NO PROGRESS TO REPORT

North Albina Push Club Delegates Will Face an Irate Crowd of Fellow Citizens Tonight — Protection From Fire Desired.

Once again has the delegation from the North Albina Push club climbed the marble steps of the city hall to find out whether the city intends installing fire hydrants in North Albina. The cause of the visit following so closely upon the visit of last week is due to the fact that a meeting of the Push club is to be held tonight and the delegation is expected to report "progress." Another cause was the fire which practically destroyed the home of Bert Scales, 1042 Gantenbein avenue.

The committee waited on Chief Campbell and Mayor Lane today and asked whether the hydrants which have been lying on the city streets for many months have been tested, ready for installation. They found that the hydrants have not been touched.

"The fire at Scales' home Saturday night," said one member of the delegation, "could have been put out much sooner than it was if the department had not been compelled to run a line of hose 400 feet long. Had our volunteer department been furnished with the 1,000 feet of hose for which we have been asking for months we could have put the fire out with little damage.

"Mind you, we are not criticising the fire department. The boys did good work, but it takes time to lay in 400 feet of hose, and the alarm was long in being turned in. Once the line of hose was laid the department did effective work in putting out the blaze.

Fire Shows the Needs.

"But the fire emphasized the need of more hydrants. Across the street from the Scales homes is the Killingsworth residence, valued at $10,000. Had conditions been favorable to the fire this property, too, might have been destroyed, all because of the lack of fire hydrants.

"We have come up here time and time again to secure fire protection—not better fire protection, but simply fire protection. We are at the mercy of a large fire if one should start, and we want the conditions improved. Our club will meet tonight and when we report "nothing doing" something will be "doing" in a hurry. Here we have waited a week, and the company owning the 86 fire hydrants has not turned its hand over to have the hydrants tested and have them accepted by the city.

"Such being the case why doesn't the water board rescind its contract and purchase a new lot of hydrants? We are growing very, very tired of the delay and there is a movement on foot among our people to confiscate the hydrants and employ mechanics to install them. This seems to be the only way in which we can secure hydrants."

That there will be things doing at the meeting of the push club tonight is confidently expected by the members who called at the city hall today. The question of fire hydrants will be exhaustively discussed, and it is expected that the discussion will end by the club adopting resolutions indorsing the Des Moines plan of government for Portland. A large number of members are in favor of the commission plan because of the delay they have experienced in securing improvements in their territory. They threaten to take up the matter of improvements with the United East Side Push club in an endeavor to have existing conditions remedied.

Another matter that will be taken up is the widening of Killingsworth avenue from Union to Patton avenue. The street is 60 feet wide and the property-owners think that it is too narrow even at the present time, and there is a movement on foot to have it widened to 80 feet. Petitions have been circulated in North Albina against granting the Portland Railway, Light & Power company a right of way on Patton avenue from Killingsworth to Pippin street. There are 20 of these petitions and the objection set forth is that the property-owners want the street reserved for a residence street free from carlines.

EAGLES ON THE WAY TO NATIONAL AERIE

Most of the Eagles on the Pacific coast were grouped in Portland this morning around the Union depot. If their wings weren't visible their badges were—big yellow ones, over a foot long, telling where they were from and that they were going to the national aerie which opens in Seattle this week.

About 200 came up from San Francisco in a special train of six sleepers and a diner on the Southern Pacific at 9 o'clock this morning. There were 50 from Eugene and large numbers from Salem, Medford and other cities down the state. All went out at 10 o'clock on a special over the Northern Pacific.

PROCTER & GAMBLE (P&G) NAPHTHA SOAP

Rub-a-dub-dub! RUB-a-DUB-dub!

That is what wears out your clothes—the eternal rubbing up and down the washboard.

Why don't you stop it? It isn't necessary.

The right way to wash clothes—the easy way—the quick way—the safe way—the *Modern* way is with P. & G. Naphtha Soap and cold (or lukewarm) water.

If you adopt this way, you will have precious little use for a wash-board.

The naphtha in P. & G. Naphtha Soap *loosens the dirt*. The soap *cleans*.

Boiling the clothes, too, is unnecessary. Use P. & G. Naphtha Soap and get rid of these twin evils of wash day. There is no need for either.

P. & G. Naphtha Soap is for sale in almost every grocery in this city. 25

MAKE DIFFICULT REPAIRS AT SEA

Oriental Liner Arabia Loses Propeller Blade in Storm.

BACK FROM CHINA AND WAY PORTS

Leaves Overland Freight at San Francisco and Comes Here With Small Quantity of Gunnies, Tea and General Merchandise.

Full particulars of the accident that disabled the oriental liner Arabia on her westward voyage were brought to Portland for the first time when the big liner reached Alaska dock yesterday morning. Instead of having been wrenched to pieces by mammoth seas the vessel lost part of her propeller and received a bent shaft on her way from Moji to Manila.

Reluctantly the officers tell of how the propeller was repaired at sea during a high blow, a new blade having to be screwed on the large propeller partly under water all the time and completely submerged every time the big craft would go down by the stern as she heaved on the heavy seas.

Captain Neumann gives the deck officers and engineers great credit for having performed a good and dangerous piece of work when they repaired the propeller. The liner was one day out from Moji on June 1 when Chief Engineer Lutz discovered the engines working strangely. Investigation revealed one of the propeller blades gone. To make repairs it was necessary to shift the cargo of flour into the forward part of the vessel to bring her down by the bow, and this kept everybody from the captain down to the messboy working steadily for 24 hours. In the meantime the craft was sent off her course under slow bell to a sheltered place between the Tong Chu and Kau Tau islands, where anchor was dropped.

By bringing the steamer down by the bow the propeller was raised to within about two feet of the surface of the water and pontoons were hung over the sides to which the engineers clung while removing the piece of the broken blade and replacing it with a new one. This was a dangerous piece of work because with the rise and fall of the steamer the pontoons would pound heavily against the iron sides. After about 24 hours of persistent work the task was accomplished.

But no sooner had the liner gotten under way again, bound for Manila, than it was found that the shaft had been bent. To repair this at sea would have been impossible, and so Captain Neumann gave up attempting to reach Manila and instead steered for Hongkong. There the vessel was repaired in a few days.

Coming east the Arabia called at Japanese ports, Honolulu and San Francisco, and as a result brought only about 200 tons, all of it consigned to local importers. The overland freight was discharged at San Francisco. The weather from Japan was very fair, excepting near the mouth of the Columbia river Saturday, where a dense fog caused a delay of several hours.

The steamer brought over an orang-outang, a Siamese ape and a lot of singing birds.

The Arabia is in charge of the same officers as on her last visit here, as follows: Captain Neumann, Chief Officer Schultz, Second Officer Cornelsen, Third Officer Schulter, Chief Engineer Lutz, Second Engineer Hamann, Third Engineer Evebenow, Fourth Engineer Thoren and Fifth Engineer Lindemann.

The cargo consists of about 200 tons of tea and gunnies and a small quantity of general merchandise.

AMONG THE COASTERS.

Steamers Eureka and Breakwater Arrive From the South.

The steamer Eureka, Captain Black, arrived at Martin's dock yesterday morning from Eureka and way ports. She brought considerable freight and a number of passengers. Captain Black reports having encountered dense fogs all along the coast.

The steamer Breakwater, Captain Macgenn, will be at Oak street wharf this evening, on her first voyage from Coos Bay after having been thoroughly overhauled at San Francisco. She reached Astoria at 10:30 this morning.

The steamer City of Panama, Captain Fraser, which was on the Portland-Coos Bay run while the Breakwater was at San Francisco, has left for the Bay City again, officers and crews having been exchanged at Coos Bay.

BACK FROM NEWPORT.

Gasoline Sloop Condor Arrives for Cargo of General Freight.

The gasoline sloop Condor, Captain Tyler, arrived here yesterday from Newport and Waldport, making the round trip in 10 days. She sails again tonight with a full cargo of general freight.

The Condor is the craft that went to the assistance of the gasoline boat Rose that was lost in the fog off the bay at Newport a few days ago. Captain Tyler gained much praise for the active part he took in searching for the missing craft, which had about 20 excursionists on board.

The Rose left out one morning on a fishing expedition and the fog settled so thick that Captain Johns feared to make the run for the bay. He remained outside all night and many of the passengers suffered considerably from hunger and exposure.

NUMANTIA IN COLLISION.

Portland Oriental Liner Sustains Damages in Port of Japan.

A dispatch from San Francisco to the Merchants exchange reports the Portland & Asiatic Steamship company liner Numantia damaged in collision at Shimonoseki, Japan, with the British steamer Suveric.

The Numantia is on her way to Portland from Hongkong and went to Shimonoseki to pick up cargo. The report does not state the extent of the damages. Temporary repairs will probably be made to last until the steamer gets here or to San Francisco, where she is to call.

The Suveric is a craft fully as large as the Numantia, the latter measuring more than 400 feet in length.

ALONG THE WATERFRONT.

The steam schooner G. W. Fenwick is at the Hammond Lumber company's mill at Tongue Point loading lumber.

The launch Rough, which was taken from the upper Columbia to The Dalles by way of the portage road, is reported to have sunk in deep water at her dock at The Dalles. It is supposed that the timbers dried up while out of the water and made the hull leaky.

Captain Neumann, master of the Portland & Asiatic liner Arabia, has taken up the study of Esperanto, believing it a language every ship master might find handy in a few years from now. He is in receipt of new text books on the subject.

The steamers Roanoke and Rose City are due to arrive here tomorrow morning from California ports.

According to advices just received from England, two more well-known windjammers have been sold. They are the ships Largo Bay and Bardowie, but both were bought by British concerns and hence will continue sailing the seas under the British colors.

The pilots have not yet commenced taking soundings of the channel to the sea but will begin in a few days, possibly tomorrow. They take soundings of the river once a year.

MARINE NOTES.

Astoria, Aug. 10.—Arrived at 10:30 a. m., steamer Breakwater, from Coos bay. Astoria, Aug. 10—8 a. m., cloudy; wind northwest, two miles; sea moderate.

San Francisco, Aug. 10.—Arrived at 2 a. m., tug Navigator and barge Roderick Dhu. Arrived at 5 a. m., steamer Elder; at 7 a. m., steamer Johan Poulsen; at 9:30, steamer State of California, from Portland. Shimonoseki reports Numantia damaged by collision with Suverio.

Astoria, Aug. 9.—Arrived down at 5 a. m. and sailed at 7 a. m., steamer Alliance, for Coos bay. Sailed at 8 a. m., schooner Virginia, for Mollendo. Arrived at noon, schooner Oliver J. Olsen, from San Pedro. Arrived last night, barkentine Koko Head, from Yokohama.

Tides at Astoria Tuesday—High, 12:48 a. m., 7.8 feet. Low, 6:22 a. m., 1.3 feet; 6:32 p. m., 2.8 feet.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Breakwater, Coos Bay	Aug. 9
Eureka, Eureka and Coos	Aug. 9
Rose City, San Francisco	Aug. 11
Roanoke, San Pedro and way	Aug. 11
Alliance, Coos Bay	Aug. 12
Homer, San Francisco	Aug. 12
State, San Francisco	Aug. 18
Alesia, orient	Sept. 1
Numantia, orient	Sept. 15
Nicomedia, orient	Oct. 1
Arabia, orient	Oct. 15

Regular Liners to Depart.

Eureka, Eureka and Coos	Aug. 10
Breakwater, Coos Bay	Aug. 12
Roanoke, San Pedro and way	Aug. 13
Arabia, orient	Aug. 15
Rose City, San Francisco	Aug. 15
Alliance, Coos Bay	Aug. 15
Homer, San Francisco	Aug. 16
G. W. Elder, San Pedro	Aug. 20
State, San Francisco	Aug. 22
Alesia, orient	Sept. 15
Numantia, orient	Oct. 1
Nicomedia, orient	Oct. 15

Vessels in Port.

Broderick Castle, Br. sh	Drydock
Largiemore, Br. sh	Banfield
Crown of India, Br. sh	Columbia 1
Leyland Bros., Br. sh	Drydock
Donna Francesca, Br. bk	Astoria
Ancalos, Br. ship	Linnton
Churchill, Am. sch	Astoria
Echo, Am. bktn	Astoria
Kelburn, Br. bk	Astoria
Asgard, Nor. sh	Drydock
Alvena, Am. sch	Astoria
Albert Rickmers, Ger. bk	O. W. P.
Ilford, Br. ss	Portland Lumber Co.
Eugenie Fautrel, Fr. bk	Mersey
Eva, Gr. ss	North Pacific mill
W. F. Jewett, Am. sch	Astoria
Buenania, Br. ss	Inman-Poulsen
F. S. Loop, Am. ss	Prescott
M. S. Dollar, Br. ss	Linnton
Fenwick, Am. ss	Tongue Point
Arabia, Ger. ss	Alaska dock
Irene, Am. sch	Astoria
Koko Head, Am. bktn	Astoria

En Route to Load Lumber.

Alumna, Am. sch	Kahului
Behome, Am. sch	La Boca
Wrestler, Am. bktn	Guaymas
Mabel Gale, Am. sch	San Francisco
Oliver J. Olson, Am. sch	San Pedro
Fairhaven, Am. ss	San Francisco
Amaranth, Am. bktn	San Francisco
Tiverton, Am. ss	San Francisco
R. D. Inman, Am. ss	San Francisco
Punko, Am. bktn	Santa Rosalia
Annie Smale, Am. sch	Makawell
Yosemite, Am. ss	San Francisco
Yellowstone, Am. ss	San Francisco
Washington, Am. ss	San Francisco
Cascade, Am. sch	San Francisco
J. Marhoffer, Am. ss	San Francisco

En Route With Cement and General.

Aberfoyle, Br. sh	Antwerp
Bidart, Fr. bk	Antwerp
Clan Graham, Br. sh	Cardiff
Vincennes, Br. sh	Antwerp
Gael, Fr. bk	London
Neatsfields, Br. sh	Hamburg
David de Anjera, Fr. sh	Antwerp
Brabloch, Br. bk	Antwerp
Killoran, Br. sh	Antwerp
Joinville, Fr. bk	Antwerp
Carmanian, Br. bk	Hamburg
Rochambeau, Fr. bk	Leith
Gulf Stream, Br. bk	Antwerp
Alice, Fr. bk	London
Eugene Schneider, Fr. bk	Antwerp
La Tour de Auvergne, Fr. bk	Antwerp
Armen, Fr. bk	Dublin

Coal Ships En Route.

La Roche Jacquelin, Fr. bk	Newcastle, A.
Fifeshire, Br. bk	Newcastle, A.
Bossuet, Fr. bk	Newcastle, A.
Torrisdale, Br. sh	Newcastle, A

Tramp Steamers En Route.

Taunton, Br. ss	Guaymas
Strathfillan, Br. ss	Batavia
Craghall, Br. ss	San Francisco
Radames, Ger. ss	Puget sound
Strathlyon, Br. ss	San Francisco
Guernsey, Nor. ss	Shanghai
Assuan, Ger. ss	San Francisco
Boveric, Br. ss	San Francisco
Westminster, Br. ss	Japan
Janeta, Br. ss	San Francisco
Franklyns, Br. ss	Yokohama

En Route in Ballast to Load Grain.

Port Crawford, Br. sh	Callao
River Falloch, Br. bk	Callao
Oregon, Ger. sh	Yokohama
Gen. Faidherbe, Fr. bk	Yokohama
Henrietta, Ger. sh	West coast
Aster, Ger. bk	Valparaiso
Marechal de Noailles, Fr. bk.	West coast
Homeward Bound, Am. bk.	Vanc'v'r, B. C.
Le Peller, Fr. bk	Hobart
Sainte Anne, Fr. bk	Newcastle, N. S. W.
Andorinha, Br. bk	Iquique
Lydgate, Br. bk	Santa Rosalia
Vigo, Nor. sh	Mejillones
Desdamona, Br. sh	Callao
Cornli Bart, Fr. bk	Newcastle, N. S. W.
Sully, Fr. bk	Antwerp
Crillon, Fr. bk	Antwerp
Genevieve Molinos, Fr. bk	Hobart
Daghild, Nor. bk	Caldera
Nufelly, Fr. bk	Hobart
Leon Blum, Fr. bk	Hobart
Michelet, Fr. bk	Hilogo
Finland, Rus. sh	Guayaquil
Magdalene, Ger. bk	Acapulco
Alexander Isenberg, Ger. bk	Honolulu
Thiers, Fr. bk	Belfast

Oil Carrier En Route.

Asuncion, Am. ss	San Francisco

LOS ANGELES WOMEN HATE PROF. HERRICK

(United Press Leased Wire.)

Los Angeles, Cal., Aug. 10.—Declaring that Robert Herrick, professor of English at the University of Chicago, has moral astigmatism, and that various other things are wrong with him, the clubwomen of Los Angeles today are angrily discussing his new novel, "Together," in which the American woman is not the subject of compliment.

Mrs. Dora Oliphant Cole, clubwoman and author, advances the moral astigmatism theory. She says:

"I am not surprised that a man who is a professor at the University of Chicago should write as he did of American women. That institution breeds such as he is—people who have no respect for women or God."

Among a dozen or more prominent clubwomen who discussed Herrick today there was but little sympathy expressed for him. He was characterized as un-American, morbid and a traitor.

Mrs. Belle Angler Burn, botanist, author and clubwoman, however, felt called upon to pity the professor.

"I think Professor Herrick must be a man of extremely morbid nature," she said, "and at present I would recommend the rest cure for him."

POSTOFFICE ROBBED AT SANTA CRUZ, CAL.

(United Press Leased Wire.)

Santa Cruz, Cal., Aug. 10.—Federal officers arrived here today to investigate the robbery of the postoffice by clever cracksmen early Sunday morning. The entire money order receipts of Saturday and a large quantity of stamps were taken.

The robbers forced their way from the main office into the money order department, where they drilled the big safe deposit vault and after emptying it of its valuable contents, escaped without leaving the slightest clue to their identity. The strong box, in which the great bulk of the postoffice funds were deposited, was overlooked.

To supply themselves with tools for their task the cracksmen broke into a blacksmith shop earlier in the evening and secured a large sledge hammer and other implements.

SALEM MAN DROPS DEAD AT HIS WORK

(Special Dispatch to The Journal.)

Salem, Or., Aug. 10.—J. D. Woods, a resident of Englewood, dropped dead while tending a planer at the Spaulding Lumber company mill at 7:30 o'clock this morning. Mr. Woods was 60 years old and had been working for the lumber company 10 months. He leaves a widow and two daughters.

Unknown Body Found.

Drifting down the Willamette, it is supposed, the body of a man lodged against the breakwater below Linnton during the high water. It was found yesterday, but as it had been in the water three or four months identification was almost impossible. The man was apparently about 50 years old, and his hair was tinged with gray. Deputy Coroner J. J. Dunning brought the body to the city, and it was interred in the potter's field today.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them.

CARTER MEDICINE CO., NEW YORK.

Small Pill. Small Dose. Small Price.

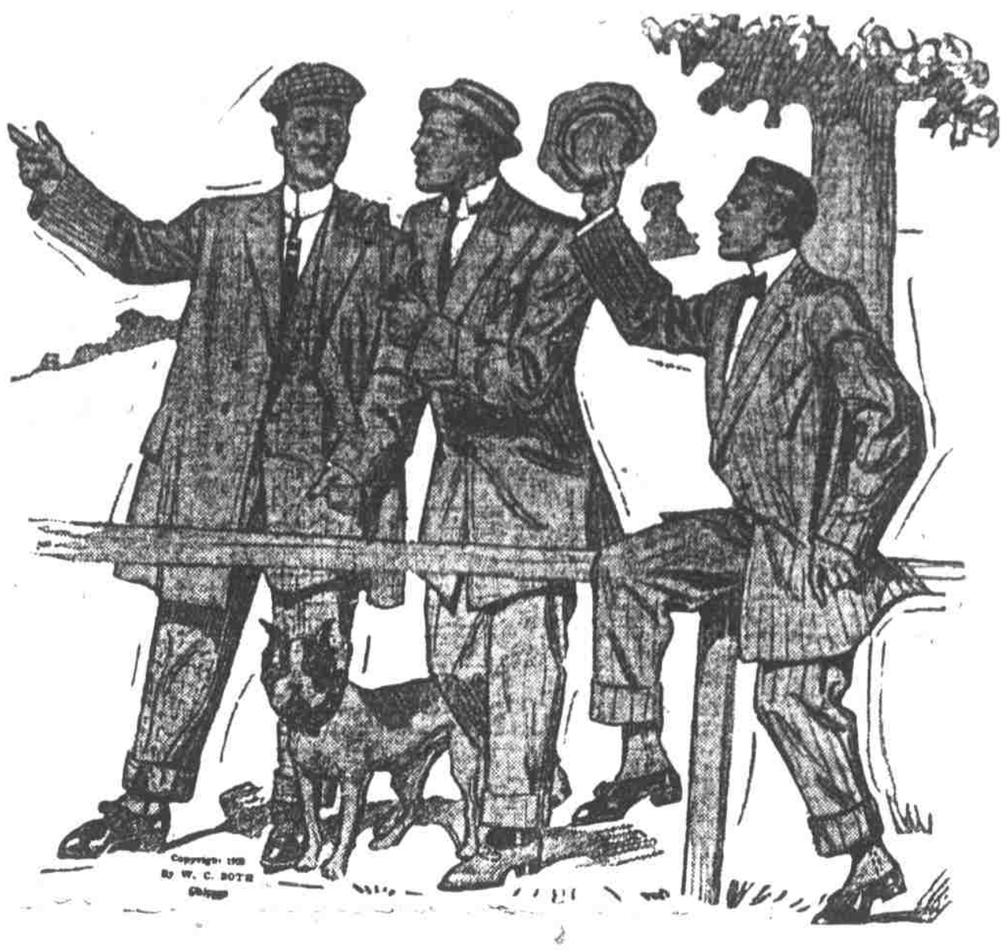
TEA

Every pound package of Schilling's Best is a free sample; if you don't like it.

Your grocer returns your money if you don't like Schilling's Best; we pay him.

Foster & Kleiser-Signs

IF YOU WANT TO KNOW WHAT SMARTLY DRESSED MEN WILL WEAR THIS SEASON, ASK BEN SELLING



ADVANCE STYLES COLLEGE CLOTHES

We have received and placed on display a complete line of COLLEGE STYLE CLOTHES for young men—very different from those heretofore shown. Take advantage of early choosing. On exhibition SECOND FLOOR—take elevator

Price $15 to $35

BEN SELLING LEADING CLOTHIER

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

The Maid Left

But There's Always a Better One to Be Had on Short Notice

It's a wise woman that knows how to meet household emergencies with a Journal Want Ad up her sleeve. It saves many a tempest in a teacup—and over the coffee cups.

The Journal Classified Want Columns

Offer every day in the week a complete and efficient bulletin of domestic help.

It's the unreliability of servants generally that makes housekeeping a burden instead of a pleasure. The maid who leaves when there's company for dinner—the laundress who fails to appear on washday when everything's ready for her—the furnace-man who quits his job in zero weather without warning—are what wear a woman's nerves to a frazzle and make her feel like nagging at somebody else so misery can have company.

Journal Want Ads keep you prepared for these little kinks in the domestic machinery and help adjust them to everybody's satisfaction.

And the only sure way of always having reliable servants is to choose them from the JOURNAL WANT ADS.

The daily reading of these "Want Ads" is growing to be as necessary for successful home-making as for successful money-making. A word to the wise is sufficient.

No matter what you want or when you want it—consult

The Journal Classified Want Ads

The Cost Is Only One Cent a Word