal Carriers Bound for This Port Equipment for Handling of Cargoes Will Be Welcomed This Fall.

A large coal and gravel dock will be erected on the water front between East Salmon and Taylor streets by the Pacific Bridge company. The cost of the structure will be \$5,000 and it will be equipped with the most modern conveniences such as lifts, derricks, chutes and conveyors. It is said that the bunker section will have capacity for handling 300 tons of coal an hour, which will mean that large ocean going tramps can be coaled there in a very few hours.

To start with, the large dock, which will have a frontage of 600 feet, will be will have a frontage of 600 feet, will be used for the handling of sand and gravel to be used in filling the east side mud flats between Water street and Union avenue. Incidentally the harbor in front of the dock and batween the Morrison and Madison bridges will be deepened so as to accommodate the largest vessels that come up the Columbia river. The company is now building a dredge at a cost of \$146,000 to be devoted to digging up gravel from the river bottom, the null being constructed at St. Johns and the machinery in the east. The enterprise will mean much to Portland because it will not only solve the difficult problem of filling the low lands but will also furnish splendid berths for deep sea craft. With a frontage of 600 feet the dock will easily be large enough for the longest vessels that sail the seal.

In years past a large number of tramp steamers that have been sent here for lumber or grain cargoes have gone to Comox, B. C., or Puget Sound ports for bunker coal, either because of not having been able to secure the coal here, or owing to the old bunkers being unable to handle all the business offered. It is believed that with the new dock Portland will be able to take care of all this business providing the fuel does not reach such an exorbitant price that the steamers are prohibited from buying.

With more than two dozen coal carused for the handling of sand and

buying.

With more than two dozen coal carriers bound from Australia to Portland this early in the season, it is self-evident that there is going to be scarcity of storage room for the fuel, and for that reason the erection of these bunkers is regarded very timely.

FRENCH BARK AGROUND.

Vincennes Sticks in Soft Mud Near St. Helens.

While being towed up the river yesterday by the O. R. & N. towboat Harvest Queen, the French bark Vincennes got out of the channel and stuck in the mud off St. Heleas. She remained there all night and is being lightered today. The vessel went on the soft bottom and is in no way damaged. The captain is of the opinion that the vessel will float if relieved of 300 tons of the cargo.

will float if relieved of 300 tons of the cargo.

The vessel arrived at Astoria a couple of days ago from Glasgow with a cargo of coke, fireclay, brick and pig iron consigned to Meyer, Wilson & Co., and left up Thursday afternoon in tow of the Harvest Queen. She missed the channel yesterday shortly before noon and all efforts to pull her off proved futile. The Harvest Queen came up this morning and brought Captain Noel of the Vincennes to the city. Arrangements to have barges taken to the scene were immediately made and it is expected that the vessel can be floated in time to reach the harbor tomorrow morning. Stevedores were sent down from this city to lighter the cargo.

Captain H. T. Groves, superintendent of the Port of Portland dredges, says that there is a 28-foot channel from Portland to Astoria at the present stage of the water and can therefore see no good reason of vessels going aground. The general opinion along the waterfront is that the officers of the towbats are overworked so that it is impossible for them to keep awake at their post. Oftimes the pilots on the towboats are required to stay on the bridge for days at a stretch, until they finally give out from sheer exhaustion.

Captain Noel of the Vincennes called upon the consigness and made a report of the grounding. He reports also having encountered a fearful gale during the latter part of July when for three or four days the wasel was buried in foam and riding wildly at the mercy of the elements.

The Vincennes made a quick run from Europe and doubled the Horn in 15 days, whereas yessels that reached here a couple of weeks ago ran into awful headwinds south of the promontory and had to battle for months to get into the Pacific.

ABERDEEN NEWS. The vessel arrived at Astoria a couple

ABERDEEN NEWS.

Many Vessels Headed for Lumber Shipping Port.

Shipping Port.

Aberdeen, Aug. 17.—Salled, steamer Chehalis for San Francisco, with passengers and lumber from the Anderson & Middleton mill; steamer Santa Barbara, American mill, for San Francisco; schooner Admiral, from the Grays Harbor Commercial company, Cosmopolis, for San Francisco. Arrived, steamer Westerner, from Redondo, for the Western mill.

The schooner Rosamond, Captain Chase, of 1,000 tons, is one of the larger vessels to come to this port to load. She is a four-master and carries 1,200,000 feet of lumber. She will have a new mast stepped at the Lindstrom shipyard, after which she will go to the Hoquiam Lumber & Shingle mills to load.

The following ships are now on the way to this port, with the number of days out: Schooner C. A. Thayer, San Pedro: nine days; schooner Lizzie Vance, San Pedro: 13 days; schooner Espada. San Francisco, 12 days; schooner Fearless, San Francisco, 14 days; packet John C. Meyers, San Pedro. 15 days; schooner G. W. Watson, San Francisco, eight days; schooner Manils, Santa Rosalia, 23 days; schooner Maweema, San Diego, six days; schooner Sallor Boy, San Francisco, six days; schooner R. W. Bartiett, San Francisco, two days.

SCHOONER IN TROUBLE.

San Buena Ventura Lies Loaded and Idle at Tillamook.

Idle at Tillamook.

(Special Dispatch to The Journal.)

Tillamook, Or.: Aug. 17.—August
Krebs, master of the schooner Ban
Buena Ventura is here endeavoring to
collect his wages. His ship came in
some four months ago and took on a
load of lumber from the Tillamook
Lumbering company's mills.

When fairly loaded she was attached
by the mill company for about \$3,000 alleged to be due from a San Francisco
broker to whom a prior cargo of lumber had been shipped.

The skipper had to take his unpaid
seamen to Portland. The crew got 80
cents on the dollar, but Captain Krebs
is still locking for his wages. The
schooner is lying loaded in the bay. The
San Francisco owners appear indifferent the cantain is stranded on a strange

THE OREGON DAILY JOURNAL, PORTLAND, SATURDAY EVENING, AUGUST 17, 1907

The San Buena Ventura was off Tilla-took bay nearly a month on her last oyage north before she succeeded in loking up a tow to take her into the ay. Bhe ran short of provisions and applayed signals of distress in order to tiract attention.

RIVER STEAMER SINKS.

Stern-Wheeler Yakima Hits Rock in Snake River.

Word was received from the upper Snake rived last night that the stern-wheel steamer Yakima struck a cluster of rocks between Ainsworth and Riparia and sank in several feet of water. None of those on board was injured. It is supposed that the craft can be floated. The Yakima is owned by Captain C. S. Miller, who is operating her for the north bank road and she has been carrying supplies for several months. She was built last year at Ainsworth and was one of the largest craft that ever sailed on the Snake river, her gross register being about 250 tons.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Regular Liners to Depart.

Thomas L. Wand Am. str.San Francisco Coaster, Am. str.....San Francisco Busie M. Plummer, Am. sch...Guaymas Kahuhui Lettitia, Am. sch......San Francisco Churchill, Am. sch.....San Francisco Churchill, Am. sch. San Francisco
Berlin, Am. sh. Nushagak
St. Nicholas, Am. sh. Nushagak
John Currier, Am. sh. Nushagak
John Currier, Am. sh. San Francisco
Wrestler, Am. bktn. San Francisco
Wrestler, Am. bktn. San Francisco
Annie M. Campbell, Am. sch. San Francisco
Glendale, Am. sch. San Francisco
Glendale, Am. sch. San Francisco
Honoipu, Am. sch. Redondo

En Route With Coment and General. Bayard, Fr. bk. Antwerp
Ville de Dijon, Fr. bk. Antwerp
Alice Marie, Fr. bk. Antwerp
Eugene Rergatene, Fr. bk. Antwerp
H. Haekfield, Gr. bk. Honolulu Antwerr Arctic Stream, Br. sh. Rotterdam
Crown of India, Br. bk. Antwerp
Cornil Bart, Fr. bk. Antwerp
Jules Gommes, Fr. bk. Rotterdam

Coal Ships En Boute. Belen, Fr. bk. Newcastle,
Col. de Villebois Marenil, Fr. bk. Newcastle,
Claverdon, Br. sh. Newcastle,
Willscott, Am. bk. Newcastle,
Port Patrick, Br. sh. Newcastle,
St. Mirren, Br. sh. Newcastle,
Crillon, Fr. bk. Newcastle,
Ardencraig, Br. bk. Newcastle,
Eugene Schneider, Fr. bk. Newcastle,
St. Louis, Fr. sh. Newcastle,
Buffon, Fr. bk. Newcastle,
Castle Rock, Br. sh. Sydney. Belen, Fr. bk...........Newcastle, A Col. de Villebois Marenil, Fr. bk.... Tymeric, Br. str...... Newcastle, A. Henry Villard, Am. str... Newcastle, A. Transit, Nor. str...... Newcastle, A.

Tramp Steamers En Routo. Queen Alexandra, Br. str..... Madras Strathness, Br. str.... Port Los Angeles Eva, Ger. ss....... Hakodate, Japan Oil Steamers Due,

Atlas, Am. str......San Francisco
Catania, Am. str.....San Francisco
Col. E. T. Drake, Am. str....
San Francisco

MARINE NOTES

Astoria, Aug. 16.—Arrived down at 3:30 p. m. and sailed at 6 p. m., steamer J. B. Stetson, for San Francisco. Arrived down at 4 p. m. and sailed at 6:30 p. m., steamer Costa Rica, for San Francisco. Sailed at 6 p. m., steamer Daisy Freeman, for San Francisco. Asteria, Aug. 17.—Condition of the bar at 7 a. m., smooth. Wind, north, 8 miles. Weather, cloudy.

Salled at 7 a. m., steamer Aurelia, for San Francisco. San Francisco.

Arrived in at 9:20 a. m., steamer Excelsior, from San Francisco. Arrived in at 9:20 a. m., schooner Americana, from Fort Los Angeles. Arrived in at 8:40 a. m., steamer North King, from Alaska. San Francisco, Aug. 17.—Sailed yesterday, schooner Annie M. Gampbell and



Most everyone knows what it is to experience a spell of Stomach Trouble or Biliousness and thousands are guarding against a return attack by keeping a bottle of the Bitters handy. It cures Indigestion, Costiveness, Cramps, Diarrhoea, Headache or Insomnia.

Ice Machines

The simplest, best Ice Machine on the market! Just the thing for residences or butcher shops.

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We have just recently taken up refrigerating engineering and have employed one of the most competent men. We shall be glad to show you some of our plants in operation.

THE W. G. McPHERSON CO.

Heating and Refrigerating Engineers

steamers Johan Poulsen, and Catania, for Portland.

Tides at Astoria today: High, 7:06 a. m., 5.8 feet; 7:03 p. m., 8.8 feet Low, 0:53 a. m., 1.8 feet; 12:30 p. m., 8.6 feet. Newcastle, N. S. W., Aug. 14.—Sailed, British steamer Tymeric, for Portland.

ALONG THE WATERFRONT

J. Brooks, cabin boy on the steam schooner Northland, fell down the companionway last night and was so seriously injured that he had to be removed to the St. Vincent's hospital. He was unconscious when taken to the hospital. The Northland is at Ocean dock loading wheat for San Francisco.

The steamer Breakwater arrived this morning from Coos bay bringing a full list of passengers and about all the freight she could handle. She sails Monday night.

The steamer Multnomah ran aground near the mouth of the Willamette yesterday afternoon while towing a couple of barges. She got off without assistance.

ance.
The Union Oil company has secured a new steamer for its business on the coast. She is a large craft, registering 3.307 tons net, and is known as the Colonel E. T. Drake.
A survey of the channel to the sea from this port will be commenced next week by the pilots of branch No. 23.

AT THE THEATRES

Ezra Kendall Coming to Heilig. The advance seat sale will open at the box office of the Heilig theatre next Tuesday morning for Exra Kendall in the comedy success "Swell Elegant Jones" next Thursday, Friday and Sat-urday nights with a special price mati-nee Saturday.

Inst of the Farce.

Tonight and tomorrow will be the closing performances of "Are You a Mason," the funny comedy which has been offered all week at the Marquam. This play hos made one of the biggest hits of the engagement of the Stockwell-MacGregor company.

Sunday at the Grand.

When looking for a place of amuse-ment tomorrow remember the Grand has been giving this week one of the best shows it has ever had and that this en-tertainment will be repeated tomorrow for the last times, headed by European feature acts.

"The Scout's Revenge."

Life in the wild west never ceases to fascinate and "The Scout's Revenge," the attraction at the Star theatre this week, is packing the people to the doors. The play is first-class and the story is as full of excitement as an electric bat-

"The Two Orphans."

You will have to hurry if you want to see the Allen stock company in the finest performance of that famous eld classical melodrama, "The Two Or-phans," at the Lyric this week. There will be only a few more performances.

Building Permits.

Building Permits.

William Isensee, two-story flats, Montgomery between Fifth and Sixth, \$10,000; T. M. Bondurant, two-story dwelling, East Thirty-fourth between Stephens and East Mill, \$2,400; Rose Wolch, East Salmon between East Thirty-seventh and East Thirty-eighth, \$1,900; Pacific Bridge company, onestory coal dock, East Water between East Salmon and East Taylor, \$5,000; Senn S. Nitschke, one-story store, East Irving and union, \$500; F. A. Van Kirk, one and a half-story dwelling, Curry north of Base, Line road, \$2,000; Mrs. A. Reims, two-story flats, Missouri and Beach, \$4,000; A. S. Rosenthal, two-story dwelling, Marshall between Twenty-first and Twenty-second, \$3,800; J. Matthiesen, four-story brick hotel, Front and Harrison, \$50,000; J. T. Evert, one-story dwelling, Tenino between East Thirteenth and East Fifteenth, \$1,500; Isaac Isaacson, two-story dwelling, Haight between Beech and Fremont, \$2,000.

In Memoriam. At a special meeting of the directors

and officers of the American Mining Syndicate, held at the offices of said corporation, it was resolved that suitable resolutions expressive of the high regard of the American Mining Syndicate for its late secretary and treasurer, cate for its late secretary and treasurer, R. V. Pratt, be drafted and spread on the minutes of this corporation and a copy thereof be presented to the daughter, Mrs. Mason, of Seattle, Wash... it was further resolved that Judge J. J. Hirshheimer, the atterney for the corporation, be requested to draft the resolution: "Whereas, by the inscrutable decree of Providence, to which we bow in humility, there has been removed from our midst our late friend and colaborer, our secretary and treasurer. Whilst in the official discharge of his duties, suddenly and without premonition our friend secretary and treasurer. Whilst in the official discharge of his duties, suddenly and without premonition our friend was struck and summoned from the sphere of his terrestrial duties to the life eternal; a sleep fell upon him which gave him rest from his labors from a life of righteousness and from duties faithfully performed. We deeply deplore his loss and mourn his sudden demise. The place left vacant must necessarily be filled, yet we feel that personally it will be difficult to fill the void made by our late friend and colaborer; in him the elements were harmoniously blended of great ability, diligent in his employment, of great industry, loyalty to his task and friends; with charity for all, with malice for none, he measured up to the full standard of manhood, in whom God must have been pleased and whom he recalled in the full flower of all his faculties and mental vigor. Loved by all and generally regretted, all that is left of him to us is the fragrance of a memory which will survive him. May he rest in peace.

"Resolved, That a copy of this resolution be given for publication in the columns of the city press.

"Portland, Oregon, August 15, 1907."

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. hat H. Hutchess Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhosa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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tractive features to please the visitor.

Modern hotels, good fishing and boat riding, dancing pavilions, skating rinks, bowling alleys, and many other attractive amusements. You should not miss this splendid opportunity to spend your vacation at Clatsop Beach.

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