PORT OF PORTLAND RE-ELECTS HEADS

Report for 1912 Shows That Public Drydock Made Profit of $2736.32.

DREDGE MAY BE INSURED

Columbia Is Engaged in Digging to North of Sand Island—Statistics as to Coal Used Here in Year Gathered.

In the reorganization of the Port of Portland Commission yesterday, a proceeding that was largely perfunctory except for seating Captain E. W. Spencer, the only new member, the incumbents of different offices were re-elected and the same committee appointments made.

Erskine Wood, of counsel for the Port, administered the oath in compliance with certificates received from Salem after the last Legislative Assembly had confirmed the present personnel.

S. M. Mears remains as president, R. D. Inman vice-president, Joseph Goodman secretary, and D. C. O'Reilly treasurer.

A communication was received from E. H. Dodge, the outgoing member, in which he expressed pleasure in having been associated with the Commission and said that he retained the same interest in its affairs and would be ready always to assist in furthering its objects.

Operations Are Shown.

M. Talbot, general manager, presented a report of operations for 1912 and a comparison with 1911. The statement sets forth that in 1912 the operating expenses of the public drydock were $14,671.01 and the earnings $17,407.33, while in 1911 the expenses were $12,124.42 and the earnings $16,075.69. The installation of additional machinery and facilities last year increased the expenditures.

Overhauling and repair work, together with greater outlay demanded, as they were in competition with the Puget Sound Tugboat Company, were features taken into consideration in the towage department, yet expenses for 1912 were $28,570.79, against $37,459.36 the year before. The earnings for 1912 were $56,617.18 and in 1911 they reached $84,111.60.

In the dredging department earnings for 1912 were $49,111.74 and in 1911 they were $25,793.05 and material handled on a wardage basis in 1912 was 3,417,379 yards, against 3,360,508 in 1911. Expenses for operating the launch Marie were lowered from $2159.38 in 1911 to $1675.40 last year. The increase in operating expenses of the drydock was $2546.59 and in the towage and pilotage department $9024.92, but the decrease in the dredging department was $34,159.29 and on the launch Marie $438.98, so the total decrease reached $23,026.76.

Opposition Withdraws Tug.

Opposition in towage and pilotage at the mouth of the river ended February 22 with the withdrawal of the last tug of the Puget Sound Tugboat Company's fleet, so the ensuing year promises to be less expensive to a small extent, thought an efficient service will be maintained. The dredges Columbia and Willamette are under contract to the Government for several months and the Commission only has the Portland, which will be placed in service soon after a general overhauling.

A report was presented that efforts are being made to obtain marine insurance on the dredge Columbia in the sum of $150,000, as she is engaged in digging a channel north of Sand Island, where stormy conditions may be encountered. The dredge is now covered by about a third of the amount.

Statistics are being compiled as to the probable amount of coal that will be used here in a year by liners and tramp steamers, and when it is ascertained definitely how much fuel can be obtained in British Columbia, also the price, a detailed report will be made.

Towboat to Be Supplied.

At the instance of the Royal Mail Steamship Company, which will start the new Oriental service from Portland in April with the British steamer Harpagus, the Commission amended a resolution passed last year granting the company free pilotage over the Columbia River bar, and will furnish a towboat for shifting the liners in the harbor. The same concessions were made to the Hamburg-American fleet, which will have its first steamer here in May, the Sithonia.

YUCATAN TO CARRY FREIGHT

Geo. W. Elder Will Be Laid Off for Overhauling.

As soon as oil burners are installed and other changes made the steamer Yucatan, which C. P. Doe, head of the North Pacific Steamship Company, acquired after she was wrecked in northern waters about two years ago, will be placed on the run between Portland and California ports as a substitute for the steamer Geo. W. Elder, which is to be overhauled and have new boilers installed.

The Yucatan will be used for transporting freight, as her passenger accommodations were not rehabilitated since the accident. It is said the company contemplates maintaining a force of carpenters aboard while in transit and the cabins will be rebuilt and staterooms rearranged.

CAMINO BRINGS BIG CARGO

Half of Steamer's Load Made Up of Steel From East.

On the arrival of the Arrow line steamer Camino she will have 700 tons of steel from New York to discharge here, the shipments being about evenly divided between the Willamette Iron & Steel Works and the Northwest Steel Company. She has 500 tons of bonded cargo and 850 tons of other freight from the Atlantic side.

This is one of the largest cargoes brought for the American-Hawaiian fleet, for which the Arrow line acts in handling business between here and San Francisco. On her last voyage here the Camino had little Atlantic Coast cargo, as she missed connections with the big freighters plying north from the western end of the Tehuantepec railroad.

CARGO FLEET BEING FORMED

Importers Take Sailors to Load Abroad for Coast.

Talk of general cargo being moved from Europe to the Pacific Coast in steam bottoms in preference to windjammers has not deterred chartering of the latter, for yesterday Balfour, Guthrie & Co. took the French bark Hoche, a trader known here, to load at Newcastle-on-Tyne. A few days ago the French bark Ernest Legouve, also a well-known carrier on this Coast, was engaged to load general cargo at Glasgow.

In favor of steam tonnage, though freights are higher on them, importers point to the fact that insurance is lower and owners can estimate that in 90 days their freight money is in hand.

STORM DAMAGES DEFENDER

Schooner's Upper Works Suffer in Twelve-Day Blow.

SAN FRANCISCO, March 13.—Battered by sledge hammer seas and torn by 12 days of continuous struggle with a northeast hurricane the schooner Defender with a cargo of sugar from the Hawaiian Islands, was towed into port today, shaved clean of her upper works but yet staunch and seaworthy.

The Defender left the islands February 18 and ran into the gale, which rapidly increased to a hurricane, when seven days out. For 12 days she was on her beam ends. Two jibs, her foresail and mainsail were torn from the gaskets; her rails and forward deckhouse were carried away; her skylights stove in; three big drums were washed overboard; the cabins were flooded and the cargo damaged by water.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Kansas City	San Francisco	In port
Alliance	Eureka	Mar. 14
Breakwater	Coos Bay	Mar. 16
Roanoke	San Diego	Mar. 16
Bear	Los Angeles	Mar. 18
Rose City	Los Angeles	Mar. 23
Geo. W. Elder	San Diego	Mar. 23
Beaver	Los Angeles	Indef't

To Depart.

Name.	For	Date.
Paralso	Los Angeles	Mar. 14
Yale	S. F. to L. A.	Mar. 14
Tamalpais	San Francisco	Mar. 14
Multnomah	San Francisco	Mar. 15
Willamette	San Diego	Mar. 15
Harvard	S. F. to L. A.	Mar. 15
Klamath	San Francisco	Mar. 16
Alliance	Eureka	Mar. 16
Kansas City	Los Angeles	Mar. 17
Roanoke	San Diego	Mar. 19
Breakwater	Coos Bay	Mar. 19
Bear	Los Angeles	Mar. 22
Geo. W. Elder	San Diego	Mar. 26
Rose City	Los Angeles	Mar. 28
Beaver	Los Angeles	Indef't.

European and Oriental Service.

Name.	From	Date.
Crown of Sev'le	Victoria	Mar. 25
Harpagus	Seattle	April 1
Sithonia	Hamburg	May 13
Kina	London	June 5
Falls of Orchy	London	June 29
Saxonia	Hamburg	June 25
For		
Crown of Sev'le	Orient	Apr. 5
Harpagus	Orient	April 22
Sithonia	Hamburg	May 16
Falls of Orchy	Orient	June 30
Saxonia	Hamburg	Jun 30

Marine Notes.

Information reached E. R. Budd, superintendent of the O.-W. R. & N. water lines, yesterday, that the steamer Harrison has resumed running on Coeur d'Alene Lake, ice having broken there. The steamer Elmore, which was taken from the boneyard here last week to assist on the Portland-Astoria run, was ordered out of commission yesterday.

Captain H. T. Groves, superintendent of dredging for the Port of Portland, left last night for the lower harbor to visit the dredge Columbia, working on the Sand Island channel. He said she was not bothered by the blow of Wednesday, which attained a velocity of 40 miles an hour at North Head.

Bound for Dublin, the British ship Cambrian Princess left down yesterday in tow of the steamer Ocklahama, carrying 138,866 bushels of wheat valued at $124,979. The French bark Vendee, loading barley at Irving dock, is to finish tomorrow. The German ship Steinbek shifted yesterday from the North Bank dock to Montgomery dock No. 1.

Harry Campion, superintendent of towage and pilotage for the Port of Portland, was informed yesterday that the ship Reuce, of the Alaska cannery fleet, would be towed to sea Monday. The ships W. B. Flint and St. Nicholas are loading here and the Levi G. Burgess and Berlin will be towed from Goble to Portland to load the latter part of the month.

In a message to the Merchants' Exchange yesterday it was stated that the British steamer Robert Dollar, bound from Portland to the Orient with lumber, wheat and flour, had her steering gear disabled when 70 miles off Willapa Harbor and was being towed to Seattle by the tug Goliah.

Movements of Vessels.

PORTLAND, March 13.—Sailed—Steamer Carlos, for Los Angeles; British ship Cambrian Princess, for Dublin.

Astoria, March 13.—Sailed at 5:30 A. M.—Steamer Geo. W. Elder, for San Diego and way ports. Sailed at 1:30 P. M.—Steamer Rose City, for San Francisco and San Pedro. Arrived at 6 P. M. and left up—Steamer Kansas City, from San Pedro and San Francisco.

San Francisco, March 12.—Sailed at midnight—Steamer Hoquiam, for Portland.

Seattle, March 13.—British steamer Robert Dollar, from Portland, for Yokohama; bad steering gear disabled 70 miles off Willapa Harbor. Proceeding to Seattle in tow tug Goliah.

San Diego, March 12.—Arrived—Schooner Irene, from Columbia River.

Eureka, March 13.—Sailed at noon—Steamer Aurelia, for Columbia River.

Coos Bay, March 13.—Arrived—Steamer Breakwater, from Portland.

Callao, March 12.—Arrived previously—Peruvian ship G. Marzini, from Portland.

Seattle, Wash., March 13.—Arrived—Steamers Inaba Maru (Japanese), from Yokohama; Bertha, from Southeastern Alaska; Tiverton, from San Francisco. Sailed—Steamers Spokane, for Skagway; Solveig (Nor.), for Australia.

San Francisco, March 13.—Arrived—Schooner O. M. Kellogg, from Aplia. Departed—Steamers Belvedere, for whaling cruise; San Jose, for Ancon; Tampico, for Comox; Atlas, barge 93, for Seattle; Hilonian, for Honolulu, via Seattle and Tacoma; Fort Bragg, for Grays Harbor; Henry T. Scott, for Port Ludlow; schooners City of Papete, codfishing; Salvador (Mexican), ex-William Renton, for Aberdeen.

Punta Arenas, March 10.—Passed—Sakgarah, from Seattle and San Francisco, for Hamburg.

St. Vincent, C. V., March 13.—Arrived—Bellgrano, from San Francisco, for Hull.

Antwerp, March 12.—Sailed—Crown of Seville, for San Francisco.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind northwest 14 miles; weather, cloudy.

Tides at Astoria Friday.

High.	Low.
4:16 A. M.. 8.4 feet	11:23 A. M.. 0.8 feet
5:57 P. M.. 3.5 feet	10:32 P. M.. 2.7 feet

REPORTS FROM VESSELS

By Marconi Wireless.

Steamer Camino, 20 miles south of Cape Blanco at 6 P. M., March 13.

Steamer Oleum, 224 miles north of San Francisco, 6 P. M., March 13.

Steamer Persia, San Francisco to Yokohama, 1447 miles out, 8 P. M., March 12.

Steamer Sierra, Honolulu to San Francisco, 510 miles out, March 12, 8 P. M.

Steamer Ventura, San Francisco to Honolulu, 90 miles out, 8 P. M., March 13.

Steamer Enterprise, Honolulu to San Francisco, 422 miles out, 8 P. M., March 12.

Steamer Chanslor, Monterey to Portland, 326 miles south of Columbia River at 8 P.M., March 13.

Steamer Fenwick, San Pedro to Astoria, 25 miles south of Cape Mendocino, 8 P. M., March 13.

SteamerCatania, Seattle to San Luis, off Port Crescent at 6 P. M., March 13.

Steamer Watson will arrive at Seattle at 3 A. M., March 14.

Steamer Rose City, from Portland to San Francisco, off Cascade Head, March 13, 8 P. M.

AIM IS TO BRING TOURISTS TO CITY

Rosarians Suggest Visit to Rose Festival as Equal to European Tour.

CO-OPERATION IS ASKED

Workers See Way to Bring Travelers to Portland by Offering Best of Entertainment—Contributors Are Enthusiastic.

"Why should American tourists, pleasure seekers and globetrotters spend $500,000,000 a year in steamship and railroad fare and luxuries abroad when they can see greater scenic and other forms of attractions at home than they can in the old world?"

This is the question that is being put to the business men, the property owners and members of the professions by the Royal Rosarians in their campaign to secure a $100,000 fund for the next Rose Festival, which will be held the week of June 9 to 14.

Data has been provided by the Rosarians to show that the average American has been in the habit of pouring his extra money into trips abroad and until the last year or so no effort has been made by the railroads or other agencies to try to divert this enormous business from the time-honored paths across the seas.

Every one of the generals and captains who are now out in the field hustling to secure subscriptions for the Rose Festival has been supplied with a detailed outline of the situation and has been advised by the finance commitee to impress upon the minds of the prospective contributors the urgent necessity of starting a "back fire," to convince the public that, with the proper co-operation and support, that much of the money that is now being poured into European coffers can be held here at home and that the spenders will derive as much pleasure and benefit.

Purpose to Attract Americans.

The purpose of the Rosarians is to show the American people that there is no greater and more attractive event to be found anywhere than can be enjoyed right here in Portland during Rose Festival week.

One business man who has never given a cent to the Rose Festival in the past and who conducts a modest little shop called at headquarters yesterday and notified the committee that he wanted to hand over $25 and he thought he would be able to induce friends of his to add another $50 to the fund. Under the official apportionment this man had been set down for a contribution of $10 and that was all that the committee expected. He not only handed over his $25 in cash, but said he was willing to put in two or three whole days to help the campaign along.

"Don't bother about having your Rosarian man come around; just put me down for $100 and let it go at that. I gave $50 last year because I wanted to be a good citizen, and if it comes down to real grubbing, I'll get out and do what I can to help the campaign." That was the context of one of the many letters received at headquarters yesterday.

"I know where I can get you at least $50 where you never got a cent before," telephoned another man who has been a consistent contributor.

Employes May Contribute.

"We have a pretty long list of employes in our shop and I know that a majority of them will put in their little 'bit' to show they have the right loyal spirit," wrote another man who has always given liberally himself and who asked for more information about the plan for securing small subscriptions of a dollar or two.

"We like the spirit the people are showing toward the Rose Festival," said Chairman Hy Ellers last night. "If our citizens would only realize the fact that the annual Rose Festival is the most wonderful celebration of its kind in America and would appreciate the fact that it is unsurpassed for its amusement, entertainment and educational value and a bigger attraction for tourists than anything the whole Pacific Coast has to offer, it would be a long step forward, but we simply have got to educate our business men, our heavy property owners and the thousands of people engaged in the trades and professions, so that they will understand that what we are doing is for the general good of everybody and for the glory and uplift of our Rose City."

RAILROADS TO REDUCE RATES

Fare of One and One-Third for Round Trip Is for Festival.

Rates of one and one-third fare for the round trip from points in the Northwest to Portland will be made by all the railroads entering this city on account of the Rose Festival, June 9 to 14.

This action was taken at the meeting of the North Pacific Coast Passenger Association at Spokane on Tuesday.

The sale dates for the Festival on the Southern Pacific and Oregon Electric between Eugene and points north will be every day from June 8 to 13, inclusive. On the O.-W. R. & N. main line and the North Bank west of The Dalles and Grand Dalles sales will be made on the same dates. In all other territory in Oregon, Washington, Idaho and British Columbia tickets will be sold on June 8, 9, 11 and 13. The final return limit on all these sales will be June 16.

These rates also will apply for the Montamara Festo at Tacoma, July 2 to 6, and for the Golden Potlatch at Seattle, July 14 to 19.

Among the Portland passenger men who attended the meeting were William McMurray, general passenger agent, and A. C. Martin, assistant general passenger agent of the O.-W. R. & N. Company; A. D. Charlton, assistant general passenger agent, and E. C. Robbins, chief clerk in the general passenger department of the Northern Pacific; R. A. Crozier, of the North Bank and affiliated lines, and J. A. Ormandy, of the Southern Pacific.

BLANCO LIGHT IS ORDERED

New Moves Planned Regarding Certain Lower River Aids.

Announcement was made yesterday by Henry L. Beck, inspector of the 17th lighthouse district, that the Bureau of Lighthouses has ordered a change in the Cape Blanco light to be made in the Fall and next month there will be a few in the Columbia River, the official outline being as follows:

Cape Blanco light station—Characteristic of light to be changed, about November 1, 1913, from fixed white to occulting white, showing group of two occultations every 20 seconds, thus: Light, 13 seconds; eclipse, 2 seconds; light, 3 seconds; eclipse, 2 seconds, without other change.

Columbia River, inshore channel from Astoria to Tongue point—Buoyage, changes to be made in numbers, without other change, at an early date.

Middle ground south side buoy, 3 first-class can, to 1.

Middle ground south side buoy, 5, first-class can, to 3.

Middle ground south side buoy, 7, first-class spar, to 5.

Changes to be made in aids to navigation, about April 1, 1913:

Main channel from Tongue Point to Jim Crow Point—Beacon 2 light, to be moved about 175 yards 23 degrees true to position of channel east side buoy, 6, which will be discontinued. Light to be about 20 feet above water, shown from a white cross arm on a red pile dolphin, in about 16 fathoms of water, surmounted by red square targets, with "2" in white, set at right angles to channel.

Jim Crow Point to Walker Island—Puget Island light to be established; a fixed red light of about 15 candlepower, about 20 feet above water, shown from a cross arm attached to a tree on the southwesterly point of island.

Walker Island bar channel to Martin Island—Cowlitz River Light to be established; a fixed red light, of about 15 candlepower, about 16 feet above water, shown from a white cross arm attached to an unpainted pile dolphin in about two fathoms of water, on shoal extending westerly from Cottonwood Island.

Dowelhower light to be discontinued.

Above mouth of Willamette River—Ryan's Point light to be established; a fixed white light, of about 45 candlepower, about 30 feet above water, shown from a white arm attached to a tree on point.

Fisher's Dock light to be established; a fixed white light, of about 40 candlepower, about 15 feet above water, shown from a white arm attached to the corner of the house on the wharf at Fishers Landing. Illuminating apparatus are to be post lanterns burning oil.

BIBLICAL MOTION FILMS BEGIN AT HEILIG SUNDAY

"From the Manger to the Cross," Reverent Picture Life Story of Jesus of Nazareth to Be Holy Week Attraction Every Afternoon and Night.

SCENE FROM BIBLICAL MASTERPIECE, "FROM THE MANGER TO THE CROSS."

"FROM the Manger to the Cross," a reverent motion picture life story of Jesus of Nazareth, produced at a tremendous expense in authentic locations in Palestine and Egypt, will be exhibited for seven afternoons at 3 o'clock and seven evenings, 8:30, at the Heilig Theater, Eleventh and Morrison streets, beginning next Sunday.

The tremendous undertaking entered upon by the producers of this film, containing about 80,000 photographs, has required eight months of artistic industry, the employment of specialists in authoritative research, 40 actors, hundreds of supernumeraries, droves of sheep and a caravan of camels—a kaleidoscopic procession — no effort nor expenditure has been spared to achieve the realization of a high ideal.

All of the many authorities upon the subject were consulted, and the works of the late Dr. Schick and Tissot, the great French painter, who spent 12 years in the Holy Land when he was painting his remarkable series of religious pictures, were found most helpful. The furniture used in the various scenes was specially made to resemble, as far as possible, that used at the start of the Christian era, while the apparel of the various actors was designed by and made under the direction of a tailor of Cairo, who is the greatest expert on ancient Eastern dress, and who went especially to Palestine to co-operate with the producers.

FAVORABLE VERDICT OF JUDGE E. L. WALKER

Prominent Texas Jurist Passes Favorably on Tests of Plant Juice.

The following statement is from Judge E. L. Walker, of 2115 Trinidad street, Dallas, Tex. Judge Walker has lived in Texas fifty-one years and was formerly County Judge at Breckenridge, Stevens County. He has found Plant Juice to be all that is claimed for it, as his statement shows:

"Nothing has ever given me such quick relief from rheumatism as Plant Juice. I have long suffered from rheumatism in my back. The pain was almost constant and at times most severe. One bottle of Plant Juice has relieved me as nothing else ever has. I am still taking it, and feel assured that it will eventually cure me. I am glad to recommend this most excellent preparation."

People everywhere are being cured of rheumatism, just as Judge Walker was. It is a most potent solvent of uric acid, that poison which escapes from weak kidneys and causes rheumatism. All catarrhal conditions and ailments of the stomach, liver and kidneys are permanently relieved by the use of Plant Juice. It is a vegetable tonic made from the juices of medicinal plants and herbs and will do you more good than anything you have ever tried. The Plant Juice man is at the Owl Drug Co., 7th and Washington streets. Try a bottle. Your money back if it does not help you.

BERGGREN MAKES ESCAPE

St. Paul Lad of 12 Makes Second Getaway but Is Captured.

Caught shoplifting and with $15 worth of goods in his possession at the Meier & Frank store Wednesday after his first escape from the detention home Leo Berggren, a lad of 12, whose home is in St. Paul, Minn., was taken back to the institution, but made his second "getaway" yesterday. He was taken into custody again at the home of his sister, Mrs. D. T. Lyons, 328 Clay street.

He complained to Superintendent Baker of the home yesterday, that he was suffering from stomach trouble and induced Mr. Baker to go after a hot-water bag for him. The superintendent saw that the boy had little clothing on and "took a chance." When he returned he realized that he had made a mistake. Berggren had his clothes rolled up in a bundle and had "skipped," putting on his clothing after he got a safe distance away.

Aubert Continues Campaign.

MONTEREY, Mex., March 13.—General Trucy Aubert with 1800 men arrived from Saltillo yesterday and after a conference with Generals Trevino and Mier left for Monclova, where he will continue the campaign against the Carranzistas. Monclova, Musquiz and Ciudad Porfirio Diaz are still in the hands of the rebels.

Hooray! Baby To Rule the House

No Longer Do Women Fear The Greatest of All Human Blessings.

It is a joy and comfort to know that those much-talked-of pains and other distresses that are said to precede child-bearing may easily be avoided. No woman need fear the slightest discomfort if she will fortify herself with the well-known and time-honored remedy, "Mother's Friend."

This is a most grateful, penetrating, external application that at once softens and makes pliant the abdominal muscles and ligaments. They naturally expand without the slightest strain, and thus not only banish all tendency to nervous, twitching spells, but there is an entire freedom from nausea, discomfort, sleeplessness and dread that so often leave their impress upon the babe.

The occasion is therefore one of unbounded, joyful anticipation, and too much stress can not be laid upon the remarkable influence which a mother's happy, pre-natal disposition has upon the health and fortunes of the generation to come.

Mother's Friend is recommended only for the relief and comfort of expectant mothers, thousands of whom have used and recommend it. You will find it on sale at all drug stores at $1.00 a bottle. Write to-day to the Bradfield Regulator Co., 130 Lamar Bldg., Atlanta, Ga., for a most instructive book on this greatest of all subjects, motherhood.

DR. STONE'S HEAVE DROPS

For the cure of heaves; a liquid medicine given in the feed, which the most fastidious horse will not refuse. From one to six bottles will cure the most stubborn case.

Price $1 per bottle, or 6 bottles for $5. For sale at all druggists or write to

DR. S. C. STONE, Salem, Oregon.

Cold in Head

Relieved in one minute. Money back quick if it doesn't. Get a 25 or 50 cent tube of

KONDON'S Catarrhal Jelly

Use it quick. Finest remedy ever offered for Cold in Head and Catarrh, Sore Nose, Coughs, etc. Twenty years of success. Why? No dope in KONDON'S. Sample free. Write quick. Address

KONDON MFG. CO., Minneapolis, Minn.

TODAY IS THE DAY GET YOUR BABY "ROYAL" LOAF

Free from your dealer with your regular Royal loaf.

$2.00 Round Trip Fare $2.00

PORTLAND to SALEM

VIA THE

SOUTHERN PACIFIC — SUNSET — OGDEN & SHASTA ROUTES

FOR THE

FORMAL CELEBRATION

OF THE

SALEM BRIDGE OPENING

Saturday, March 15

Tickets on sale March 15, good for return March 15 and 16.

For further particulars as to train service call at City Ticket Office, 6th and Oak, Union Depot or East Morrison street.

JOHN M. SCOTT, General Passenger Agent

Low Rates From the East

FROM March 15th to April 15th, your Eastern friends can buy a one-way ticket via the Burlington to principal destinations in Oregon and Washington at low rates, such as

$38.00 from Chicago $37.00 from St. Louis
$30.00 from Kansas City, St. Joseph or Omaha

These tickets will be honored in through chair cars or tourist sleepers in any of the splendid trains which the Burlington runs from the East through the Northwest.

WESTBOUND THROUGH TRAINS

Oriental Limited:
Daily through train via Burlington-Great Northern, from Chicago to the Northwest via St. Paul, Minneapolis.

Northern Pacific Express:
Daily through train via Burlington-Northern Pacific, from Chicago to the Northwest, via St. Paul, Minneapolis.

Great Northern Express:
Daily through train via Burlington-Great Northern from St. Louis, Kansas City, Omaha and Denver, via Billings, to Spokane, Portland, Puget Sound.

Puget Sound Limited:
Daily through train via Burlington-Northern Pacific, from St. Louis, Kansas City, Omaha and Denver, via Billings, to Spokane, Portland, Puget Sound.

Burlington Route

Residents in the Northwest desiring to arrange for the transportation (including, if necessary, the traveling expenses) of their Eastern friends or relatives, can easily arrange through my office to have the same delivered by the initial railroad agent at any Eastern point.

A. C. SHELDON, General Agent, C. B. & Q. R. R. 100 Third St., Portland, Or.

The Neal Treatment

Cures the Liquor Habit

The Treatment That Makes Happy Homes.

The Neal treatment has brought health, happiness and prosperity to thousands of men and women. Let us furnish you references. This great mission and work of the Neal is to reach and save the able, bright and successful man who finds it necessary to take more drinks every day in his efforts to overcome "craving" for liquor and nervousness. Neal institutes are established in 60 principal cities. No hypodermic injection or bad after effects. Treatments arranged for at the home, hotel or club for those who prefer. The NEAL is a home-like place. Guests have all the comforts of home. Everything strictly confidential. For full information, call, write or phone Neal Institute, 340 College, cor. 7th. Phone Marshall 2400.

A Complete Cure of Bladder Trouble.

I am pleased to testify to the merits of Dr. Kilmer's Swamp-Root, which I had occasion to use for bladder trouble, which my physician was unable to relieve.

Four fifty-cent bottles of your remedy effected a complete cure.

Yours truly,
PETER VAN DEINSE,
Greenville, Mich.

State of Michigan, County of Montcalm } ss.

The foregoing has this 12th day of July, 1909, been subscribed and sworn to before me, a Notary Public in and for Montcalm County, Michigan.
FRED A. GLEASON,
Notary Public.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

Prove What Swamp-Root Will Do For You

Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince anyone. You will also receive a booklet of valuable information, telling all about the kidneys and bladder. When writing, be sure and mention The Portland Daily Oregonian. Regular fifty-cent and one-dollar size bottles for sale at all drug stores.

SYNOPSIS OF THE ANNUAL STATEMENT OF THE

American Union Fire Insurance Co.

of Philadelphia, in the State of Pennsylvania, on the 31st day of December, 1912, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

Capital.

Amount of capital stock paid up..$ 500,000

Income.

Premiums received during the year	$1,028,701.13
Interest, dividends and rent received during the year	35,079.63
Income from other sources received during the year	10,743.80
Total income	$1,074,524.56

Disbursements.

Paid for losses, endowments, annuities and surrender values	578,492.42
Commissions and salaries paid during the year	338,212.80
Taxes, licenses and fees paid during the year	54,454.53
Amount of all other expenditures	33,296.86
Total expenditures	$ 998,456.10

Assets.

Market value of real estate owned	$ 24,000.00
Market value of stocks and bonds owned	450,257.50
Loans on mortgages and collateral, etc.	88,650.00
Cash in banks and on hand	268,509.84
Net uncollected and deferred premiums	341,699.81
Other assets (net)	25,081.30
Total assets	$1,202,498.45
Total assets admitted in Oregon	1,202,498.45

Liabilities.

Net reserve	$ 547,708.94
Total policy claims	80,297.55
All other liabilities	7,120.00
Total liabilities exclusive of capital stock of	$ 635,126.49
Total insurance in force December 31, 1912	$1,005,001.65

Business in Oregon for the Year.

Total risks written during the year	$ 506,781.00
Gross premiums received during the year	12,068.01
Premiums returned during the year	1,742.22
Losses paid during the year	3,868.28
Losses incurred during the year	3,367.13
Total amount of risks outstanding in Oregon December 31, 1912	506,781.00

AMERICAN UNION FIRE INSURANCE COMPANY.
By JAMES F. STONE, President.

Statutory general agent and attorney for service, S. D. Vincent, Portland, Oregon.

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