

NORTHERN PACIFIC TO FORWARD CARS FOR WESTERN USE

Every available car on the eastern end of the Northern Pacific railroad is being gathered into trains to be rushed to the Pacific Northwest that all outstanding orders for cars may be filled before the freight rate increases become effective.

This announcement was made Wednesday afternoon by F. H. Fogarty, assistant general freight agent of the Northern Pacific, who received a message from J. G. Woodworth, vice president in charge of traffic, outlining the new policy.

Woodworth announces in his message that there will be a great influx of cars into the Northwest beginning within a few days and says the railroad is going so far in its effort to relieve the shortage in Oregon and Washington that it is utilizing crews of work trains to rush the empty cars west.

With a large influx of cars from Eastern sections, Fogarty says that the car situation should be relieved rapidly in this section.

The Southern Pacific adopted a policy a week ago of sending 100 empty cars daily to the Oregon lines from lines south of Ashland. This policy is being adhered to closely and relief has already been reported from the Willamette valley.

Shippers in the Willamette valley are reporting relief from the car shortage situation with the continuation of the Southern Pacific to divert 100 empty cars to the valley from lines south of Ashland daily. This diversion order became effective over a week ago and the 100 car allotment has been made daily. The valley shippers are now loading on an average of about 475 cars daily.

Body of Baker Pioneer Is Moved

Baker, Aug. 5.—Word has been received in Baker by C. L. Palmer to the effect that the body of J. A. Reid, Baker county pioneer, has been sent from Seattle for burial here. Reid was one of the earliest settlers in this section of the country, coming here when Auburn was on the boom as one of the livestock mining camps in the West. He later became the proprietor of the Western Hotel, the first building of its kind constructed in Baker and which stood on the present site of the Browning grocery building. Several years ago, he moved to Seattle with his wife, where he lived with his two sons. One day in October, three years ago, he disappeared and it was not until the following spring after the snow had melted, that his body was found in a ravine near Seattle. He was a member of the local lodge of Odd Fellows.

Lax Prison Keeper Has Been Acquitted

New York, Aug. 5.—Colonel John E. Hunt, commander of the John E. Hunt prison at Governors Island, who was charged with the murder of a convict, was acquitted today by a jury in New York.

Man Threatened With Knife and Robbed of \$1200

Peter Zarkilo is trying to help the police find two of his fellow countrymen whom he charges with having lured him to a room in the Saranac hotel, Sixth and Couch streets, Wednesday night, and robbed him of \$1200.

Zarkilo said through an interpreter that his assailants had locked the door and threatened him with a knife. Although the police suspect that the "dink" was merely a paper knife, they are trying to get Zarkilo's money back as his is the second complaint recently of the same sort.

Zarkilo said his money was almost, all in paper currency, with a little Greek coin.

PENDLETON IS EAGER TO PAY JUST TRIBUTE

(Continued From Page One)

Jack, Dan P. Smythe, Al Slusher, Sol Baum, M. J. Foster, J. W. Maloney.

THOMPSON IS CHAIRMAN

W. S. Thompson, vice president of the First National bank of Portland, formerly well known as a Pendleton banker and a member of the state highway commission, drawn to Pendleton chiefly by its interest in the Tilt Taylor memorial, attended the early morning conference of the committee. He was asked to serve as chairman for Multnomah county, including Portland, with C. S. Jackson, Mayor George L. Baker, Sheriff T. M. Hurlburt and E. B. Wood as his associates.

It became convincingly evident that Pendleton is inevitably the center and heart of the Tilt Taylor memorial fund campaign, yet there will be no "drive" for funds here. A drive is unnecessary. These people eagerly will bring money into the headquarters opened here today with little more than the suggestion that the Tilt Taylor memorial subscription is open.

INDIANS WILL GIVE

All money needed for the memorial could be found in Umatilla county, even the Indians from the reservation preparing their offering for the officer whom they admired for his courage and fairness.

The Round-up contribution will be large, but Oregon would not be content to let the entire fund come from this section of the state. Other communities of Eastern Oregon will swell the fund. There are many men in Portland who are eager to contribute. So it is throughout the state.

The naming of a state-wide auxiliary committee was announced this morning, as follows: Arlington, Dr. Donnelly; The Dalles, Levi Christman, Pat Foley; Canyon City, Otto Patterson, A. B. Leedy; Hood River, B. D. Smith; Vale, Charles Burroughs; Ontario, Gerald Stanfield; Boise, Calvin Cobb, Lyon Cobb, W. N. Sweet; Weiser, E. S. McLaughlin, R. N. Stanfield, Walter Mitchell; reservation, Major E. L. Swartzlander; Portland, W. L. Thompson, C. S. Jackson, George L. Baker, E. B. Wood, T. M. Hurlburt, Colfax, C. A. Frazier, W. Sutherland; Astoria, M. R. Chessman, L. D. Drake, C. T. Barr, Walla Walla, Jake Kauffman, E. H. Storie, George Drumheller; Spokane, E. F. Averill, Ben C. Holt; La Grande, Floyd McKinnon, Mert Kiddle, Bruce Dennis, Lee Warnick, George T. Cochran; Baker, T. G. Montgomery, F. W. Eppinger, Salem, Ben Olcott, W. H. Lytle, C. P. Bishop, Henry J. Bean, Alfred S. Bennett; Hood River, McDuffee, V. P. Mahoney; Condon, J. W. Little, O. B. Robertson, M. Fitzmaurice; Athena, F. S. Legrow, W. S. Ferguson, Omer Stephenson; Adams, J. T. Loeblen, G. M. Morrison; Echo, Asa Thompson, Ralph Stanfield; Freewater, J. P. Slover, G. H. Bishop, E. J. Davis; Helix, N. H. Mores, Carl Engdahl, George Strand; Hermiston, C. S. McLaughlin, P. B. Swayze; Meacham, Bailey Ross; Milton, G. A. Price, C. S. Cheahire; Pilot Rock, C. W. Paulus, New Royer, Herbert Boyler; Stanfield, E. A. Holte; J. M. Kyle; Umatilla, Ole Archus, W. H. Switzer; Ukiah, Joe Sullivan, Robert Bond; Weston, J. A. Lumaden, E.

PORTLAND IS PORT OF CALL FOR NEW STEAMER SERVICE

Lunham & Moore, of New Orleans, have announced a steamship service between the Gulf port and ports on the Pacific. The service will begin with one steamship a month with San Francisco and Portland as the principal ports of call. Later the service will be increased if freight offerings are sufficient to meet the demand of increased business.

The J. H. W. Steele company has been named as operating agents at New Orleans and are prepared to furnish rates on both east and west bound cargoes. The organization of the new service was effected August 1 and the first steamship is expected to get away before the third week in the month.

Additional service between Portland and coast ports and the far East is announced Thursday by Admiral Benson of the shipping board. Twelve new steamships, passenger and freight, have been allocated to the Pacific coast. Twelve will go to Seattle, five to San Francisco, and two to ports unassigned. It is understood that the two unassigned will go to the Admiral line and will operate directly between Portland and the Orient in the regular established service of that company.

The new ships allotted to the Pacific are 535 feet long, of 12,000 deadweight tons and are rated for an average speed of 17 sea miles. First deliveries of these vessels will be made within 60 days.

STEAMER TO LOAD CARGO

OF HAWAIIAN PINEAPPLE

It is announced that the McCormick steamship Everett, now at Honolulu, will load a full cargo of canned pineapple for San Francisco. The Everett is the latest of the McCormick steamers and was built at St. Helens. She took her first cargo from Everett, Wash., and later took box shooks to the island port. Every bit of available tonnage is being taken for sugar and canned pines and pines are holding well up. Regular liners are filled to capacity and sail tonnage is being taken as fast as offered. Coal ships from Australia to Honolulu will be laden with sugar and pineapples for the coast.

STEAMER ANGELES REPAIRED

AND IS TAKING ON WHEAT

Repairs to her wheel having been completed, the steamship Angeles, Columbia-Pacific Shipping company, is loading wheat for the United Kingdom. It is expected that she will finish by the end of the week. The Angeles has been in port since June 25 awaiting propeller blades from the East.

Following the Angeles the steamship West Nivaria will clear for the Orient. She will take a large shipment of railroad material for Japan in addition to general cargo and lumber laden at Gray's Harbor.

SEATTLE PORT AUTHORITIES

TO INSPECT PORTLAND PORT

Port authorities of Seattle will visit Portland August 19, 20 and 21 to inspect harbor improvements and shipping developments of the last 12 months in this district, according to advice received Wednesday by the commission of public docks. The Seattle port officials have not been in Portland for many months and will obtain first-hand information of what the shipping developments are in this district.

ALL ALONG THE WATERFRONT

The Japanese steamship Kongosan Maru will finish loading Thursday and will clear Friday morning. She has on board 2,450,000 feet of lumber and 1000 tons of railroad equipment, loaded at Portland. In addition she has 100,000 feet of California cedar. She will proceed direct to Shanghai.

The Japanese steamship Tomiura Maru will complete cargo Tuesday and will sail for Japanese ports with a full cargo of lumber.

The steamship West Cayote of the Williams, Dimond line from London, is due off the river August 10.

Louis Wachsmuth, manager of the Oregon Oyster company and heavily interested in deep sea fishing, will leave

We Can All Have a New Suit Every Day

Washington, Aug. 5.—(I. N. S.)—Sixty cents for a suit—that is Germany's plan for a suit. The department of commerce is advised Germany is planning the shipment of paper suits to this country.

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News of the Port

Arrivals August 5

Ryder Hanley, American steamer, from San Francisco.
Tiverton, American steamer, from San Francisco, general.

MARINE ALMANAC

Weather at River's Mouth

North Head, Aug. 5.—Conditions at the mouth of the river at noon—Weather, dense fog. Wind, north 20 m. Sea, obscured by fog.

Positions of Vessels

Radio reports from North Head give positions of the following vessels at 8 p. m., August 4:

Callo, San Francisco for Portland, 50 miles south of Columbia river.

Governor, San Francisco for Seattle, 125 miles north of Blanco.

El Sagundo, Point Wells for San Pedro, 81 miles north of San Pedro.

West Tugus, San Francisco for Seattle, 217 miles from Seattle.

Richmond, Port San Luis for Seattle, 326 miles from Seattle.

Willamette, Everett for San Pedro via San Francisco, 255 miles from Everett.

Porter, Everett for Gaviota, 227 miles from Everett.

Boohyalla, Seattle for San Francisco, 145 miles from Cape Flattery.

TRANSPORTATION

INTERNATIONAL MERCANTILE MARINE LINES

AMERICAN LINE

NEW YORK—CHERBOURG—SOUTHAMPTON

New York, Aug. 21/Sept. 18/Oct. 16

St. Paul, Aug. 21/Sept. 25/Oct. 23

Philadelphia, Sept. 4/Oct. 5/Oct. 30

NEW YORK—HAMBURG

Xongkong, Aug. 14/Sept. 25/Oct. 23

Manchuria, Sept. 11/Oct. 30/Dec. 11

PHILADELPHIA—QUEENSTOWN—LIVERPOOL

Haverford, Sept. 3/Oct. 15/Nov. 26

RED STAR LINE

NEW YORK—SOUTHAMPTON—ANTWERP

Kronland, Aug. 14/Sept. 18/Oct. 23

Lapland, Aug. 21/Sept. 25/Oct. 30

Finland, Aug. 28/Oct. 2/Oct. 25

Zeeland, Sept. 4/Oct. 9/Oct. 18

For reservations and tickets apply to local agents or Company's Office, C. P. Sargent, 619 Second Ave., Seattle. Phone Main 115

WHITE STAR LINE

NEW YORK—CHERBOURG—SOUTHAMPTON

Adriatic, Aug. 14/Sept. 18/Oct. 16

Olympic, Aug. 21/Sept. 25/Oct. 23

NEW YORK—QUEENSTOWN—LIVERPOOL

Mobile, Aug. 14/Sept. 18/Oct. 23

Celtic, Aug. 21/Sept. 25/Oct. 30

NEW YORK—GIBRALTAR—NAPLES—GENOA

Canopus, Aug. 14/Sept. 18/Oct. 23

Cretic, Aug. 21/Sept. 25/Oct. 30

WHITE STAR-DOMINION

MONTREAL—QUEBEC—LIVERPOOL

Megantic, Aug. 21/Sept. 18/Oct. 16

Canada, Aug. 21/Sept. 25/Oct. 30

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