

RENAL LINER ARABIA ARRIVES

Makes Port Through Dense Fog at the Mouth of the River. BRINGS BIG LOT OF MERCHANDISE

Big Steamer Comes by Way of Honolulu and San Francisco, but Will Return Direct to Yokohama—Was in Typhoon in Japan Sea.

An unusually dense fog hung over the entrance to Columbia river all of yesterday and no shipping passed in until late in the evening. The San Francisco liner State of California got out during the night, although it was still thick and blowing a strong breeze. The coming up of the wind cleared the fog.

Among vessels hung up in the fog off the river was the German steamer Arabia, Captain Neumann, of the Portland & Asiatic Steamship company, which was due to arrive here yesterday morning.

No report of her was received from Astoria and the lookout at North Head was unable to see her yesterday upon which the observatory is located because of the dense fog, until late in the afternoon when she crossed in.

The Arabia stayed close to the lightship that marks the entrance to the river and waited for the blanket of white to lift long enough to let her through.

The Arabia is bringing a good sized cargo of general merchandise and wares for local importers, the cargo coming from Chinese and Japanese ports. The freight will be discharged at Alaska dock and longshoremen are ready to go to work the moment word is passed along.

Arabia had a rough trip on her run from here to the orient and had to put into Hongkong for repairs instead of continuing on her way to Manila with a large shipment of explosives for the garrison and fortifications at Cavite. This put her back about three weeks and the Nicomedia took her place on the schedule. According to advices from Hongkong the typhoon that wrecked part of the steamer's rail into a twisted mass of iron and steel, other damage was one of the worst in which a vessel could be caught without meeting doom.

Coming east the Arabia touched at Yokohama and other Japanese ports, Honolulu and San Francisco. Returning to the orient she will go direct to Yokohama.

DERELICT LOG ADRIET.

Captain McDonald Informs Hydrographic Branch of Menace. Captain McDonald, master of the American steamer W. S. Porter, which carries oil from California to coast ports as far north as Alaska and across the ocean to Hawaii, reports to the hydrographic branch that on August 5, 1908, at 40 m. he passed a large log, 60 feet long.

The log bore every indication of having been adrift for some time and was covered with a thick mat of grass. The exact position in which the log was situated by Captain McDonald was latitude 46° 00' north, longitude 124° 47' west. The log is being sent out to master mariners to be on their guard for the log, which is considered a serious menace to navigation. Captain McDonald might prove disastrous to a vessel of even ordinarily staunch construction.

LONG WAYS IN BALLAST.

French Bark Thiers Comes from Belfast to Load Wheat. The French bark Thiers is on the way to Portland in ballast from Belfast, Ireland. This is the longest voyage undertaken by a vessel in ballast for this port in many years, and it is held that it could not be done except at a heavy loss by any other vessel. The drawing bounty from the French government is well known here, as is also her master, Captain Quatrevaux. She was here last fall and took a cargo of wheat to leave this season.

ALONG THE WATERFRONT.

The steam schooner J. Marhofer left San Francisco yesterday for this port in ballast.

The four-masted barkentine reported off the Columbia river last night is believed to be the Wrestler, due from Guaymas.

The steamer T. J. Potter carried a large number of passengers for the beaches yesterday afternoon. It was the largest crowd to leave this season.

The San Francisco liner State of California left yesterday morning with 800 passengers and a full freight cargo. About 100 passengers were refused tickets because of lack of space.

The Alhina ferry W. S. Mason will be laid up for repairs in a few days. The contract for making the repairs is expected to be awarded in a few days.

The gasoline loop Conder is due to arrive at Couch street dock some time during the day. She should have been in yesterday, but was presumably delayed by fog on her way from Newport.

The steamer Alliance, Captain Olson, sailed from Couch street dock for Coos bay last night with a large list of passengers and a good freight cargo.

The steamer Breakwater, Captain Macgovern, is due to arrive this evening from Coos bay. She has been thoroughly overhauled at San Francisco. The steamer City of Panama covered the route in the meantime.

MARINE NOTES.

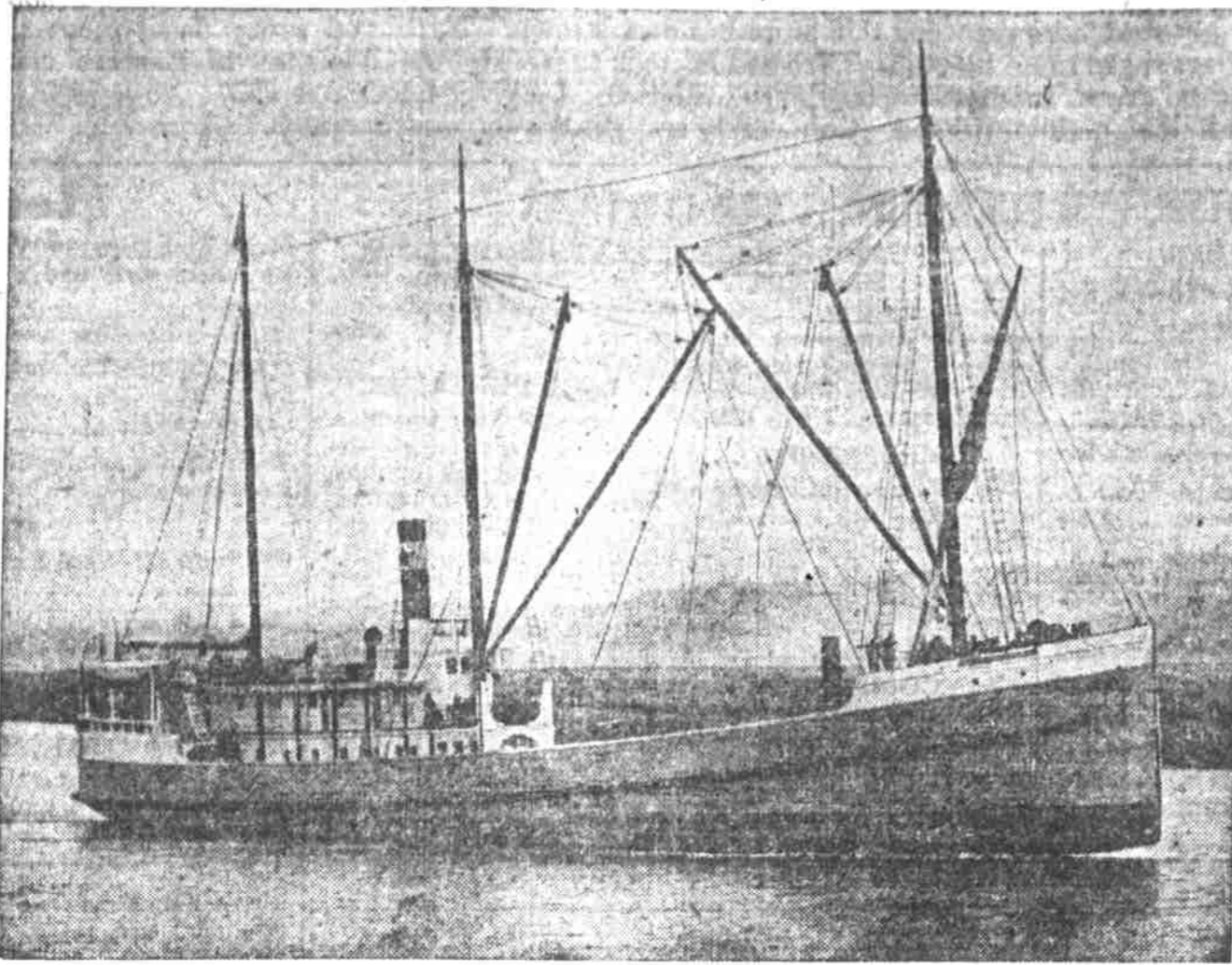
Astoria, Aug. 8.—Condition at the mouth of the river at 5 p. m., smooth; wind northwest, 15 miles; weather cloudy. Arrived down about 3:30 p. m. and sailed at 5:30 p. m. steamer State of California, for San Francisco. Arrived at 4:35 p. m. steamer Arabia from Yokohama and way ports. Outside, 2 miles west, a four-masted barkentine.

San Francisco, Aug. 8.—Arrived at 8 p. m. steamer Homer, from Portland. Sailed at 11 a. m. steamer Anselton, for Portland. Arrived at 10 p. m. steamer Rose City, for Portland. Sailed at 1 p. m. steamer Rosnoko, for Portland. Sailed at 3 p. m. steamer J. Marhofer, for Portland.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. Arabia, orient, Aug. 9. Breakwater, Coos Bay, Aug. 9. Dureka, Dureka and Coos, Aug. 9. Rose, San Pedro and way, Aug. 11. Alliance, Coos Bay, Aug. 12. Homer, San Francisco, Aug. 12. State, San Francisco, Aug. 12. Alesia, orient, Sept. 1. Numantia, orient, Sept. 15. Nicomedia, orient, Oct. 1.

MAKES TIME CARRYING LUMBER IN COAST TRADE FROM COLUMBIA RIVER



Steam Schooner Yellowstone of the Chas. R. McCormick Fleet.

The steam schooner Yellowstone, Captain Rorrick, is due to reach Columbia river tomorrow morning to load lumber for San Francisco in the Charles R. McCormick line. It is only a week since the Yellowstone left Columbia river for the Bay City with a full cargo of lumber and the fact that she is due to return tomorrow morning gives her the reputation for unusually quick service.

The Yellowstone is the latest addition to the McCormick fleet, the others being the last named being the smallest of the four. The Yellowstone, Yosemite and Shoshone were launched only about a year ago and are therefore typical modern lumber draggers of this coast.

The Yellowstone carries about 200,000 feet of lumber and on her last trip the cargo consisted of lumber, both and piling, the material being stacked high above the rail and securely lashed.

The cargo was discharged at San Francisco on short notice and without losing time the vessel was again headed north. The Yosemite, which is also due to arrive here during the week, will in addition to carrying a full load of lumber take in tow one of the Leeson Logging company's log rafts for San Diego. The Yosemite has exceptionally powerful machinery for a craft of her class and she is expected to make the long and heavy tow without difficulty if anything like fair weather prevails.

organizing a labor union for their self protection in the near future.

The negro firemen in Pittsburg, Pa., will be organized and enrolled in the ranks of the International Brotherhood of Stationary Firemen in a short time.

The new national Federation of Weavers held its first convention at Fall River, Mass., with 28 unions represented. The United Textile Workers' union, from which the weavers' unions have withdrawn, is opposing the effort.

In connection with the effort to reduce the number of accidents in mines, for which money was appropriated by congress, plans have been made by Secretary of the Interior Garfield, to open in Pittsburg, Pa., the first experimental station.

Out of 7,248 cases settled by voluntary conciliation and arbitration boards in Great Britain during the past 19 years only 24, or about 1 per cent were preceded by stoppage of work by strikes and disturbances were extremely rare.

The Soo railroad has placed an order with the Minnesota state free employment bureau for 2,000 men. They are wanted as harvest hands in Minnesota and North Dakota, and the wages offered run from \$2 to \$4 a day with board. Under the order several hundred men have already been placed.

As an expression of appreciation for their faithful service and courtesy to the traveling public, checks amounting to a total of \$175,000 were mailed to 1,103 conductors and 2,617 porters by the Pullman company. In each case the check was equivalent to one month's pay, an average of \$45.40.

The West Virginia State Federation of Labor continues to grow bigger and stronger every week. President Welch is confident that by the time of the next state convention the state federation, reorganized at Huntington last February, will contain all the labor unions in the Mountain state.

The prospect of smooth working in the labor world in Sweden is anything but bright, and a great deal of trouble is expected during the summer. The most threatening feature is the conflict between the dockworkers' organization and the shipowners, which is bound to involve all kinds of workers.

Miss Hazel MacDonald of Chicago, who some time ago advocated the establishment of a home for aged and indigent postoffice clerks, has been elected a delegate to the convention of the National Federation of postoffice clerks, which will open at Louisville, Ky., on September 1. She will have an opportunity to submit her plan to the convention.

MINNESOTA TWEIT IN MORE TROUBLE

Ex-Supervisor and Secretary of San Francisco Trades Council Accused.

(United Press Special Wire.) San Francisco, Aug. 8. Where is the \$2,000 that ex-Supervisor E. O. Tweit, secretary of the San Francisco Building Trades council, owes as Minnesota "Tweit," reported last September had been cleared from an annual picnic of the council last year?

This is a question that threatens to widen the rift in the council, and members are looking forward to next Thursday night's meeting, when the matter is to be threshed out. Tweit was treasurer of last year's picnic last September, after he had been asked several times for a report, he declared that the picnic had netted the council \$2,000. This money has not been seen, says Treasurer John McDonald of the council.

Tweit says he turned the money over to the treasury.

With the closing of the United States courts yesterday by Judge Wolverton, who is going on a vacation, four bailiffs who have been hearing land fraud trials, postoffice cases, bankruptcy proceedings and various other phases of the law in all its technical connotations, will have a few days to themselves.

Frank A. Hamilton, who during the last few months has spent most of his time looking after juries with the assistance of Mr. Kelly, will go to the seashore. "No fishing or hunting in mine," says Mr. Hamilton. "I'm going to the beach to read and to eat as much as I can three times a day."

Jim Pulllove will remain in Portland most of the time, practicing the art of opening the circuit court of appeals which begins its sessions September 11.

Hy. Truly, we should thank our stars that we live in Oregon.

The Wiley B. Allen company have moved into their permanent warehouses, 204 Oak street, opposite Commercial club, between Fifth and Sixth streets. See their line of beautiful pianos. They will save you some money when you buy.

Tomorrow, Monday, will positively be the last day for discount on west side gas bills. Portland Gas company.

Good to Live in Ceegon. From the Union Republican. Right now, when the people of the great lower valley are enjoying the abundance of good things that grow in this favored country, and know nothing of the privations of less favored sections, are we impressed with the plea of how blessed it is to live in Oregon—the grand Idaho valley in particular. There is no better country out of doors than this, no place where man receives greater reward for his effort, and no place where a living is made more easy.

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