COOS BAY, Or., Jan. 10.—(Special.)— The steam schooner Yellowstone, delayed the day by rough weather, sailed today for

U. S. 'Naval Radio Reports.

Movements of Vessels.

PORTLAND, Jan. 10.—Arrived—Steamer Beaver, from San Pedro via San Francisco Salled—Steamer Norwood, for San Francisco

ASTORIA, Jan. 18.—Sailed at 2 A. M., steamer Daisy Putnam, for San Pedro, Ar-rived at 6:50 and left up at 9:10 A. M., steamer Beaver, from San Pedro via San Francisco

SAN FRANCISCO, Jan. 10 .- Arrived at 11

A. M., steamers Despatch, from Portland; Dalsy, from Columbia River. January 9.— Salled at 4 P. M., schooner Monterey, in tow of tug Navigator, for Portland.

SAN PEDRO, Jan. 10.—Arrived—Steamer Necanicum, from Columbia River, January I.—Arrived, steamer Cellio, from Puget Sound via Actoria, Salled—Steamer Santiam, for Columbia River.

COOS BAY, Jan. 10.—Arrived at 10 A. M., steamer F. A. Kilburn, from San Francisco and Eureka for Portland.

pat on the bond as written.

The recent attack on Treasurer Turner by Mrs. C. E. Montgomery with a horsewhip was the basis of Chairman

Reavis' opposition.

telmina, for Honoluli

Francisco.

steam schooner Hardy sailed this
moon with lumber consigned to San

STRIKE SETTLEMENT SEEMS TO BE NEAR

Another Conference Between Special Committee and Mr. Bowles Is Due Today.

WORKERS' REPLY AWAITED

Various Crafts Meet to Considea Proposal for Union Iron Works Scale-Northwest Steel Plant Operates All Departments.

A conference between J. R. Bow les. president of the Northwest Steel Company, and the committee representing the striking metal workers at that plant probably will be held today, and it is possible that a settlement of the trouble may be made promptly.

Different crafts now out on strike met yesterday and considered the propesition made Tuesday by Prisident Bowles that the establishment will agree to pay the scale in effect at the Union Iron Works, San Francisco, a closed-shop concern.

closed-shop concern.

The unions met separately yesterday. They will hold further sessions today, when they either will register their egreement with Mr. Bowles' offer or they will make a counter proposition that is likely to be suftimitted to him today. He is waiting a, reply from the unions as to what they will do with his offer. The next mive is up to them.

What proposal the unions will make, in the event they do not a gree to accept the Union Iron World ; scale, they will not divulge until they have con-

will not divulge until they have conferred with Mr. Bowles.

After this conference a mass meeting of all the crafts will be called, and any tentative agreement between Mr. Bowles and the committee will be referred to the men for ratification. This mass meeting likely will be held to-

Mr. Bowles said yest rday that, considering material conditions, the plant was getting back to mormal. "Every tool is running today," he declared. He said this should not be understood as being to the effect that

the plant is operating as it did before the strike, as the night shifts are not now being worked.

As far as the Williamette Steel & Iron

As far as the will amette Steel & Iron Works is concerned, the strikers took no steps whatever nesterday. As President B. C. Ball does not care to treat with the unions, 'the unions can do nothing but leave Jaim alone, it is said. The strike, however, is still on against that esta blishment, but plant is said to have a large proportion of its normal force at work.

REES AND CUREW ARE SAVED

Portland Goes Down, but Steamer Brazil Effects : Rescue of Company.

Captain H. El. Rees, master of the steamer Portlar id, reported lost recent-ly off the Bers judas, is alive and well, as are all mem bers of the crew of that ship. They are on their way to Kirk-wail, England, aboard the steamer Bra-zil, which rescued them. But the Port-land is at the bottom of the sea.

land is at the bottom of the sea.

To Captain, Oliver P. Rankin, master of the steather Rose City, are many Portland fryends of Captain Rees indebted for the good news, for he sent word immediately on learning of their rescue, which reached San Francisco in a cablegiram from the French interests who of wheel the Portland.

The Port land plied biween this harbor and Ca lifering plants of the Globe

The Port and plied by the this harbor and Ca lifornia plants of the Globe Grain & Milling Company, after being brought from the East, until shortly after the var broke out, when she went to the Atb intic and several months ago was sold to French interests. She left Havre on her last voyage, November 22, and Discember 14 was in distress 78 miles off, the Bermudas, being reached December 16 by the Italian steamer two days, but in heavy weather the Portland broke away and disappeared December 18. The master of the Umbria regionted at Norfolk December 22 and it was assumed Captain Rees and the cree w had gone down with the ship.

McMinnville Millers to Buy Boat.

McMinnville Millers to Buy Boat.

M'M'NNVILLE, Or., Jan. 10.—(Special.) -- Managers of the two flouring mills at McMinnville, acting in conjunction with the warehousemen at Dayton and Newberg, are negotiating for the purchase of a steamboat of frong 100 to 150 tons carrying capacity. to ply the Willamette and Yamhill Rivers between Portland and McMinn-ville. One of the O. C. T. boats is the subject of consideration. The men in-terested are all heavy shippers, who conf emplate being able to load such a boal, the year around.

Lumber Schooner Chartered.

FIORTH BEND, Or., Jan. 10.—(Special)—The Bertie Minor, a salling schooner formerly in Coos Bay and Coquille River trade, is chartered for sevenal trips between Coos Bay and Honoluciu, carrying lumber for the North Band Mill & Lumber Company. The versel carries 350,000 feet of lumber, and her first trip will be made about the middle of January. The Bertie Milnor is expected in port this week from San Francisco.

Marine Notes.

Carrying 1200 tons of wheat for San Francisco, loaded by the Globe Grain & Milling Company, the steamer Norwood sailed at 6 o'clock last night on her last voyage from Portland this season. On being discharged in the south, she will load for Bellingham, there to be gotten ready for the 1917 Alaska season in the interest of her owners, the Pacific American Fisheries.

Montrina Cattleman Takes Friends

and Auto on Foldat's Packet. As far as Kalispel, Mont., has spread the menutation of Captain John Foldat and Purser Jack Pennington, of the McCormick flagship Wapama, as is evidenced by the fact that Hamilton Lete, a stockman of that region, with M1. and Mrs. D. H. Pierce as his guests, hs ve waited in the city until the sail it g of the ship today. Mr. Lee is ship ping two automobiles as well and the

party will Winter at Los Angeles.
Frank Bollam, Portland agent for the line, said yesterday the last ticket aboard the Wapama was sold at noon.
The J. B. Stetson has been listed to sail tomorrow and the Klamath goes Sunday, all in that service

BEAVER TO SAIL TOMORROW Schedule of Liner Arriving Yesterday Is Advanced One Day.

Spurred by knowledge that the sailing hour had been advanced one day,

UKULELE PLAYER ON BILL AT PANTAGES.



Wilbur Brown.

The dulcet-toned ukulele has broken into about everything, in cluding sorority houses and "frats."

According to ukulele history, it was Bill Bally who played the blooming thing down in Hono-lulu town, but it's "Bill" Brown who is playing it at Pantages this week, and the Pantages Bill has the Honolulu Bill looking like a six-spot in a pinochle deck, sort of out of place. Wilbur Brown plays it just like it had asked him to—kind of loose and carelesslike, and he gets a world of music out of it. He also plays what he calls a ukulele banjo.

For a banjo, it looks a bit anemic—not well, at all; but it gives
off most robust harmony, notwithstanding its miserable health.

........

er Northwestern, the latter discharging at San Francisco, as she was re-turned to her owners at Seattle after

MARINE INTELLIGENCE.

Steamer Schedule.

Name Di	From	Thata
Northern Pacific	c San Francisco	In non
	Los Angeles	
F A Kilburn	San Francisco	Jan I
	San Francisco	
	Los Angeles	
DI	E TO DEPART.	
Name.	For San Diego	Date.
Wapama	San Diego	Jan. 1
Northern Pacifi	c San Francisco	Jan 1
F. A. Kilburn	San F ancisco	Jan. 1
Yale	S.F. for L.AS	D. Jan. 1
	Los Angeles	Jan 1
	San Diego	Jan 1
	S.F. for L.AS	
	San Francisco	Jan 1

Company, the steamer Norwood saided at of ciclok last night on her last voyage from the south she will load for Bellingham, there to be gotten ready for the 1917 Alaska season in the interest of her owners, the Patherson of the Commission of the 1917 Alaska season in the interest of her owners, the Patherson of the 1917 Alaska season in the interest of her owners, the Patherson of the Commission of the South of Bunta Read.

In spite of all doubts that the Japanese steamer Unkai Maru Agua, San Pedro for San Francisco, or Portländ, a message from Seattle yesterday set is due about Sunday and loade lumber here for Bombay. About 500 tons of suit of the steamer British Columbia.

No. 5 is to reach here in a few days aboard the steamer British Columbia, and the San Pedro, 600 and 500 tons of suit pedro for San Pedro, 600 and the San Pedro, 600

WAPA MA IS KNOWN INLAND FINAL PAYMEN MADE ON CAPTO

Scandinavian Interests Say Norwegian Law Is Not Affecting Contracts Here.

MATTERS

A. Reimann Reports That Nearly \$2,000,000 Is on Hand to Pay Shipbuilders Who Are Behind on Construction.

Final payment made late yesterday at San Francisco on the new Norwegian steamer Capto, a vessel of 3575 tons net register, built for Stolt Nielsen, of Norway, is pointed to by A. Reimann, American representative of A. O. An-dersen & Co., as illustrating that legis-lation in Norway is not interfering with all ship contracts placed in the

In fact Mr. Reimann, who is spending the Winter here and from the Portland office is directing the affairs of the big Danish concern, being in touch by cable with Scandinavian interests daily, says he does not believe any financial says he does not believe any rinancial arrangements entered into with responsible Scandinavians will be effected in any manner, except such as in the case of the Capto, when details hinging on delivery were of a technical character and existing solely between the builders and the owner, not having to do in any way with Norhaving to do in any way with Nor wegian conditions.

Capto Relet for 200 Shillings. Capto was taken over under six months' charter by Andrew Weir & Co. at a rate of 35 shillings, the en-gagement being negotiated through A. O. Andersen & Co. at 200 shillings for a voyage to Bombay, and she loads a lumber cargo of \$,500,000 feet at Wau-na, Westport and Linnton. She was to have put out from the Golden Gate last night and it is her maiden voyage. That a new Norwegian law obligates owners to invest 40 per cent of their profits in Norway, or otherwise pay a tax in that amount, has made it im-possible for owners to continue prompi-payments here, especially in cases re-ported in which it is said British owners have furnished 60 per cent and Nor-wegians promised to pay 40 per cent on new contracts, is said by Mr. Rei-

on new contracts, is said by Mr. Reimann not to apply in any way to contracts they have handled.

The company has contracted for six
steel vessels with the Albina Engine &
Machine Works, in which it is interested; also eight Wooden auxiliary
schooners are provided for at the McEachern Ship Company's plant at Astoria, which A. O. Andersen & Co. controls, and Mr. Reimann asserts financial arrangements for them are positively assured. Commenting on the reports yesterday, he gave out the following statement:

Delay Not Financial. "The last payment for the Norwegian steamer Capto had arrived in this coun-try and was only withheld owing to a technical question between the builders and the owners' technical repre-sentative, pending final instructions from Norway, which were received yesterday.

"As to a report that 60 per cent British capital and 40 per cent Norwegian capital is interested in certain vessels, that certainly does not apply to any vessel contracted by or through us and, we have reason to believe, does not apply to any other contracts made in this

ountry for Norwegian account, "There is no reason to believe that any payments for contracts made with

fore Loading Cargo for Peru.

Jack Noyes, Portland manager for the Globe Grain & Milling Company, had reason to appreciate the saying, "It's an ill wind that blows nobody good," when he closed for the charter of the steamer Northland, which starts loading between 1300 and 1400 tons of wheat here today for San Pedro

delivery.

Mr. Noyes had taken space on the steamer Northwestern for January delivery of wheat in the south. On her to San Francisco she and the Northland were in collision. The Northland came here for repairs and was to continue to Grays Harbor to load lumber for Peru. On the North-western reaching San Francisco, after having completed the trip to San Pedro,

gineering Commission announced today that the U. S. A. transport Crook, now lying here waiting for repairs, will be used all of next season by the commission on a direct run from Seattle to Anchorage with supplies. She will sail on her first voyage

ASTORIA. Or., Jan. 10.—(Special.)—
Bringing 1750 tons of freight and about 290 passengers, the steamer Northern Pacific arrived today from San Francisco.

The motor schooner Sierra cleared today for San Pedro with 300,000 feet of lumber from Westport, 400,000 feet from Rainier and 500,000 feet from Portland. A report late this afternoon said she was fogbound in the lower harbor.

The schooner J. B. Stetson arrived last evening from San Prancisco and went to St. Helens to load lumber.

Bringing freight and passengers for Astoria and Portland, the steamer Beaver arrived this morning from San Francisco and San Pedro.

The steam schooner Williamette, from Grays Harbor, is reported outside the bar, being delayed by the dense fog.

STANDARD RATES FIXED

Plans of Operation to Be Provided - Strict Compliance With Rules Is Aim.

night.

The steam schooner A. M. Simpson arrived yesterday from San Francisco, but
stayed outside until today, when she entered. The Simpson will ship lumber at
the Buehner mills.

stayed outside until today, when she entered. The Simpson will ship lumber at the Buehner mills.

SAN FRANCISCO, Jan. 10—(Special.)—
The Hart-Wood Lumber Company has placed a contract with the Matthews Shipbuilding Company, of Hoquiam, for the construction of a large steam schooner for the coastwise lumber trade. The new craft will have a capacity of 1,500,000 feet of lumber and will be the largest vessel built in the Grays Harbor district.

The Matson liner Wilhelmina, with a full passenger list and capacity carge, departed today for Honolulu.

Strauss & Co. today chartered the French bark General De Negrier to carry a carge of destination of the bark is London or Ipsich, the rate of 155 shillings. If the port of destination of the bark is London or Ipsich, the rate of 150 shillings a ton will be paid. The bark arrived in this port on December 5, and it was originally intended to load the vessel with a carge of operating on an hourly basis. To cover this method of operating the driver will be required to fill out a card for display inside and outside his car and for filling with the city, giving his derwriters for the voyage.

U. S. Naval Radio Reports this method of operating the driver will be required to fill out a card for display inside and outside his car and for filing with the city, giving his exact charge for an hour or any part of an hour. He must fill out this charge and comply with it strictly. The driver and comply with it strictly. The driver fixes his own fare at what he wishes,

NORTH HEAD, Wash., Jan. 10.—Juneau, leaving Cordova for Latouche, noon, January 9. Dora, Cold Bay for Uyak, 20 miles east of Cold Bay 8 P. M. January 9. Tatoosh, towing Acapulco, San Francisco for Seattle, 25 miles south of Columbia River 8 P. M. January 9. Sinaloa, San Francisco for Tacoma, 120 miles north of Cape Blanco 8 P. M. January 9. Northwestern, Oleum for Seattle, 98 miles south of Columbia River 8. P. M. January 10. Mariposa, loading ore at Ellamar, noon, January 10.

SAN FRANCISCO, Jan. 10.—(Spatial) the residents want it. If the driver, for example, posts notice of a 15-minute haul for 5 cents, which is probably what will be done, the driver will have to go in any direction the passenger demands and will have to operate in accordance with the passenger's re-quest for the 15 minutes at the 5-cent SAN FRANCISCO, Jan, 10.—(Special.)— Deuartures—Releigh, Mare Island for San Diego, January 10. McCulloch, Eureka for Susalito, January 10.

Rates Must Be Uniform.

requiring the posted rate being to give the entire public the benefit of the same rates. If the drivers fall to post anything but a rate for an hour they will have to charge a full hour's fare. The new arrangement will force the jitneys to give exactly what they do not want to give, service elsewhere than along their present runs along the close-in limits of the main streetcar lines. The litneys in trying to gain the name of taxicabs, so as to evade the demands of the City Council that they obtain a franchise, have contended that they want to be low-fare taxicabs. The new system will enable them to become such but will force them to

ASTONIA, Jan. 9.—Arrived at 3 and left up at 5 P. M., steamer J. B. Stetson, from San Francisco. SAN FRANCISCO, Jan. 10.—Arrived—Steamers El Segundo, from Seattle; Pleiades, from Hongkong; Despatch, Dalsy, from Astoria; Oregon, Coronado, from Grays Harbor; Providencia, from Santa Rosalia, Sailed—Steamers D. G. Scofield, F. S. Loop, for Seattle; Adeline Smith, for Coos Bay; Wilbelmins, for Honolulu.

of the Jitney Drivers' Union, prepared a reply yesterday to a protest to the City Council, signed by 25 Willbridge residents, against the granting of an exclusive franchise to the union to operate jitneys over the Linnton run, which passes through Willbridge. The which passes through Willbridge. The has been placed on spruce by the Britannian was written by F. W. Knight one SEATTLE, Wash., Jan. 10.—Arrived— Steamers Stanley Dollar, from Nanaimo, B. C.; Admirai Schiey, from Vancouver, B. C. Salled—Steamer Valdez, for San Francisco; schooner Maid of Orleans, for Unga.

Walla Walla County Treasurer Wins
After Stormy Session.

WALLA WALLA, Wash., Jan. 10.—
(Special.)—After a stormy all-day session held behind closed doors the county Commissioners, by a split vote tonight, approved the \$300,000 bond of County Treasurer Gray Allan Statements.

Walla Walla County Treasurer Wins

After Stormy Session.

are dissatisfied with the service the jitney union is giving. We are sorry and would like to give you better service, but under conditions we are serving you as good as we can. You say that you have to wait one and two hours for a seat, and that we drove the streetcars off, and we ride passengers on the running boards, and that we are a menace. We would like to disagree with you on a few of these misrepresents of the service the fitting that will seriously be affected are the Multnomah Lumber and Box Factory, of Portland; the Clatsop Mill and the Astoria Box Factory, of Astoria; the Brighton Mills and smaller ones located in various parts of the streetcars off, and we ride passengers on the running boards, and that we are a menace. We would like to disagree with you on a few of these misrepresents of the service the fitting that will seriously be affected are the Multnomah Lumber and Box Factory, of Portland; the Clatsop Mill and the Astoria Box Factory, of Astoria; the Brighton Mills and smaller ones located in various parts of the office of District Attorney Conner, denying them the privilege of playing at the pool tables. He said that the action of the Brit- the School.

tonight, approved the \$300,000 bond of County Treasurer Guy Allen Turner.

The vote was two to one, Chairman J. L. Reavis voting against the accept
The vote was two to one, Chairman before we started to run. Also, we are not standing passengers on the runance while Commissioners A. C. Moore ning boards, and we are not a menace and D. C. Eaton voted to approve. S. What would you do if it were not for A. Mitchell, of Spokane, representing the little jitney running to Linnton? the National Surety Company, of New York, met with the board and informed them that his company would stand pat on the bond as written.

There would be a few more of you walking. Furthermore, we are not running to the bond as written. being only a way point.

Co-Operation Is Suggested

Seperate Cards for Each of Three

As soon as printers can turn out copies of new standard rate cards cov-ering the operation of taxicabs, for-hire cars and jitneys, the new regula-

so long as the rate is posted and is available to all persons slike.

The result of the system will be that parts of the city other than the present jitney runs will get jitney service if the residents want it. If the driver.

Reply to Protest of Willbridge Res-

west four miles.

TURNER'S BOND APPROVED

Misstatements Are Alleged.

To the residents of Wilbridge. We would be affected.

We would be affected.

To the residents of Wilbridge. We would be affected.

To the residents of wilbridge. We would be affected.

To the residents of wilbridge. We would be affected.

To the residents of wilbridge. We would be affected.

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To the residents of wilbridge. We would be affected.

To the residents of wilbridge. We would be affected.

To the residents of wilbridge. We would be affected.

To the vest Coast Lumbermen's Asso
of the West Coast Lumbermen's Asso
in the school.

"Now, if the residents of Willbridge cial.)—The cannery operated here by would like to charter a car and pay the the Oregon Packing Company has just would have one there at any completed the season's run. Read The Oregonian classified ads. I time that they see fit to travel. Or, if nery was opened last June and has

you had a telephone and would call up when you are standing in the rain and cold, we would come and get you. Why should we start out without a passen-ger and take a chance on getting some on the road? We are not mind readers. city to Be Ready Soon to Regulate Jitneys.

On the road? We are not mind readers. We don't know whether you are there or not. We do not believe there are 35 residents at Willbridge. If we depended on the people of Willbridge for support, we would starve to death or give up our cars and go to the poor-farm. "There are certain parts of the day that we load pretty heavy, but at other that we load pretty heavy, but at other times we are laying around waiting. We can't afford to run our cars at a loss over the road with two or three passengers. Taking all into considera-tion, we are giving the best service ob-tainable, according to the amount of money we are making."

CARVER JITNEY FRANCHISE UP

Measure Would Provide City-Wide Service and Transfers.

The first of three jitney franchises sought by Stephen Carver for a cityreading by the City Council yesterday The measure went over for 30 cowhen it will be voted on finally. The franchise acted on yesterday is for lines in the southeastern part of the city. Two others, one for the North East Side and the other for the

West Side, will be up in about ten days. The franchise considered yesterday has passed through the period of approval and official advertising, and can be started under it in 90 days from

PORTLAND AND PUGET SOUND TIM-REPMEN DISAGREE.

Northerners Think Order Does Not Affect Northwest Product-Local Men Less Sanguine.

SEATTLE, Wash., Jan. 10 .- The ofice of the West Coast Lumbermen's Association says that silver spruce, the importation of which for aeroplane stock has been prohibited by the British government, as reported by the British Consul in Portland, is not the Sitka spruce of Oregon and Washing-ton, which is in greater demand than ever before.

There has been no prohibition of importation of Sitka spruce from Oregon, Washington and British Columbia, ac-City Attorney LaRoche has ruled that a driver cannot charge more or less than his posted rate, the purpose of tried for aeroplane rods and has been ful of "California Syrup of Figs," and found unavailable, hence the exclu-

> Notice of an embargo by the British government on further imports of sliver spruce from the Pacific Northwest for aeroplane construction was received yesterday by Harry L. Sherwood, British Consul. During 1916 over 18,000,000

feet of spruce was exported from the Pacific Northwest for building aircraft, and it was understood large quantities of the same material had been contracted for 1917 delivery.

Consul Sherwood notified lumbermen yesterday of his advices, but could give no further explanation of the order. become such, but will force them to travel off their fitney routes when Clear spruce for aeroplane construction is valuable, quotations running from

\$80 to \$90 per thousand feet. Local authorities on lumbering so JITNEURS' SIDE IS GIVEN not credit the report from Puget Sound that the embargo is aimed at silver struct the embargo is affect at the embargo is

"I believe the prohibition will only be temporary," said Mr. Williams.

He said that the action of the British government would probably be followed by similar embargoes by the other entents allies. other entente allies.

CANNERY COMPLETES RUN Vancouver Plant Has Big Year and

Gain Is Expected in 1917. VANCOUVER, Wash., Jan. 10 .- (Spe-

Every bit of dandruff disappears after

CAN'T FIND DANDRUFF

YOUR SICK CHILD

wide jitney service with transfers, pro-tection bonds, modern buses and a schedule of service, was given first

Hurry, Mother! Remove Poisons

From Little Stomach, Liver Bowels.

> "California Syrup of Figs" Give if Cross, Bilious or Feverish.



No matter what alls your child, gentle, thorough laxative should always be the first treatment given.

If your little one is out-of-sorts, half sick, isn't resting, cating and acting naturally—look, Mother! see if tongus is coated. This is a sure sign that the little stomach, liver and bowels are clogged with waste. When cross, irritable, feverish, stomach sour, breath sore throat, full of cold, give a tespoon-ful of "California Syrup of Figs," and in a few hours all the constipated poison, undigested food and sour bile gently moves out of the little bowels without griping, and you have a well play-ful child again. Mothers can rest easy after giving

this harmless "Iruit laxative," because it never fails to cleanse the little one's liver and bowels and sweeten the stom-ach and they dearly love its pleasant taste. Full directions for babies, children of all ages and for grown-ups printed on each bottle. Beware of counterfeit fig syrups. Ask

your druggist for a 50-cent bottle of "California Syrup of Figs." then see that it is made by the "California Fig S"rup Company."

been in operation most of the time since, employing as many as 300 per-sons at one time. It is to open this sons at one time. It is to open year about May 1, it is expected. cannery has been putting up Hood River apples for the past six weeks. A crew will be kept busy the re-mainder of the Winter labeling the canned goods, packing them for shipment, overhauling machinery and mak-ing improvements. It is probable that the cannery will be enlarged for next season's pack

Damascus School Resumes.

Salled—Steamer Valdez, for San Francisco; School Resumes.

Salled—Steamer Valdez, for San Francisco; School Resumes.

Salled—Steamer Valdez, for San Francisco; School Resumes.

Columbia River Bar Report.

NORTH HEAD, Jan. 10.—Condition of the bar at 5 P. M.: Sea, obscured; wind, northwest four miles.

Which passes through Willbridge. The reply was written by F. W. Knight, one of the drivers, and he says it has the approval of the drivers.

The Willbridge residents complained of the British government there was of the British government there was no distinction in the species of spruce and that the embargo meant that all terior a fresh coat of paint. Necessary

Vessels Cleared Yesterday. American steamer Norwood, 1200 tons heat for San Francisco.

WHEN YOU WAKE UP DRINK GLASS OF HOT WATER

Wash the polsons and toxins from system before putting more food into stomach.

Says Inside-bathing makes anyone look and feel clean, sweet and refreshed.

Wash yourself on the inside before breakfast like you do on the outside. This is vastly more important because the skin pores do not absorb impurities into the blood, causing illness, while the bowel pores do.

For every ounce of food and drink taken into the afomach, nearly an ounce of waste material must be carried out of the body. If this waste material is not eliminated day by day it quickly ferments and generates poisons, gases and toxins which are abthrough the lymph ducts which should suck only nourishment to sustain the body.

A splendid health measure is to drink, before breakfast each day, a glass of real hot water with a teaspoonful of limestone phosphate in it, which is a harmless way to wash these poisons, gases and toxins from the stomach, liver, kidneys and bowels; thus cleansing, sweetening and freshening the entire alimentary canal before putting more food into the stomach.

A quarter pound of limestone phosphate costs but very little at the drug store, but is sufficient to make anyone an enthusiast on inside-bathing. Men and women who are accustomed to wake up with a dull, aching head or have furred tongue, bad taste, nasty breath, sallow complexion, others who have bilious attacks, acid stomach or constipation are assured of pronounced improvement in both health and appearance shortly .- Adv.

Appeal to Reason

Ask any of the great army of Postum users what influenced them to try this beverage, and the reply nine times out of ten will be that they were convinced the caffeine and tannin in tea and coffee were harmful to health.

Some imagine it is hard to give up coffee and tea. But it isn't, with the delightful aroma and flavor of Postum at hand. This flavor somewhat resembles that of a high-grade Java coffee, but there is no coffee in Postum - only the nourishing goodness of wheat, skilfully processed with a small per cent of wholesome molasses.

Postum comes in two forms: Postum Cereal, which has to be boiled; Instant Postum-soluble-made in the cup, instantly. Some prefer one, some the other. Made right, they are alike delicious, and the cost per cup is about the same. There's better health, comfort and efficiency in

POSTUM

"There's a Reason"