

FOR THE UP-BUILDING OF OREGON

WHAT WE NEED IS MORE PEOPLE

HELP! MEN WANTED!

Good Wages. Short Hours. Good Food. Permanent Employment. Nearly Every Department of Industry Suffering for Want of Labor.

NOW is the OPPORTUNITY DURING

September and October

In many localities throughout Oregon farmers are compelled to go out and help each other harvest their crops because unable to hire laborers.

Small manufacturing establishments in different parts of the state, such as sawmills, flour mills, planing mills, canneries, mines, etc., are unable to work to their full capacity, although paying the highest scale of wages ever known, because they cannot get the necessary help.

Hop growers and prune growers in the Willamette valley are scouring the country for pickers. Both are offering the highest wages ever paid for that class of labor. Hop pickers will get \$1.10 per 100 pounds. Prune pickers 7 cents per bushel, or at the rate of \$3.50 per day for expert pickers.

Railroad contractors are bidding against one another to secure workmen. Common labor commands \$3.00 per day with steady employment. Good axe-men command \$3.50 per day. Seven or eight thousand men can easily find work in the railroad camps of the Northwest.

Government reclamation work is most seriously crippled by the scarcity of labor. The chief engineer of the service makes the statement that 100 more men and many teams are needed in the Klamath project alone.

The Deschutes region, which is one of the wonders of the Northwest as an agricultural producer, is suffering for help. Progress on the Deschutes irrigation plant is fatally retarded for want of labor.

Central Oregon, the most attractive section in the United States today for the pioneer home builder, needs men. Land there is cheap and abundant. Much is yet available for homesteading, and can be obtained for almost nothing. It is not desert land, as many suppose. It is fertile and fabulously productive. Thousands upon thousands of acres will produce good crops without irrigation, and with intelligent cultivation can be made into valuable farms. A young man with a team and a few dollars in money can go into that country now and by diligent work in a few years have a farm worth anywhere from \$2,000 to \$8,000. Those who go first will have the best chances. Railroads and other means of development are sure to follow, and the sooner the demand the sooner they will be built.

Tickets may be purchased daily from any part of the United States to any place in Oregon at the following EXCEEDINGLY LOW RATES:

From—	Rate.	From—	Rate.
Atlanta, Ga.	\$46.75	Montgomery, Ala.	\$46.75
Ashville, N. C.	46.75	Montreal, Que.	48.00
Baltimore, Md.	44.50	Nashville, Tenn.	48.00
Birmingham, Ala.	44.50	New York, N. Y.	50.00
Bloomington, Ill.	31.80	Oklahoma, O. T.	30.00
Bristol, Tenn.	46.75	Philadelphia, Pa.	49.75
Boston, Mass.	49.90	Philadelphia, Pa.	49.75
Buffalo, N. Y.	42.50	Pittsburg, Pa.	41.00
Cairo, Ill.	34.65	St. Louis, Mo.	30.00
Chicago, Ill.	33.00	Toronto, Ont.	41.95
Cincinnati, O.	38.00	Washington, D. C.	48.25
Cleveland, O.	39.75	Kansas City	
Detroit, Mich.	39.30	St. Joseph	
Des Moines, Ia.	29.00	Leavenworth	
Elmira, N. Y.	45.80	Atchison	
Evansville, Ind.	35.00	Council Bluffs	25.00
Indianapolis, Ind.	35.85	Omaha	
Louisville, Ky.	38.00	Sioux City	
Memphis, Tenn.	37.50	St. Paul	
Mobile, Ala.	46.85	Minneapolis	

The Oregon Railroad & Navigation Company

WILL HELP. Instructive Literature About Oregon Will Be Sent to Any Address in the United States FREE. Send names at once to the General Passenger Agent, Portland, Or.

FARES CAN BE PREPAID At Any Railroad Station in Oregon by Persons wishing to Send for Relatives, Friends or Employees. Tickets Promptly Furnished in the East

WM. McMURRAY, General Passenger Agent, Portland, Oregon

PILOTS TO SOUND CHANNEL TO SEA

Will Begin Dropping Lead Soon From Port of Portland Tender.

DREDGES HAVE DONE GOOD WORK ON BARS

Superintendent Groves Says There Should Be at Least Twenty-Five Feet of Water in the River to Astoria During Extreme Low Water.

On board of one of the Port of Portland tugs, several of the river pilots will begin a survey of the channel from this city to the sea next week. A survey of this character is made annually to ascertain the exact depth of water and since the pilots are vitally interested they always consent to do the work.

Superintendent Groves of the Port of Portland, says the channel is in good shape, having a depth of fully 25 feet at the present stage of water. It will fall about three feet, however, when attaining its lowest stage so that at low water the channels would be about 22 feet, according to the soundings of the superintendent.

The dredge Columbia is at work on the lower Columbia in the vicinity of St. Helens but will soon be through there, while the dredge Portland has about completed work at the confluence of the Willamette and the Columbia. The channel shallowed there considerably this spring but has again been deepened to the required depth.

Taken all in all it is said the channel to the sea from Portland has been much better this year than at any time in the history of the port and less accidents have occurred although on a few occasions tows have missed the channel and grounded in the soft mud banks during thick or hazy weather or as a result of some unaccountable fault of those at the helm of the towboats. No damages worthy of mention have resulted, however, and in few cases only has there been much loss of time.

The French bark Vincennes which struck on the beach near St. Helens Thursday morning while in tow of the steamer Harvest Queen, will probably be floated this morning after having been relieved of about 30 tons of the cargo in the forward hold. How she went aground is a mystery since she only draws 31 feet whereas the channel that she should have followed is said to have at least 35 feet of water.

TRAFFIC INCREASING.

Steamers to Coos Bay Get Capacity Business.

When the steamer Breakwater sails for Coos Bay Monday night she will go out with her hold full of freight and every berth occupied. Traffic between this port and Coos is continually increasing and it is predicted that it is only a matter of time when the steamer Alliance and Breakwater will prove inadequate, although the Breakwater was placed on the route only a few months ago.

A couple of years ago the steamer Alliance alone handled the traffic fairly well, although she went as far south as Burns and made the round trip only

twice a month. Eventually traffic compelled the managers to place her on a weekly schedule between Portland and Coos and even then she proved unable to fully satisfy the shippers. After much agitation the Southern Pacific finally placed the Breakwater on the run in opposition to the old liner and now both boats are having all the business they can comfortably take care of. It is said that it will only be a short time when another boat or two will have to be added to the service.

On her last trip south the Breakwater left about 40 passengers behind, but this was due principally to the fact that the Alliance had been laid off for repairs as a result of her collision with the San Francisco liner City of Panama near the mouth of the Willamette. Repairs to the Alliance will be completed in about ten days, so it was reported yesterday.

WILL FLOAT STEAMER.

Yakima Will Again Ply Waters of the Snake.

It is expected that the steamer Yakima which was sunk in the Snake river recently by a rock, will be raised soon and repaired. The boat was the largest in operation in that part of the country and was built only a year ago. Only the meager details concerning the sinking were received here yesterday but it is understood that the boat can be raised and repaired at a comparatively small cost. The boat has been engaged in carrying supplies for the North Bank road.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.
Alliance, Coos Bay, uncertain
City of Panama, San Francisco, Aug. 18
St. W. Elder, San Pedro and way, Aug. 20
Johan Poulsen, San Francisco, Aug. 20
Redondo, Seattle, Aug. 23
Breakwater, Coos Bay, Aug. 23
Nunantia, Astoria, Aug. 24
Costa Rica, San Francisco, Aug. 24
Rosnoke, San Pedro and way, Aug. 27
D. Imman, San Francisco, Aug. 28
Arabia, Orient, Sept. 15
Alesia, Ger. ss., Sept. 15
Nicomedia, Orient, Oct. 10

Regular Liners to Depart.
Alliance, Coos Bay, uncertain
R. Imman, San Francisco, Aug. 18
Breakwater, Coos Bay, Aug. 19
City of Panama, San Francisco, Aug. 22
St. W. Elder, San Pedro and way, Aug. 24
Redondo, Seattle and way, Aug. 24
Johan Poulsen, San Francisco, Aug. 25
Nunantia, Astoria, Aug. 25
Costa Rica, San Francisco, Aug. 27
Rosnoke, San Pedro and way, Aug. 29
Arabia, Orient, Sept. 15
Alesia, Ger. ss., Sept. 15
Nicomedia, Orient, Oct. 10

Vessels in Port.
Yola, Br. sh., Elevator dock
Dalgemar, Br. sh., Columbia No. 2
Bosnia, Am. sch., Willamette I. & E. Way
Lya, Am. sch., Portland Lbr. Co.
Conway Castle, Br. bk., Greenview
Slam, Gr. sh., Columbia No. 1
Alhambra, Am. sch., Tongue Point
King Cyrus, Am. sch., Standard Box Co.
R. D. Imman, Am. str., Linnton
Beulah, Am. sch., Astoria
Cascades, Am. str., Tongue Point
Excelsior, Fr. bk., Portland Lbr. Co.
Americana, Am. sch., Astoria
North King, Am. tug, Astoria
Antelope, Am. sch., Standard Box Co.
Churchill, Am. sch., Astoria

Lumber Carriers En Route.
Thomas L. Ward, Am. str., San Francisco
Coaster, Am. str., San Francisco
Suzie M. Plummer, Am. sch., Guaymas
Wasp, Am. str., San Francisco
Alicia, Am. sch., San Francisco
Lettitia, Am. sch., San Francisco
Berlin, Am. sch., Nushagak
St. Nicholas, Am. sch., Nushagak
John Currier, Am. sch., Nushagak
Compeser, Am. sch., San Francisco
Johan Poulsen, Am. str., San Pedro
Wrestler, Am. sch., San Francisco
Annie M. Campbell, Am. sch., San Francisco
Glendora, Am. sch., San Francisco
Honolulu, Am. sch., Redondo

En Route With Cement and General.
Buecluch, Br. sh., Hamburg
Bruna, Fr. bk., Hamburg

Coal Ships En Route.
Selen, Fr. bk., Newcastle, A.
Col. de Villebois Mareuil, Fr. bk., Newcastle, A.
Claydon, Br. sh., Newcastle, A.
Willis, Am. bk., Newcastle, A.
Fort Patrick, Br. sh., Newcastle, A.
St. Mirren, Br. sh., Newcastle, A.
Crislon, Fr. bk., Newcastle, A.
Ardencraig, Fr. bk., Newcastle, A.
Eugene Schneider, Fr. bk., Newcastle, A.
St. Louis, Fr. sh., Newcastle, A.
Bulfinch, Fr. bk., Newcastle, A.
Castle Rock, Br. sh., Sydney, A.
Redhill, Br. sh., Newcastle, A.
Crown of India, Br. bk., Newcastle, A.
Cornel Bart, Fr. bk., Newcastle, A.
Jules Gomme, Fr. bk., Newcastle, A.

Tramp Steamers En Route.
Queen Alexandra, Br. str., Madras
Strathness, Br. str., Fort Los Angeles
Eva, Ger. ss., Hakodati, Japan
Oil Steamers Due.
Atlas, Am. str., San Francisco
Catalina, Am. str., San Francisco
Col. E. Drake, Am. str., San Francisco

MARINE NOTES
Astoria, Aug. 17.—Condition of the bar at 4 p. m., smooth. Wind north-west. Weather cloudy. Sailed at 7 a. m., steamer Aurelia, for San Francisco. Arrived at 8:40 a. m., steamer North Star, from Alaska. Arrived at 9:20 a. m. and left up at 11:30 a. m., steamer Excelsior, from San Francisco. Arrived at 9:20 a. m., schooner Churchill, from San Francisco.

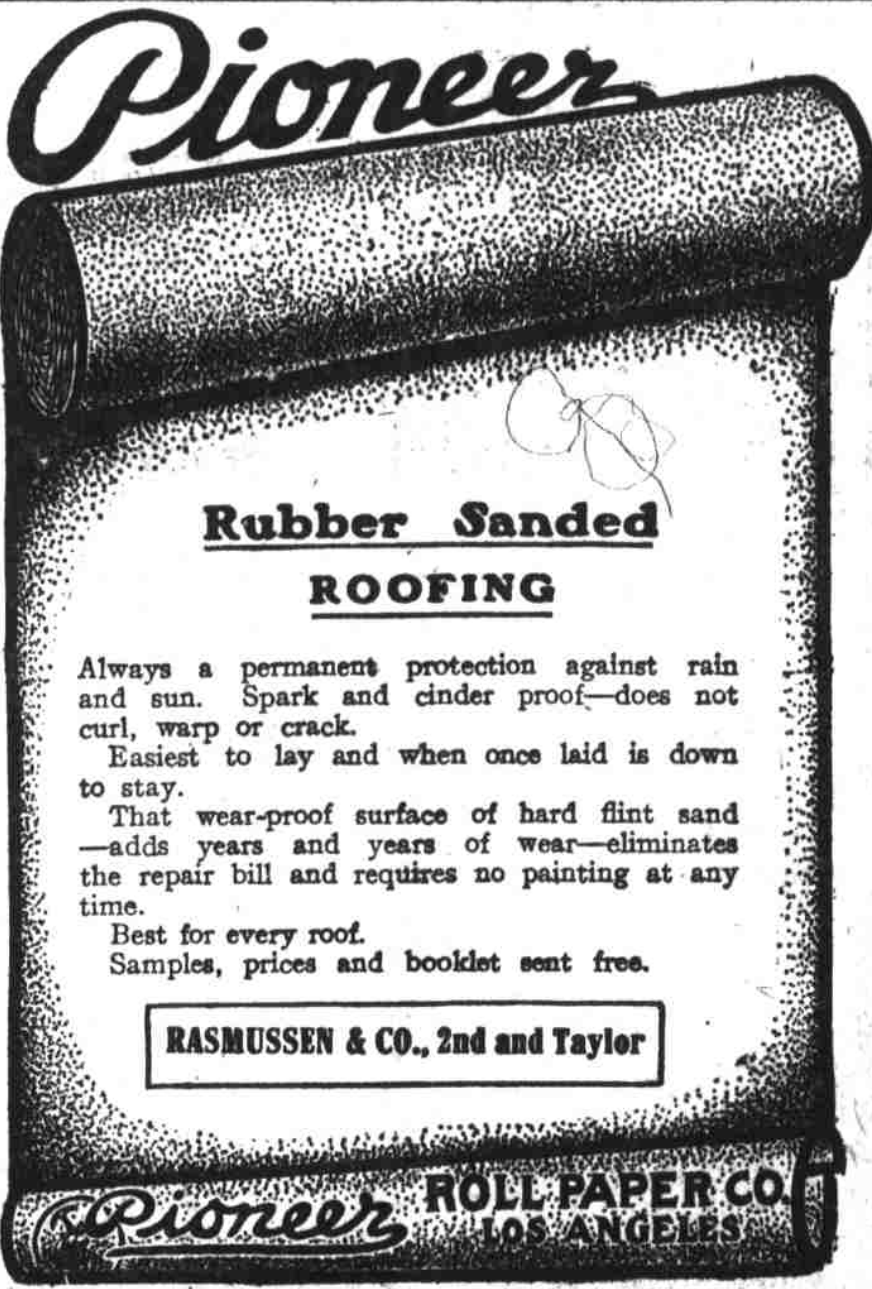
San Francisco, Aug. 17.—Sailed yesterday, schooner Annie M. Campbell, steamer Johan Poulsen and Catalina, for Portland. Sailed today, steamer St. W. Elder, for Portland.
Yokohama—Arrived Aug. 18th, steamer Alesia, from Portland.
Newcastle, N. S. W.—Sailed Aug. 14, British steamer Lynerie, for Portland. Tides at Astoria Sunday—High, 3:35 a. m., 5.5 feet; 3:09 p. m., 8.5 feet. Low, 2:10 a. m., 0.5 feet; 1:43 p. m., 3.5 feet.

ALONG THE WATERFRONT

The steamer City of Panama is due to reach Astoria wharf this evening from San Francisco.
The steam schooner Northland is at Oceanic dock loading wheat. She will finish with lumber at one of the mills down the river.
The steam schooner Casco is expected to sail for San Francisco today from Stella. She has lumber and wheat.
The schooner King Cyrus is loading railroad ties at the mills of the Standard Box company at the foot of East Pine street.
The British steamer Maori King went to Comox, B. C. to coal after having sailed from this port for Shanghai last Thursday with 2,160,233 feet of lumber.

Tuesday, the 20th, will be the last day to receive discount on east side gas bills.

Loss From Wheatfield Fire.
(Special Dispatch to The Journal.)
Walla Walla, Wash., Aug. 17.—Fire in the Lammigan brothers' field near



Pioneer
Rubber Sanded ROOFING
Always a permanent protection against rain and sun. Spark and cinder proof—does not curl, warp or crack.
Easiest to lay and when once laid is down to stay.
That wear-proof surface of hard flint sand—adds years and years of wear—eliminates the repair bill and requires no painting at any time.
Best for every roof.
Samples, prices and booklet sent free.
RASMUSSEN & CO., 2nd and Taylor



WHY TRAVEL
With old-fashioned Trunks! Old-fashioned Trunks mean Old Fashioned Repairs.
If you do not travel, you need one of these Trunks in Your Home.
Our line of Trunks have individual style and character which stamp them as superior over other makes.
The prices of our Trunks are another important factor. We can supply you with your traveling necessities 10 per cent cheaper than any other place in the city.
We make the Trunks—we have them for sale. If you cannot afford to pay cash, pay us \$1.00 per week.
THE PORTLAND TRUNK MFG. CO.
MAKERS OF HIGH QUALITY BAGGAGE
Corner 3d and Pine Sts. Branch 107 6th St.

THE GREAT CONVENIENCE OF ELECTRIC LIGHT

ENTITLES IT TO A PLACE IN EVERY UP-TO-DATE HOME

With our electric service in your house you can use numerous little electrical conveniences that immeasurably increase your comfort



The main feature, the most important one, is that the ELECTRIC CURLING IRON HEATER does away with the danger of fire. There is no flame, no soot to blacken the coiffure. Heats quickly and cost of operation is less than for alcohol. Furnished with drop cord to attach to any convenient light socket.

Electric heating and cooking devices of all kinds on exhibition at the Company Supply Department, 147-149 Seventh street.

TELEPHONE MAIN 6688 FOR INFORMATION.

Portland Railway Light & Power Co.
FIRST AND ALDER STS.