SHIPPING IS DELAYED FOLLOWING SLIDE IN THE PANAMA CANAL

Eastbound Schedule of American-Hawaiian Line Also Affected by Mishap.

MUST WAIT ON DREDGING

Number of Vessels Have Arrived at Canal, Only to Find the Waterway Blocked Again.

Pacific coast shipping is in for another delay, due to the latest slide in the Panama canal. Already the service of the American-Hawaiian, Panama-Pacific, Luckenbach and Grace lines has been delayed considerably, and this latest slide, from the magnitude reported, will cause even greater congestion.

The American-Hawaiian line already has the steamers Dakotan and Honolulan bound up the coast only a few hours apart for this port with big cargoes. The eastbound schedule of this line is also being affected, as a number of the heavy draft sugar carriers have suffered severe delays recently at the canal.

A recent arrival at the canal is the British steamer Hackensack, loaded with a cargo of lumber from this port. She will be forced to wait through the whole dredging operation. The British steamer St. Ursula, to load lumber on Puget sound for Comyn, Mackall & Co., and the British steamer Maritime, to go into service for the Union Steamship company, out of San Francisco to Australia, arrived at Cristobal yesterday, and will also join the waiting throng. The Oliver J. Olson and the British steamer Llandudno are others which recently reached the waterway, only to find it blocked.

PACIFIC SERVICE ENLARGED

Rumored Japanese Line Will Be Run in Place of Pacific Mail.

San Francisco, Sept. 21.—(I. N. S.)—Rumors that the Toyo Kisen Kaisha will increase the number of ships running between here and the orient to accommodate the business abandoned by the Pacific Mail company were rife on the liner Chiyo Maru, which arrived from the orient today. According to officers of the steamer, a rumor prevalent in Japan is that the Nippon Yusen Kaisha, one of the lines subsidized by the government, will take some of its vessels out of the trade between Japan and England and turn them over to the T. K. K. for the San Francisco run. It is also said that the South American steamers of the T. K. K. will be stopping here within a few months.

ALL ALONG THE WATERFRONT

G. D. Howard, known as the millionaire purser of the McCormick steamer Klamath, is to be married when that vessel returns to San Francisco if the reports of his shipmates can be believed. Howard is to leave the vessel at San Francisco and go to San Pedro to wed Miss Anna Stein of Los Angeles.

The British ship Lord Templeton reached the river at midnight last night and will come up in tow of the Port of Portland towboat Ocklahama tomorrow.

W. M. Brown, manager for Swayne & Hoyt, received word this morning that the steamers Daisy and Daisy Putnam are on the way here from San Francisco with freight for the Arrow line and that the Daisy Gadsby is to sail from that port on Friday.

Ernest Cullen, first officer of the steamer Klamath, secured his master's papers while that vessel was in San Francisco on her last trip.

Manning Loses Two Men.

Seattle, Wash., Sept. 21.—(P. N. S.)—Back from her summer's patrol of bering sea, the United States revenue cutter Manning is in Seattle harbor today, at the end of a 10,000 mile cruise. During her summer in the north the Manning visited Attu island, the furtherest west of Uncle Sam's possessions, and called at the Seal islands of Bering sea and the whaling station at Akutan. The cutter brought first details of the drowning at sea of W. H. Gardner, the ship's bugler and T. C. Lunn, a seaman.

Strike Bothers Hill Line.

San Francisco, Cal., Sept. 21.—(U. P.)—Officials of the Wireless Operators' union which is on strike against the Marconi company today asserted the steamer Great Northern violated a federal statute in putting to sea with only one wireless operator after the strike was declared. The union will ask customs officials to enforce a fine of $5000.

Charters Are Made.

San Francisco, Sept. 21.—The following charters are reported:

Japanese steamer Kaifuku Maru, grain from Puget Sound to Kobe, pt, by F. Waterhouse & Co.

British bark Medway, wheat from Columbia river to United Kingdom, pt, by Balfour, Guthrie & Co.

The steamer Siberia will be laid on berth at San Francisco for New York and London by the Atlantic Transport Co.

Disabled Steamer In.

San Francisco, Sept. 21. — The steamer Mills, of the General Petroleum company, upon arrival proceeded direct to the Union Iron works, having lost one propellor and broken tail shaft on the starboard side en route from Honolulu.

The U. S. S. Supply will reach port today from Honolulu.

The Supply is bringing the bodies of navy men who lost their lives when the submarine F-4 sank in Honolulu harbor some time ago.

New Liner Sails.

Seattle, Wash., Sept. 21.—(U. P.)—The newest liner of the Osaka Shoshen Kaisha, the Manila Maru, which has just been finished, is due to sail today from Yokohama proceeding to Hong Kong and thence to Seattle, arriving here November 9. She is a sister ship to the Hawaii Maru.

NEWS OF THE PORT

Departures, September 21.

Great Northern, American steamer, Captain Ohman, passenger and freight, for San Francisco, G. N. P. SS. Co.

Marine Almanac.

Weather at River's Mouth.

North Head, Wash., Sept. 21.—Condition of the mouth of the river at 8 a. m., smooth; wind south, 25 miles; weather, cloudy and light fog.

Sun and Tides, September 22.

Sun rises, 5:58 a. m. Sun sets, 6:09 p. m.

Tides at Astoria.

High water	Low water.
	6:20 a. m., 0.3 foot.
0:20 p. m., 8.4 feet	6:45 p. m., 1.*foot.

Daily River Readings.

STATIONS	Flood Stage	Height (in feet)	Change in last 24 hour	Rainfall in last 24 hrs.
Lewiston	24	0.5	0	0.00
Umatilla	25	3.8	0	0.00
Albany	20	0.6	0	0.00
Salem	20	—1.3	0	0.00
Oregon City				
Portland	15	3.4	+0.2	0.00

(+) Rising. (—) Falling.

River Forecast.

The Willamette river at Portland will remain nearly stationary for the next few days.

Steamships to Arrive.

PASSENGERS AND FREIGHT.

Name—	From—	Date
Northern Pacific	S. F.	Sept. 22
F. A. Kilburn	S. F., C. B. & E.	Sept. 24
Great Northern	S. F.	Sept. 24
Bear	S. F.	Sept. 24
Geo. W. Elder	S. D. and way	Sept. 26
Breakwater	Coos Bay	Sept. 27
Beaver	S. P. and way	Sept. 29
Santa Clara	S. F. and way	Sept 29
Roanoke	S. P. and way	Oct. 3
Rose City	S. P. and way	Oct. 4

Steamers Due to Depart.

PASSENGERS AND FREIGHT.

Name—	For—	Date
Wapama	S. D.	Sept. 22
Roanoke	S. D. and way	Sept. 22
Breakwater	Coos Bay	Sept. 23
Northern Pacific	S. F.	Sept. 23
Rose City	S. F. and L. A.	Sept. 24
Great Northern	S. F.	Sept. 25
Klamath	S. F.	Sept. 25
F. A. Kilburn	C. B. and S. F.	Sept. 26
Bear	S. P. and way	Sept 29
Geo. W. Elder	S. D. and way	Sept. 29
Santa Clara	S. F., E. C. B.	Sept. 30
Beaver	S. P. and way	Oct. 3

Steamers leaving Portland for San Francisco only connect with the steamers Yale and Harvard leaving San Francisco Monday, Wednesday, Friday and Saturday for Los Angeles and San Diego.

Vessels in Port.

Name—	Berth
Akutan, Am. str.	Goble
Berlin, Am. ship	Oregon drydock
Breakwater, Am. str.	O. & C.
Dupleix, Fr. bk.	Albina
Golden State, Am. sch.	Knappton
Johan Poulsen, Am. str.	Astoria
Killarney, Br. bk.	Irving
Lady Carrington, Br. str.	Montgomery
Lahaina, Am. bkt.	St. Johns
Levi G. Burgess, Am. bk.	Municipal No. 1
Puako, Am. bkt.	Westport
Reuce, Am. sch.	Astoria
St. Nicholas, Am. ship	Astoria
Wapama, Am. str.	St. Helens
Roanoke, Am. str.	Columbia
Rose City, Am. str.	Ainsworth
Argyll, Am. str.	Linnton
Great Northern, Am. str.	Flavel
Santa Clara, Am. str.	Columbia
Snowdonian, Br. str.	C. & W. mill
Lord Templetown, Br. sh.	Astoria

At Neighboring Ports.

Astoria, Or., Sept. 21.—Sailed at midnight, Grays Harbor, for Hoquiam; at 8:30 a. m., Argyll, for San Francisco. Arrived at midnight, British bark Lord Templetown in tow of tug Sea Rover, from San Francisco. Sailed at 10 a. m., Santa Clara, for San Francisco, via Coos Bay and Eureka. Arrived at 10:15 a. m., Wilmington, from San Pedro for Alaska.

Plymouth, Sept. 19.—Arrived, Norwegian ship Nordfarer, from Portland.

Astoria, Sept. 20.—Arrived down at noon and sailed at 2 p. m., Shoshone, for Grays Harbor. Sailed at 1:30 p. m., Temple E. Dorr, for Grays Harbor.

San Pedro, Sept. 20.—Sailed, Bear, for Portland, via San Francisco. Arrived, John A. Hooper, from Portland, for Valparaiso; Solano, from Portland, for Balboa; Geo. W. Elder, from Portland, for San Diego, via way ports; Santa Barbara, from Columbia river.

New York, Sept. 20.—Arrived, Santa Cruz, from Portland, via way ports.

Balboa, Sept. 20.—Arrived, British steamer Hackensack, from Portland, for London.

Marshfield, Or., Sept. 21.—Arrived, Adeline Smith, San Francisco, 1:30 p. m., yesterday; Westerner, San Francisco, 6 a. m.

Seattle, Wash., Sept. 20.—Arrived—Governor, San Francisco, 4:20 p. m.; Alameda, S. W. Alaska, 2 p. m.; Santa Ana, S. W. Alaska, 2:20 p. m.; Alki, S. E., Alaska, 9 p. m.; Edith, S. E. Alaska, 6 a. m.; Hornet, San Francisco, 11:30 a. m.; U. S. C. G. Manning, Bering Sea, 6 p. m. Sailed—Admiral Schley, San Francisco, 5 p. m.; Speedwell, Tacoma, 2 p. m.; Alameda, Tacoma, midnight; schooner Salvator, Port Pirie, in tow tug Pioneer, 8 p. m. ship Charles F. Moody, Port Blakeley, tow tug Pioneer, 11:30 a. m.

Seattle, Wash., Sept. 21. — Sailed—Japanese steamer Awa Maru, Hongkong, via ports, 10:30 a. m.; U. S. C. G. Manning, Port Angeles, 9:45 a. m.; Prince George, Prince Rupert, 9:30 a. m.

Seward, Alaska, Sept. 20.—Sailed—Northwestern, southbound, 2 p. m.

Juneau, Sept. 20.—Sailed—Barge Palmyra, Tacoma, tow tug Richard Holyoke, 9 a. m.; Admiral Evans, westbound, 11 a. m. yesterday.

Ketchikan, Sept. 20. — Sailed—Humboldt, northbound, 10:30 a. m.; Alliance, northbound, 3 a. m.

Canila, Sept. 18.—Sailed—Japanese steamer Canada aMru, Seattle.

Shanghai, Sept. 17.—Sailed — Japanese steamer Tenyo Maru, San Francisco.

Valparaiso, Sept. 18.—Arrived — Steamer Naun Smith, Tacoma and Portland.

Honolulu, Sept. 20.—Sailed—British steamer Calulu, Tacoma for Melbourne.

Vancouver, B. C., Sept. 21.—Arrived—Barge Simla, San Francisco, tow tug Dauntless; City of Puebla, Seattle.

Departure Bay, B. C., Sept. 21.—Arrived—William Chatham, west coast.

Nanaimo, B. C., Sept. 21.—Arrived—British steamer Civilian, London.

Port Townsend, Sept. 21. — Passed In—French ship Ernest Reyer, Seattle, in tow tug Pioneer, 10:30 a. m.; tug Dola, towing barge Nuuanu, Meadow Point; motor barge Wakena, Seattle, 8:30 a. m.

Tacoma, Sept. 21.—Arrived—Alameda, Seattle.

San Francisco, Sept. 21.—Arrived—British steamer Cycle, Newcastle, N. S. W., 3 a. m.; American schooner Star of Russia, Kussiloff, 5 a. m.; Navajo, Columbia river, 6 a. m.; Beaver, Portland, 6 a. m.; Pasadena, Albion, 8 a. m.; British steamer Manoa, Honolulu, 8 a. m.; U. S. steamers Paul Jones, Whipple, Perry and Preble, Bremerton, 10 a. m.

San Francisco, Sept. 20.—Arrived, Guelna, San Diego, 10 a. m.; Daisy Freeman, San Pedro, 12:30 p. m.; Supply, Guam, 12:30 p. m.; Cleone, Mattole, 2:15 p. m.; Enterprise, Hilo, 2:10 p. m.; Shasta, San Pedro, 5:50 p. m.; Yosemite, Astoria, 5:50 p. m.; H. P. Drew, San Pedro, 8 p. m.; Congress, San Pedro, 10 p. m.; E. M. Phelps, Port San Luis, 11:45 p. m. (in tow.) Sailed, Stetson, San Diego, via ports, 11:40 a. m.; Centralia, Eureka, 12:50 p. m.; Niyo, Cleone, 2 p. m.; Mandalay, Crescent City, 2:35 p. m.; Lucas, Seattle, 12:50 p. m.; Arctic, Fort Bragg, 3 p. m.; U. S. S. New Orleans, Mazatlan, 4 p. m.; Harvard, San Pedro, 4:10 p. m.; Washington, Eureka, 4:45 p. m.; President, San Diego, 4:20 p. m.; Norwegian steamer Baja California, Puget sound, 4:30 p. m.; Whittier, Port San Luis, 5 p. m.; Dewey, Seattle, 5:20 p. m.; British steamer Polymnia, Queenstown, 4:30 p. m.; Willamette, Portland, 6:20 p. m.; Yellowstone, Coos Bay, 6:40 p. m.; Yosemite, Pedro, 7:40 p. m.; Shasta, Portland, 8:45 p. m.; San Ramon, Corinto, 10:25 p. m.; Aroline, San Pedro, 10:25 p. m.; Hattie Luckenbach, New York, 11:25 p. m.

Balboa, Sept. 18.—Arrived, American yacht Sultana, San Francisco, for New York.

Christobal, Sept. 19. — Sailed, American bark Andrew Welch, from San Francisco, for Halmstead.

Port Townsend—Passed in, Santa Ana, Seattle, 10 a. m.; Eastholme, Tacoma, 10:50 a. m.

Everett, Sept. 20.—Arrived, Tiverton, San Francisco.

Port Gamble, Sept. 20.—Arrived, F. S. Loop, San Francisco.

Navy yard, Puget sound, Sept. 18.—Sailed, U. S. torpedo boat destroyers Perry, Preble, Whipple and Paul Jones, for San Francisco, 7 p. m.

Tacoma, Sept. 20.—Arrived, City of Puebla, San Francisco, via Seattle.

WANTS U. S. NAVY ALL SUBMARINES

CLAUDE KITCHIN

Washington, Sept. 7.—Representative Claude Kitchin of North Carolina, who has succeeded Oscar Underwood as floor leader and chairman of the ways and means committee, has taken the stand that in the event of war the United States would only have to protect her coast by submarines and mines. He declared that he favored spending millions for submarines and mines, but very little for the army and nothing for the navy. He added that he would fight vigorously any larger army and navy propaganda.

PRESENT OUTPUT OF WATER POWER IS IN EXCESS OF DEMAND

Chief Engineer of Agricultural Department Contradicts Ferris Bill Opponents.

WEST IS OVERDEVELOPED

Proportion to Population Development More in 20 Years Than in 100 in East.

Directly contradicting the major claims of the anti-Ferris bill adherents, O. C. Merrill, chief engineer of the department of agriculture, spoke at the afternoon session of the waterpower conference.

Mr. Merrill's address was intended as the carefully prepared reply of at least the forest service branch of the federal government to the contentions of the power monopolists.

That power development is not being restricted in the western states under existing laws, as claimed by the water-power companies, was Mr. Merrill's first contention.

"In rapidity of development and in extent of development in proportion to population, the western states have accomplished more in 20 years than the eastern states in 100 years," he said.

Stagnation Not Due to Laws.

Furthermore, such stagnation of power development as exists is due not to restrictive laws but to lack of markets for additional power, the speaker claimed. In the state of California alone there are at present 400,000 horsepower developed for which there is no market and in Oregon the Portland Railway, Light & Power company is asking of the forest service no extensions on permits because the market does not justify added development.

As further proof of the fact that it is all a hoax that federal regulation is restrictive of hydro-electric development, Engineer Merrill cited figures showing large development in all the western states even under existing laws.

Western Power Will Develop.

"Of the 1,800,000 horsepower of developed water power in the United States, 50 per cent is in plants constructed in whole or in part on the national forests and operated under permit from the department of agriculture," he said. "In addition, some 200,000 horsepower are in process of construction, and over 1,000,000 horsepower more are under permit for future construction.

"If we add the plants which are occupying public land outside of the national forests we should find that considerably more than one half of the developed water power of the western states is being operated on the public lands under permit from the federal government.

"Nor is this merely past history which recent conditions are changing.

Development in California.

"The Pacific Light & Power corporation recently completed in California two power plants with an aggregate installation of 94,000 horsepower, as the initial step in an ultimate development of 250,000 horsepower, all or which will be on national forest land, and is now under permit.

"The Great Western Power company in the same state has permits for development aggregating 300,000 horsepower, on the Feather river and is making development as fast as the additional power can be disposed of.

The Nevada-California Power company has four plants in operation on the National forest, will complete a fifth this season, and will begin a sixth next year.

Demand Is Lacking.

"The Portland Railway, Light & Power company is operating a plant on the Oregon forest and has permits for 40,000 horsepower more, which it proposes to develop as soon as use can be found for the power. Power sites of nearly 100,000 horsepower on the Baker and Skagit rivers in Washington are under permit to the Puget Sound Traction, Light & Power company, to be developed when the existing surplus is disposed of.

"And so I might go on indefinitely. The difficulty which the department faces is not to find applicants for power sites, but to check applications to a number which it is reasonable to expect will be sufficient to satisfy all the demands of the near future.

Assertion Is Erroneous.

"In order to support the argument against governmental control of water power sites on the public lands, the statement is made again and again that, although there is urgent need for more power, its development is stagnant in the United States. Volumes of argument have been based on this unproved and unprovable assertion.

"It is loudly acclaimed that the eastern states, unhampered in the development of their water powers by the incubus of public land ownership, have far outstripped the western states, and the demand is made that the federal government relinquish its control over the power sites on its lands in order that development may proceed in the west as it has in the east under the stimulus of private ownership, or, in any event, under the wiser and, of course, more lenient administration of the several states.

Fact Is Other Way.

"When we investigate, we find that the actual fact is quite the contrary. In rapidity of development and in extent of development in proportion to population, the western states have accomplished more in 20 years than the eastern states in 100 years.

"In the western states—and by 'western states' I mean the eleven states west of the Kansas boundary, the group which contains practically all of the remaining public land—the amount of power used in the generation of electricity by public utility corporation, street railway companies and municipalities has increased in the last 10 years alone by 440 per cent, or more than twice as fast as in the remainder of the United States, or in that group of eastern states which includes the New England, Middle Atlantic and South Atlantic states.

Users Needed Not More Power.

"In proportion to population, the amount of power which is used for these purposes is two and one-half times as much in the western states as it is in the remainder of the United States, and twice as much as it is in the eastern states.

"While the development of water-power in eastern states increased about 90 per cent in the last 10 years, it increased five times as fast in the western states, or 450 per cent, more than doubling each five years.

"The state of California had a reserve in excess of all demands of 400,000 horsepower. Of course, a certain amount of reserve for emergency and to anticipate extensions of market is necessary, but if we should allow for even a 50 per cent reserve there would still be left a surplus of 100,000 horsepower.

"It would be surprising indeed if under such circumstances there was any considerable activity in power development at the present time in California. The state of California needs more users, not more power.

Present Output Cannot Be Sold.

"A similar situation exists in Oregon and Washington and other western states. New plants are not being built in this state because the output of existing plants cannot be sold.

"Tens of thousands of horsepower in the Puget Sound district and in eastern Washington are unused because even at the exceptionally low figure at which the power has been offered there are no takers.

"There is scarcely a power center of consequence in the western states that is not today developed ahead of the available market. Owners of power plants are bending their efforts to dispose of the power they already have, rather than to develop new plants to remain unused."

Wise Willie

"Willie, what does that word spell that I am pointing to?"

"I don't know."

"Well, what is it your father kicks out of the parlor every night before he goes to bed?"

"Oh, I know, sister's beau."

Couldn't Jar Him

Customer—Say, you gave me morphine for quinine this morning!

Druggist—Is that so? Then you owe me 50 cents.

MONDAY'S DELAYED NEWS BRIEFLY TOLD

Resume of World Happenings Received From 3 o'Clock Yesterday Afternoon Until 8 o'Clock This Morning.

Pacific Northwest.

Seattle—Dr. Hazel Edson of Tolt has the distinction of being the first woman appointed in the state as a deputy coroner. She was named by Coroner J. Tate Mason.

Seattle—Hundreds of friends and business acquaintances of Nicholas C. Healy, veteran lumberman of the Pacific coast, are mourning his death yesterday afternoon in Los Angeles.

Tacoma—Mrs. Lizzie Oliver, living near Everett, gave up today her search in this city for her 17-year-old daughter Ethel, and returned to her home, leaving the case in the hands of the police. The girl had been living in a private home and attending school.

Seattle—Arrested three times on as many charges, within an hour, Charles O'Malley, 19, a newsboy, is in jail today under bonds totalling $3000. The charges are grand larceny, assault in the second degree and stealing an automobile.

Aberdeen—Following the burning of the barn on a farm occupied by Isom Noe yesterday, residents of Montesano are more than ever convinced that firebugs are operating in this district.

Centralia—October 11 and 12 have been set as the dates for holding an industrial fair in Tenino, one of the objects of which will be the gathering of an exhibit for the Thurston county fair, to be held October 12 to 16.

Pacific Coast.

Washington—With the consent of the majority of water users, the secretary of the interior at Washington has added $12.50 per acre to the cost of the Klamath irrigation project, which means the payment of $1.25 per acre more during the 10 year payment period.

San Francisco—Charles Niles, aviator, fell 1000 feet at the Panama-Pacific exposition, and when only a few feet above the Mines building, succeeded in righting his machine and escaping death.

Los Angeles—An elk which broke loose from a menagerie was roped and captured by Motorcycle Policeman Hook, after a chase through the city's streets.

San Francisco—Charges of forgery were made yesterday against the late Carroll Cook, former superior court judge, by his widow, in answer to a suit to collect three notes of $500 each by the Union Securities corporation.

European War.

New York—Mrs. Bartlett Boder, one of the first women to drive an ambulance in the European war, has arrived in New York on a vacation, after a thrilling year spent in France. When she returns she plans to drive a supply truck.

London—Five Swedish banks have agreed to lend Germany $10,000,000 to pay for supplies bought in Sweden. As a concession, Germany has allowed exportation of coal to Sweden.

Eastern.

Lewistown, Mont.—Five children, whose ages ranged from 2 to 8 years each, burned to death on the ranch of Melvin Tucker, 35 miles west of here.

Philadelphia—The Continental hotel, one of the most famous hostelries during the Civil war, was sold by the sheriff to an attorney representing undisclosed interests for $1,121,500.

New York—Charles F. Brooker, one of the defendants in the government's suit against the New Haven & Hartford railroad, has asked for a separate trial.

Denver—At the convention of the Investment Bankers' Association of America, resolutions urging a complete program for national defense was adopted.

New York—County chairmen of the Progressive party in New York met and heard Victor Murdock declare success of the party depended much on what New York does, because the other states look to her for leadership.

Chicago—Four hundred citizens reported at Fort Sheridan for a month's course in military training.

Rochester, N. Y.—President W. D. Mahon was reelected head of the Amalgamated Association of Railway Employes.

New York—Longshoremen who went on strike against the United Fruit company have returned to work and were granted wage increases.

Raleigh, N. C.—Interest charges as high as 100 per cent in the south and 50 per cent in the north are made by some banks, declared W. P. Harding, a member of the federal reserve board, speaking here.

General.

Washington—The French government has released clothing and embroidery from Switzerland to the United States, held up pending guarantees that they would not find their way back to enemies of France.

San Francisco—Van Manning, director of the United States bureau of mines, addressing the American Mining congress, told of a new radium refining process which reduces the cost two thirds.

Princeton—Professor Van Den Ven, formerly of the University of Louvain, Belgium, has accepted the invitation to become the Spencer Trask lecturer at Princeton university.

Cleveland—The Cleveland branch of the German-American alliance has sent a protest to the president against the proposed loan to the allies.

London—Viscount Bryce, formerly England's ambassador to America, has sent a plea to the United States to stop the slaughter of Armenians by the Turks.

Sanctions Loan to Allies.

Denver, Colo., Sept. 21.—(I. N. S.)—The Investment Bankers' Association of America today unanimously odopted a resolution, approving the extension of foreign credits and giving its sanction to the loan asked by the allies.

Some Cause to Fight.

One day a Scottish boy and an English boy, who were fighting, were separated by their respective mothers with difficulty, the Scottish boy, though the smaller, being far the more pugnacious.

"What garred ye fecht a big laddie like that for?" said the mother, as she wiped the blood from his nose.

"And I'll fight him again," said the boy, "if he says Scotsmen wear kilts because their feet are too big to get into their trousers."

Japan's forests are being cut away at a rate of 1,000,000 acres a year.

Turkey's One Chance.

Sir Edward Pears in the Yale Review.

There is one chance that the Turks may remain in Constantinople. It has been stated, on fairly trustworthy authority, that owing to the refusal of Germany to send 300,000 troops to Turkey's assistance, the Turkish government has threatened to make a separate peace with the allies. If it were to do so, there is a probability that it might be allowed to remain in possession of Constantinople.

Real Estate and Building

Will Go to Idaho.

While the firm of Tranchell & Parelius, carpenter contractors, has the contract for work on the $90,000 Elks' Temple at Pocatello, Idaho, only M. R Parelius will go to the Idaho town. J. L. Tranchell, the other member of the firm, will remain in Portland and look after work here.

Real Estate Transfers.

Francis Marion Varner to Alice M. Varner, S. 20 feet L. 1, 8, 20 feet W. ½ L. 4, B. 24, Sunnyside	$.....
R. M. Veatch to J. C. Veatch, L. 19 to 24, B. 31; L. 1, 2, 3, 4, B. 26, Point View	1
Maybrook Land Co. to William Abbott L. 1, 2, B. 2, Maybrook	1,800
C. H. Routledge et al to Myra E. Peaslee, L. 15, 27, 28, B. "B." Cleveland ad.	10
G. G. Bushman and wife to Fannie L. Tuttle, L. 16, B. 6, Vernon	10
Herbert L. Baker to Nils Dahl et al L. 9, 10, B. 10, Gregory Hts	10
J. W. Wiseman and wife to M. E. Henderson, L. 24, B. 2, Thors Hts., in W. ½ Sec. 30, T. 1 N., R. 5 E.	10
M. E. Henderson to A. L. Mills, L. 24, B. 2, Thors Hts	10
Ferdinand Lange and wife to Margaret Luelian Taylor, L. 4, B. 65, Vernon	1,400
W. C. Repass and wife to D. J. Smith, L. 8, B. 36, Piedmont	10
Wellesley Land Co. to E. J. Cowlishaw, L. 1, 2, 3, B. 11, Wellesley	1,000
Wellesley Land Co. to Margaret E. Stockton, L. 3, 4, B. 13, Montclair	450
C. J. Littlepage and wife to L. J. Fenton, L. 14, Houston Acres	1,250
Powell Valley Inv. Co. to John W. Majek, L. 11, B. 4, Arden Park	10
J. C. Elrod and wife to G. W. Hilam et al, L. 16, B. 4, Reynolds, being Sub. L. 9 and part L. 10, Riverside Homestead	10
J. S. Black and husband to O. P. B. Armfield et al, L. 11, B. 2, Caroline ad.	1,700
Benjamin F. Cadwell to Caroline Cadwell, L. 14, B. 8, Vernon ad	250
Annette B. Cotter to Title & Trust Co. L. 1, 2, B. 3, W. W. McGuires addition	10
Maybrook Land Co. to H. H. Samuelson L. 3, B. 7, Maybrook	375
A. T. Dray and wife to Edwin A. Hyde, L. 14, 15, B. 20, Tremont Park	700
William W. Dray to Edwin A. Hyde, L. 16, 17, B. 20, Tremont Park	1
E. A. Thomas and wife to Annie Reidt, L. 11, B. 11, Alameda Park	10
Vida M. Gage and husband to Althea Hepperly, L. 5, B. 1, Ideal View	10
Swinton Land Co. to Tony Cervetto et al, L. 11, 12, B. 10, Swinton	10
Antonio Cervetto et al to Carlo Cervetto L. 14, B. 10, Swinton	10
Umbdenstock & Larson Homebuilders Inv. Co. to Chausse-Prudhomme Co., L. 10, 11, B. 3, Jonesmore	10
John Anderson and wife to F. Bleid et al, L. 8, B. 138, Rose City Park	10
Wellington Inv. Co. to Morris Friedman, L. 25, 26, B. 19, Wellington	550
A. Welch and wife to Pacific Land Co., land adj. L. 8, B. 10, Central ad.	10
Wilfrid P. Jones and wife to Merchants National Bank of Portland, L. 11, 12, B. 70, Irvington Park ad.	1
Same to same, L. 10, B. 12, Lawndale ad.	1
Elizabeth Ryan to Sadie C. Davis, L. 4, B. 86, Irvington	10
G. G. Larfield and wife to Laurelhurst Co., L. 22, B. 102, Laurelhurst	10
Harry P. Richards and wife to Emil Wilson et al, L. 2, B. 126, Stephens ad.	10
Phebe A. Breyman to Mrs. Ora B. Rogers, L. 18, 19, 20, B. 6, Pacific Coast Abst. sub.	10
Jennie B. Pearce to Frank B. Cauthorn, L. 9, B. 70, Irvington Park	10
A. R. Wilson to Mary A. McCombs, L. 31, 32, B. 10, Portsmouth Villa Extd.	10
Flora Lynch to William Porter et al, L. 2, B. 3, Webbs ad. to Lents	10
Metropolitan Trust Co. to H. R. Reynolds, beg. SW. cor. NE. ¼, SW. ¼, Sec. 22, T. 1 S., R. 2 E.	10
Pluma F. Hargrove to Gertrude E. Casey, L. 19, B. 24, Mt. Tabor Villa	3,500
Walter P. Tillman to Maude E. Tillman, L. 22, B. 45, Waverleigh Hts.	1
Ladd Estate Co. to Clara Rosumny, L. 5, B. 1, Westmoreland	900
Maude L. Neuhausen and husband to Othelie Jensen, L. 3, 4, B. 7, Albina; L. 3, B. 97, Irvington	1

Building Permits.

W. F. Brock—Erect 1 story frame garage, 8056 59th ave. S. E., between 81st and 82d sts.; builder, M. L. Minor, $45.

Emanuel Charity board—Erect 1 story boiler house, Commercial st., between Graham and Stanton sts.; builder, J. A. Backstrand, $2000.

Portland Gas & Coke Co.—Erect 1 story gas company station, E. 11th st., between Clinton and Division sts.; builder, George Langford, $6000.

J. Weber—Repair 1½ story frame dwelling, 725 Umatilla ave., between 19th and 21st sts.; builder, E. L. Rowland, $150.

P. F. Morton—Erect 1 story frame garage, 4308 63d st. S. E., between Foster road and 45th ave. S. E., builder, same, $40.

F. E. Beach—Erect 1 story frame garage, 555 Elm st., between Chapman and 17th sts.; builder, Take Down Mfg. Co., $65.

Stansbury—Repair 1 story frame stable, 645 Bryant st., between 17th and 18th sts.; builder, Mr. Welsh, $35.

L. Rogers—Erect 1 story frame garage, 397 Brown st., between Union ave. and 6th sts.; builder, same, $50.

Mr. Swetland — Repair 5 story ordinary stores and offices, 126 Fifth st., between Washington and Alder, builder, George Hansen, $200.

Paul C. Murphy — Build retaining wall, 1096 E. Burnside st., near Laurelhurst ave.; builder, F. L. Davis, $475.

C. E. Hein—Erect 1 story frame garage, 815 Willamette blvd., between Tyler and Polk sts.; builder, same, $40.

C. E. Adams—Repair 1½ story frame dwelling, 5828 44th ave. S. E., between 58th and 59th sts.; builder, S. Mikkonen, $550.

Lewis Inv. Co.—Erect 1 story stores and lodge hall, 481 to 487 Washington st., between 13th and 14th sts.; builder, Friberg McLennan Co., $10,000.

A. Leihammer — Repair 2 story ordinary store, 105½ 4th st., between Washington and Stark sts.; builder, Pabro Roof Process, $125.

M. E. Richardson—Repair 1 story frame dwelling, 853 Bancroft st., between 6th and 8th sts.; builder, John McCarthy, $100.

R. Hoffman—Erect 1 story greenhouses, 1015 E. Simpson st., between 33d and 42d sts.; builder, same, $600.

Mrs. Emma Sloan — Erect 1 story frame dwelling, 236 Hartman st., between Smith and Central streets; builder, J. H. Dolbow, $1800.

Mrs. R. F. Lytle—Repair 4 story ordinary apartment, 595 Lovejoy st., between 18th and 19th streets, builder, M. Holland Bros., $500.

Charles Daggett—Repair 1½ story frame dwelling, 4220 39th ave. S. E., between 42d and 44th sts.; builder, Dan A. Jones, $55.

Army-Navy Orders

San Francisco, Sept. 21.—(P. N. S.)—Army orders:

Colonel Francis H. French is assigned to Twenty-first infantry, Vancouver Barracks, Wash.; Lieutenant Kenyon A. Joyce, Sixth cavalry, detailed to instruct Washington, California and Oregon militia cavalry.

Following leaves of absence granted: Major Louis C. Scherrer, Eighth cavalry, 20 days; Major William C. Bennett, adjutant general, two months, 10 days; Captain George E. Comly, Seventh cavalry, two months; Major John W. Heavey, infantry, two months and Captain Frederick W. Benteen, Twelfth infantry, six months.

These coast artillery promotions announced: Major George Blakeley to Lieutenant Colonel and to remain at present station:

Captain Joseph B. Douglas to be major and to coast defenses Oahu; Lieutenant Waldo C. Potter transferred from First to Sixth field artillery, and Lieutenant Harold S. Naylor from First to Fifth field artillery; Lieut. Vernon W. Boller, assigned to Eleventh infantry; Colonel Omar Bundy, Sixteenth infantry, detailed adjutant generals' staff, Fort Sam Houston to adjutant southern department, relieving Lieutenant Colonel John W. Hurd, who becomes assistant to southern department adjutant, and adjutant cavalry division; Lieutenant Colonel George W. Read, adjutant general, upon demobilization of second division, to report to office of adjutant general, relieving Major William C. Bennett, who is assigned as adjutant Fifth brigade; Major Thomas Q. Donaldson, Fourteenth cavalry, relieved as acting inspector general and detailed inspector general's department, relieving Major Alonso Gray; Lieutenant Colonel George O. Cress, cavalry, detailed acting inspector general and to duty as assistant to inspector central department; Major Horton W. Stickle, engineers, retired with rank lieutenant colonel.

Navy orders:

Lieutenant Commander M. H. Simons, receiving ship, San Francisco, to command the Milwaukee; Lieutenant E. C. Oak, San Diego, to temporary duty, navy yard, Mare Island; Lieutenant A. G. Kall, command Milwaukee, to take charge of the hydrographic office, Seattle; Lieutenant C. A. Jones, New York, to the North Dakota; Lieutenant B. O. Wills, Maryland, to command the Lawrence; Lieutenant L. J. Gulliver, navy yard, Portsmouth, to the Paducah; Lieutenant Garnet Hulings, C-4, to command the Severn; Lieutenant R. W. Holt, Milwaukee, to the Cheyenne; Lieutenant J. A. Fletcher, North Dakota, to the Ohio; Ensign E. H. Quinlan, Maryland, to the naval training station, San Francisco; Ensign R. W. Carey Jr., San Diego, to the naval training station, San Francisco; Ensign O. O. Kessing, Maryland, to Annapolis; Ensign F. M. Kutz, Annapolis, to the San Diego; Ensign W. E. Doyle, naval training station, San Francisco, to the Hull; Chaplain W. H. R. Reaney, Connecticut, to navy yard, New York.

YOUTH MISSING FROM HIS HOME

Vernon M. Groff.

Information concerning the whereabouts of her son, Vernon M. Groff, is being sought by Mrs. Lillie Groff, of Newberg, Or. The boy has been missing from his home since last Wednesday when a traveling troop held a shooting contest there. Search has been instituted but no trace of the boy has been found. Mrs. Groff says the boy has no bad habits and is not afraid of work.

Salem Schools Grow.

Salem, Or., Sept. 21.—The first day's enrollment in the Salem schools was 2525, an increase of 197 over last year.

Journal Round-Up Train Offers Rare Chance for Guests

Facts about Journal Round-Up train to Pendleton follow: Leaves Union Depot at 11:30 p. m., Thursday.

Reservations for accommodations positively close tomorrow.

Round-Up trip fare, $25, including sleeper both ways and use of train as hotel during Round-Up, and tickets to grounds and grandstand.

All means required for travelers from time of leaving Portland, Thursday until return Sunday morning, provided on train without extra charge.

Train to be in charge of F. S. McFarland, city ticket agent of O-W. R. & N.

Pendleton Jeweler Dies.

Pendleton, Or., Sept. 21. — John Rosenberg, 45, local jeweler, died this morning, after a long illness from cancer. He came here five years ago from Walla Walla. He is survived by a widow and one son.

Raise Salem Jitney Tax.

Salem, Or., Sept. 21.—In order to prevent Salem from being overrun by jitneys and taxicabs during the state fair, the city council last night passed an ordinance raising the annual license fee from $10 to $25 per car.

THOUSANDS HAVE KIDNEY TROUBLE AND DON'T KNOW IT

Weak and unhealthy kidneys cause so much sickness and suffering and when through neglect or other causes, kidney trouble is permitted to continue, serious results may be expected.

Your other organs may need attention—but your kidneys should have attention first because their work is most important.

If you feel that your kidneys are the cause of your sickness or run down condition commence taking Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy, because if it proves to be the remedy you need and your kidneys begin to improve they will help all the other organs to health.

Prevalence of Kidney Disease.

Most people do not realize the alarming increase and remarkable prevalency of kidney disease. While kidney disorders are among the most common diseases that prevail, they are almost the last recognized by patients, who usually content themselves with doctoring the effects, while the original disease constantly undermines the system.

A Trial Will Convince Anyone.

Thousands of people have testified that the mild and immediate effect of Swamp-Root, the great kidney, liver and bladder remedy, is soon realized and that it stands the highest for its remarkable results in the most distressing cases.

Symptoms of Kidney Trouble.

Swamp-Root is not recommended for everything but if you suffer from annoying bladder troubles, frequently passing water night and day, smarting or irritation in passing, brick-dust or sediment, headache, backache, lame back, dizziness, poor digestion, sleeplessness, nervousness, heart disturbance due to bad kidney trouble, skin eruptions from bad blood, neuralgia, rheumatism, lumbago, bloating, irritability, worn-out feeling, lack of ambition, may be loss of flesh or sallow complexion, kidney trouble in its worst form may be stealing upon you.

Swamp-Root Is Pleasant to Take.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at all drug stores.

SPECIAL NOTE—You may obtain a sample size bottle of Swamp-Root by enclosing ten cents to Dr. Kilmer & Co., Binghamton, N. Y. This gives you the opportunity to prove the remarkable merit of this medicine. They will also send you a book of valuable information, containing many of the thousands of grateful letters received from men and women who say they found Swamp-Root to be just the remedy needed in kidney, liver and bladder troubles. The value and success of Swamp-Root are so well known that our readers are advised to send for sample size bottle. Address Dr. Kilmer & Co., Binghamton, N. Y. Be sure to say you read this offer in The Portland Daily Journal.

New Method Makes Straight Hair Wavy

(Popular Hygiene.)

It has been found that a simple and harmless fluid, well known to the drug trade, has a remarkable action when applied to straight, lank, unruly hair. It dries in exquisite waves and curls which have all the appearance of true naturalness. It has also proved a delightful and beneficial dressing for the hair.

This product is nothing more than ordinary liquid silmerine which, of course, anyone can afford to use. A few ounces of it will last a long time. One will enjoy using it, too, not only because there is nothing sticky, greasy or unpleasant about it, but because it is so easy to apply. It is only necessary to moisten a clean tooth brush with the liquid and draw this through the hair from crown to tip. If this is done at bedtime the hair will be beautifully wavy and curly in the morning and will not have that dull, scorched look which comes from the use of a hot iron. (Adv.)

TODAY'S BEAUTY SUGGESTIONS

Face powder simply covers up an unattractive complexion and leaves no lasting benefits. Those who have tried a simple spurmax face lotion find it much better, as it removes skin discolorations, such as freckles and tan, and makes the skin smooth, white and velvety. This lotion is made by dissolving four ounces of spurmax in one-half pint hot water, then adding two teaspoonfuls glycerin. This complexion beautifier does not rub off or show like powder, and gives a more refined appearance. It removes both shininess and sallowness, rapidly giving the skin a permanent healthy, youthful appearance.

An especially fine shampoo for this weather can be had at trifling expense by dissolving a teaspoonful of canthrox in a cup of hot water. Pour slowly on scalp and massage briskly. This creates a soothing, cooling lather that dissolves and removes all dandruff, excess oil and dirt. Rinsing leaves the scalp spotlessly clean, soft and pliant, while the hair takes on a glossy richness of natural color, also a fluffiness which makes it seem very much heavier than it is. After a canthrox shampoo arranging the hair is a pleasure. (Adv.)

A FINE TREATMENT FOR CATARRH

EASY TO MAKE and COSTS LITTLE

Catarrh is such an insidious disease and has become so prevalent during the past few years that its treatment should be understood by all.

Science has fully proved that Catarrh is a constitutional disease and therefore requires constitutional treatment. Sprays, inhalers, salves and nose douches seldom if ever give lasting benefit and often drive the disease further down the air passages and into the lungs.

If you have Catarrh or Catarrhal deafness or head-noises, go to your druggist and get one ounce of Parmint (Double strength). Take this home and add to it ¼ pint of hot water and 4 ounces of granulated sugar; stir until dissolved, take one tablespoonful 4 times a day.

This will often bring quick relief from the distressing head-noises, clogged nostrils should open, breathing become easy and mucus stop dropping into the throat.

This treatment has a slight tonic action which makes it especially effective in cases where the blood has become thin and weak. It is easy to make, tastes pleasant and costs little. Every person who wishes to be free from this destructive disease should give this treatment a trial. Adv.

A Message to Thin, Weak, Scrawny Folks

An Easy Way to Gain 10 to 30 Pounds of Solid, Healthy, Permanent Flesh.

Thin, nervous, undeveloped men and women everywhere are heard to say, "I can't understand why I do not get fat. I eat plenty of good nourishing food." The reason is just this: You cannot get fat, no matter how much you eat, unless your digestive organs assimilate the fat-making elements of your food instead of passing them out through the body as waste.

What is needed is a means of gently urging the assimilative functions of the stomach and intestines to absorb the oils and fats and hand them over to the blood, where they may reach the starved, shrunken, run-down tissues and build them up. The thin person's body is like a dry sponge—eager and hungry for the fatty materials of which it is being deprived by the failure of the alimentary canal to take them from the food. A splendid way of working to overcome this sinful waste of flesh building elements and to stop the leakage of fats is to try Sargol, the famous flesh building agent that has been so widely sold in America in recent years. Take a little Sargol tablet with every meal and see if your cheeks don't quickly fill out and rolls of firm, healthy flesh form over your body, covering each bony angle and projecting point.

All good druggists have Sargol or can get it from their wholesaler, and will refund your money if you are not satisfied with the gain in weight it produces as stated on the guarantee in each large package. It is inexpensive, easy to take and highly efficient.

NOTE—Sargol is recommended only as a flesh builder and while excellent results in cases of nervous indigestion etc., have been reported care should be taken about using it unless a gain of weight is desired. (Adv.)

The Pink of Health is every woman's right; but many are troubled with sallow complexions, headaches, backaches, low spirits—until they learn that sure relief may be found in

BEECHAM'S PILLS

Directions of Special Value to Women with Every Box. Sold everywhere. In boxes, 10c., 25c.

BISURATED MAGNESIA

An absolutely harmless antacid in all cases of fermentation and souring and belching of food, gas, indigestion, etc. A teaspoonful in a fourth of a glass of hot water usually gives INSTANT RELIEF. Sold by all druggists in either powder or tablet form at 50 cents per bottle. (Adv.)