PORTLAND SHIPPERS HOLD BIG MEETING

Conditions in Harbor Found Better Than Believed.

LONGSHORE COST TARGET

Speakers Seem to Think Towage and Pilot Service on River Is Entirely Satisfactory.

It-would appear from testimony offered that the preponderance of opininr was that the towags and pilotage
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the form that the preponderance of object commissioners and others believe, would
missioners and others believe, would
mot trouble if the jettles were finshed.

The Japane

the like. Strong argument also was advanced to the effect that closed-shop conditions were chargeable with the burden of alleged higher costs on cargo handling when compared with Fuget sound. Added to that was talk of the presence of "wobblies" among longshoremen on the extra list and longshoremen on the extra list and the like. Strong argument also was advanced to the effect that closed-shop conditions were chargeable with backed out of her berth into the Columbia by means of her own power. He said he thought Portland and Astoria being reported by a coast guard look-toria should get together and arrange out off Willapa Harbor that night, for a towboat service as far as Westport was concerned, probably Astoria port was concerned, probably Astoria taking care of the work.

conditions at San Francisco and on Fuget sound with reference to the same service and found charges about \$125. He suggested the port might subsidize some towbost to act in conjunction with the Portland when Touching

ship carried the cargo to Astoria, where it was discharged yesterday, and would be sent back to Portland by rall, so there would be the addi-

Delays Declared Considerable.

and clearing vessels, also came in for similar comparison on the part of Mr. Callan, and in the way of sugges-tions he offered a proposal that all offshore business be handled at Ter-

Changes Are Proposed.

That flock operation details be segregated from construction responsibilities; portable telephones be placed about a stip of a radio station at the foot of Stark street or at some cotter point in the harbor so ships could be reached by radio services while in port were other suggestions. Could be reached by radio services the made. Installation of a made. Installat

ried on at Astoria or at Port Townsend; erection of a shearleg gear at one of the terminals for lifting unusually heavy cargo, and the construction of a derrick barge with a lifting capacity of 40 to 50 tons, also were proposed. He suggested that the waterfront fire protection system be investigated and the wisdom of shifting one of the fireboats considered, so as to protect maritime risks better; that the pass system be established on all docks, so the movement of all persons and rigs could be checked, and perhaps a halt placed on the pifering of cargo. He also proposed the improvement of North

that they could be attributed to an UMPQUA FOLK DISAPPOINTED extent to the fact a closed-shop con-dition existed, whereas Astoria and all other ports on the coast, save Vancouver, E. C., were open-shop ceners. To "clarify the atmosphere" as re

present.

The longshoremen came in for a port was not always satisfactory, and share of criticism as to efficiency, he cited a recent case in which, he union rules governing overtime and said, an outside steamer charged \$200 the like. Strong argument also was for going there to assist a longer to the like.

Hired Tugbeat Suggested.

At the morning session K. D. Dawson of the Columbia Pacific pointed out that, while there had been criticism of charges made by the Port of Perland for the towboat Portland, a move costing \$85, he had investigated conditions at San Francisco and on Fuget sound with reference to the same service and found charges about as against close to 100 miles in the as against close to 100 miles in the

Figure sound with reference to the street solution of the solu

William C. McNaught, surveyor for the San Francisco board of marine underwriters, directed attention to the use of dunnage on ships these days, not lining, and said French ships that had been handled by Mr. Johnson's line offered holds for cereal shipments that were in such condition respecting tallow and other cargo stowed that it was necessary to have considerable time and expense cleaning the space for the safe transportation of grain and flour. He said that there to shoulder.

As to pilotage, he said he felt the pilots were worthy of their hire; yet that there should be an absorption of part of the pilotage cost. He said the average cost for piloting one of the Williams line in the river was \$350, and that a Luckenbach liner's pilotage would reach an average of \$150, while on Puget sound the pilotage was about \$100 on a vessel. A boatage charge of \$7.50 in effect at Astoria for taking a pilot from a ship or putting one aboard was objected to as an expense not assessed elsewhere.

Deleve Deleve Real the said that a Luckenbach liner's provided to the meeting he inspected the hold of a ship in which four to five inches of fuel oil floated on tank tops so that dunnage had to be used to protect cargo from the oil. James H. Polhemus, general manager of the Port of Portland, spoke from data prepared to show that the towboat Portland was used only about 10 per cent of the time in shifting vessels, and that the busiest period she had experienced in her career represented only 15 per cent of her time, yet she carried a double crew and was wailable for any time during each

Crossing Nearly Completed.

As to delays because of pilots, he told that there had been times when pilots at the entrance said conditions soutside were so rough that if a ship was taken to sea they would be unable to get off to the tag so as to return inside. He suggested the pilots be placed under the supervision of the Port of Portland and that a method be worked out to effect some above the sorption.

Referring to towage matters again, he said an ordinary shift in the harbor bor that cost \$75, was charged for af the rate of \$55 at competitive ports; that for stevedoring lumber a rate of \$2 a thousand feet applied here, with \$2.25 taxed against Japaness squares, while at Senttle it was \$7.70 a thousand and \$1.80 at Tacoma. Trucking on docks, and charges for entering and clearing vessels, also come in feet and other means and oth

aboard ships.

Frank M. Warren presided as president of the Port of Portland commission and other members included Phil Coos Bay and Bay Point, California

and Cordage company; Captain H. croves, Independent Pilots' association; proved switching facilities at terminal No. 4, even to the extent of
providing a second switch engine.

Closed Shop Factor.

Accounting for added costs in some
respects on the waterfront as had
been recited by him, Mr. Callan said
that they could be attributed.

tion Stops Work on Jetty.

HY W. E. MAHONEY.

Men representing interests most concerned with Portland's martine affairs gathered in the green room of the Chamber of Commerce yester-day to counider matters bearing on the disputch and secondical handling of the Chamber of Commerce yester-day to counider matters bearing on the disputch and secondical handling of the Standard Commerce yester-day to counider matters bearing on the disputch and secondical handling of the Standard Commerce yester-day to consider matters bearing on the disputch and secondical handling of the standard travers and hardware to the control the proper state the conclusion it was thought by many with handling of the standard constituting a general representation in the standard constituting a general reproceedings of the case of permitting a general reproceedings of the case of permitting a general reproceedings and objections. A stendard commerce was the complaints and objections. A stendard commerce was the complaints and objections as a means of permitting a general reproceedings and the port commenced that the complaints and objections. A stendard commerce was the complaints and objections as a means of permitting a general reproceedings and the port commenced that the complaints and objections. A stendard commenced that the complaints and objections are considered that the complaints and objections. A stendard commenced that the complaints and objections are considered to the complaints and objections. A stendard commenced to the complaints and objections are considered to the complaints and objections. A stendard commenced to the complaints and objections are considered to the complaints and objections. A stendard commenced to the complaints and objections are complainted to the complaints and objections are complainted to the complaints and objections are considered to the complaints and objections are considered to the complaint and objections are considered to the complaint and objections are considered to the complaint and objections are considered to the co

tive with some of them, though credit taking care of the work.

J. E. Harvey of the Oregon-Pacific one mile north of Moclips, showing desirable workers included in its interests introduced himself by saying that after 14 years' experience landed high and dry.

Harkins Line Takes Craft From

Metschan, J. D. Kenworthy, H. A. Sargent and Gus C. Moser, attorney, with
Harry L. Hudson, traffic manager;
James H. Polhemus, general manager;
John Doyle, assistant secretary, and
Harry Copeland of the traffic bureau.

meeting of the port of Astoria commission this morning that the first steamer Indea with paper pulp from British Columbia is expected to arrive here about March 24. The delay in the first shipment is the result of the storm and cold weather in the storm and cold weather in the north, which has forced the British Columbia mills to suspend operations for a short time. Negotiations are in progress that may result in the pulp being shipped from here to Camas by rail instead of by steamer. Tacoma, Wash., March 14.—Tuesday morning the storm and the first shipment is the result of the storm and cold weather in the housand mills. Aberdeen: a steamer Munaires, from Galvest of the storm of the s rail instead of by steamer.

. Marine Notes.

Captain Steward V. Winslow, master of the government steamer Umatilia, on the upper Columbia, who has been looking after part of the dredging fleet at Empire during the winter, is in the city. during the winter, is in the city.

The steamer Wabash of the Nawsco fleet is due about March 22 from the east coast with 700 tone of cargo.

The steamer Admiral Evans of the Admiral line is due in the harbor Friday from the south and will depart from terminal No. 2 Saturday afternson on the return to San Francisco. The Admiral Redman of the same fleet reached San Francisco from this port at 10 o'clock yesterday morning via Coos bay and Eureka.

The steamer Robin Adair, which discharged fast coast cargo yesterday, got away from terminal No. 1 at 5 o'clock in the afternoon for Seattle, to work out the last of her load and begin her return cargo.

Pacific Coast Shipping Notes.

Pacific Coast Shipping Notes.

ASTORIA. Or., March 14.—(Special.)—
The Norwegian steamer Unita, which is en route from Hampton roads to load lumber for the orient, will be due here next Saturday and will discharge about 1000 tons of bunker coal at the local terminals, before taking on cargo.

The Norwegian steamer Luise Nicisen is expected here tomorrow from Grays harbor, where she loaded a full cargo of lumber for the orient and will take on bunker coal at the local terminals. Among the vessels scheduled to take on freight at the Astoria terminals in the next few days are the Swedish steamer Anteu, imber and salmon for Australia; E. Luckenbach, salmon for Boston; F. J. Luckenbach, salmon for Boston; F. J. Luckenbach, spruce lumber for the cast coast; British steamer Hector, spruce lumber for Loaden; steamer West Kader, nails for China; the steamer West Kader, nails for China; the steamer Shomer Everett sailed at 10:30 o'clock today for Guaymas, Mexico.

The Steam schooner Everett sailed at 10:30 o'clock today for Guaymas, Mexico.

Mefhall, is due in port from San Francisco tonight.

The tanker Calgaralite has alied for Victoria to take the tanker Talaralite in tow for Hallifax.

The steamship L. Kent, Captain Belancy, salled Monday night for San Francisco, after loading 650,000 feet of lumber.

The osekas Shosen Kalsha linor Manila Maru. Captain Chno, has sailed for the steamship it is sailed for the steamship it is the steamship Canadian Steamships, Ltd., arrived at Kobe, March 12.

The steamship Canadian Freighter is at Yarrows undergoing overhaul.

COOS BAY, Or., March 14.—(Special.)

—Stormy weather here has prevented sailings from this port. Latest reports tonight were that no vessel could pass the bar. The condition has been prevalent for a week, with very short intervals of smooth water.

The John B. Stetson, due here today, had not been sighted late this afternoon. The steam schooner Everett sailed at the steam schooner Everett sailed at the steam schooner Everett sailed at The schooner Likzie Vance has compitted a cargo of lumber and ties, loaded at pieted her cargo at the North Bend Mill

| RAO | BREIC |
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| if. | Yuri Maru |
| it | Down City San Fran Mar 15 |
| ** | Romulus |
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| 4 | Adm. Evans San Fran Mar. 17 Babinda (M. S.) San Fran Mar. 19 Hannawa Shanghai Mar. 20 Belgium Maru Japan Mar. 20 |
| 7 | Babinda (M. S.) San Fran Mar. 19 |
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| đ | Montana |
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| r | Kelfuku Maru Japan Mar. 28 |
| n | Las Vegas Orient Mar. 29 |
| 2 | Willfaro |
| * | Texan New York Mar 31 |
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| 2 | Wost cats Orient April 1 |
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| | Montana Burope Mar. 25 Baja Cajfornia Valparaiso Mar. 25 Kelfultu Maru Japan Mar. 28 Las Vegas Orient Mar. 29 Willfaro New York Mar. 29 Texan New York Mar. 31 Felix Tauseig New York Mar. 31 Loch Katrine (M. S. Europe Mar. 31 Vest cats Orient April 1 To Depart From Portland. |
| t | Steamer— For Date. Robin Adatr New York Mar. 18 |
| 3 | Robin Adair New York Mar. 18 |
| | Adm. Evans. San Fran. Mar. 18 Derblay. West coast. Mar. 16 |
| 8 | Derbiay West coast Mar 16 |
| | Selyo Maru. Orient Mar. 18 Ross City San Fran. Mar. 18 West Coyote Manila Mar. 18 |
| g. | Rose City San Fran Mar 19 |
| 8 | West Covote Manila May 10 |
| | Chas H. Cramp New York Mar. 20 |
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| | Jacob Luckenbach Mar. 25 |
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| o | West Mader North China Mar. 27 |
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| Y. | Avalon England & Washington |
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| e | Boodyalia (M. S.) Terminal No. 4. |
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| 2 | Derblay Clark & Wilson. |
| | Edward R. West Vegetable Oil mills. Fukkai Maru Terminal No. 4. F. J. Luckenbach Terminal No. 1. |
| | Fukkai Maru Terminal No. 4. |
| | F. J. Luckenbach Terminal No. 1. |
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| | Largo Law |
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| 8 | Robin Adair Terminal No. 1 |
| | Robin Adair Terminal No. 1. Thistie (sch.) Peninsula mill. |
| n | |
| | Undaunted (sch.) Inman-Poulses |
| L, | Undaunted (sch.) Inman-Poulsen mill. West Nomentum St. Johns. |

West Coyote Yoko Maru..... *Carries passengers. Trans-Pacific Mail.

TACOMA, Wash., March 14.—Tuesday morning the Suzuki steamer Milan Maru arrived at the port dock and commenced loading lumber for the orient. The Milan. it is expected, will get away from here Thursday. The Heljin Maru, operated by Ralph Johns company, 18 due Wednesday at the port

at the port.

Carrying in her Tacoma freight 2000 tons of wheat from Baifour-Guthric company, the Permona sailed for the orient early this morning.

The Rosalie Mahoney from San Francisco arrived at the Baker dock this morning and sailed during the afternoon for California ports via Seattle.

The Frank D. Stony which arrived at

The Frank D. Stout, which arrived at the terminal dock Monday night, will load lumber at the St. Paul and North End Lumber company mills for California. The Osaki Shosen Kaisha liner Hima-laya Maru will sall from Tacoma late Wednesday night or early Thursday for Yokohama via Vancouver, B. C. The Himalaya will shift to the Tacoma smel-

oisco tonight.

The tunker Calgaralite has alied for victoria to take the tanker Talaralite in tow for Halifax.

The steamship A. L. Kent, Captain Belane, sailed Monday night for San Francisco, after loading 650,000 feet of lumber.

osoted ties for Gusymas from St. Heiens.

SAN PEDRO, Cal., March 14.—The Matson liner Hawkeye State is expected to arrive here temorrow or Thursday on the way to Honolulu. She has been delayed by a party of 125 tourists aboard her desiring to visit several additional ports of call, so that it was only last Friday that she sailed from Salina Crux, Moxico, for San Pedro. This will be her last voyage for the Matson line. Upon completion of this trip she will be turned back to the United States shipping board at Baltimore.

ore. At total of 4500 tons of steel is expected At total of 4500 tons of steel is expected to arrive here within the hext two weeks of freighters from the east coast. These vessels will include the steamer. Felix Taussig, operated by Crowell & Thurlow and handled here by the Los Angeles Steamship company; the Royal Mail Steam Packet motorship Loch Kairing, on her maiden voyage from Liverpool and Antwerp; the Holland-America line stoamer Kinderdijk on the way from Rotterdam, and the Norway Pacific line motorship George Washington, which sailed from Antwerp in February. SEATTLE, Washa March 14 .- Annou

SEATTLE, Washa March 14.—Announcement was made here today that hereafter all shipping board passenger lines will be equipped with 25 hymnals and Bibles each. A shipment of hymnals and Bibles each. A shipment of hymnals and Bibles was received here today and the steamship Bay State was the first vessel to be supplied from this port.

The Walker-Ross steamship Ohio Marushifted here from Tacoma today and began general cargo and lumber. She will complete here Friday and will shift to Vancouver, B. C. to finish. The Walker-Ross company was advised today that the steamer Singapore Maru had been substituted for Eric Maru and would be here March 26.

The frighter Pomona arrived at this port today from Grays Harbor by way of Tacoma. She will finish here Friday or Saturday and will leave for the far east. Captain Thomas P. Quinn, foremerly master of the Pomona who has been named to command the steamship H. F. Alexander, has been succeeded in command of the Pomona by Captain F. R. Nichols, formerly first mate of the Bay State.

The coast guard cutter Unsign left port today an a cruise through northern Puget sound waters.

Movements of Vessels.

SAN FRANCISCO, March 14—Arrive at 7 A. M., steamer Ruth Alexander, fro New York for Puget sound. Arrived a S A. M., British steamer City of Rangoo from Type for Portland. Arrived at the A. M., steamer Admiral Rodman, from Portland via Coos bay and Eureka. Arrived at noon, steamer Oleum, from Portland, Arrived at noon, steamer Senator, from Portland for San Pedro and San Diego.

YOKOHAMA, March 8.—Arrived-teamer Eastern Sailor, from Portland. TSINGTAU, March 9.—Sailed—Nor-egian steamer Hanna Nielsen, for Port-

NEW YORK, March 13.—Sailed—Steam; homas P. Beal, for Portland. Sailed-teamer West Catanace, for Pacific coa-

PHILADELPHIA, March 13.—Arrived-SAN PEDRO, March 13.—Arrived— Steamer Lehigh, from Portland, Me., for Portland, Arrived—Motorship Babinda, from Portland.

BALBOA March 18.-Salled-Steame Plorence Luckenbach, from Mobile for Portland, CRISTOBAL, March 13. — Sailed Steamer Lewis Luckenbach, from Pertia for Philadelphia. Sailed-Steamer Wm. McKinney, from Pacific coast ports

BAN FRANCISCO, March 13.-Arrive

at 8 P. M., steamer Steel Navigator, from Portland and Puget sound for New York. Arrived at 10 P. M., steamer Artigas, from New York for Puget sound and Portland. Sailed at 10 P. M., steamer Katrina Luck-enbach, from Portland for New York and way ports. way ports. ABERDEEN, Wash., March 14.—Arrived Steamers La Merced, from San Fran-isco on Monday; Svea, from San Fran-

Departed - Steamer Egypt Maru fo eattle, on Monday; barkentine omyn, for Shanghal, on Monday. SEATTLE, Wash., March 14.-Arrive

Pomona, from Grays harbor: Frank D. Stout, from Tacoma; Queen, from South-asstern Alaska; Ohlo Maru, from Kobe Salled, Chile Maru, for Nagoya; Admiral Dewoy, for San Diego; Andrea Luckenbach, for Boston; U. S. C. G. Unaiga, for es voyage. SAN DIEGO, Cal., March 14.—Arrived Angel (motorship), from San Pedro; Wa pama, from Portland; Kennedy (U. S.) from Santa Barbara, Salled, Mystic, fo New York; Wahkeena, for San Francisco Angel (motorship), for San Pedro.

TACOMA, Wash, March 14.-Arrive

SAN FRANCISCO, March 14.—Arrived, Buth Alexander, from New York and Harana; Eagle, from Boston; Matsonia, from fonclulu; Adulirat Redman, from Coessay and Portland; Buccinum (British), rom Yokohama; Deerfield, from Vanouver; Oleum, from Astoria; Senator, rom Portland; City of Rangoon (British), rom Tyne, England Sailed, Admiral ichley, for Seattle; Ventura, for Honeulu and Sydney; Canadian Farmer, for fancouver.

WILLAPA HARBOR, Wash. March 14.— (Special)—Arrived March 13. Helene 5:15 P. M. from San Pedro; sailed, today— Soiano and Claremont P.30 A. M. for Sar Pedro; Yuri Maru at 12 noon, for the Co-

BELFAST, March 12.—Arrived, Borg land, from Portland, Or. LONDON, March 13.—Arrived, Nichterroy, from Portland, Or. KOBE, March 10.—Arrived, Dewey, rom San Francisco. TOKOHAMA, March 11.—Arrived, Ara-la Maru, from Seattle; Fairfield City, rom San Pedro.

SHANGHAL March 12 .- Arrived, Pin ADELAIDE, March 12 -Arrived, Cana-AUCKLAND, March 12 - Arrived, Wal-

MANILA. March 13.-Arrived, Alabama HONGKONG, March 13.—Arrived, Harumber some time the fore part of next Maru, from Seattle. KOBE, March 11 .- Sailed, Africa Maru, SHANGHAI, March 12.—Sailed, Silver state for Tacoma; Shinyo Maru, for San rancisco.

HONGKONG, March 13 .- Sailed, Ixion,

Ship Reports by Radio.

(Furnished by the Radio Corporation o (Furnished by the Radio Corporation of America.)

Positions reported at 8 P. M. yesterday unless otherwise indicated, were as follows: TAHITI, San Francisco for Sydney, 3274 miles from San Francisco, March 13.

MAUI, San Francisco for Honolulu, 1957 miles from San Francisco, March 13.

CREOLE STATE, Calcutta for San Francisco, 198 miles west of San Francisco, FRANK G. DRUM, Portland for Avon, 288 miles from Portland, H. T. HARPER, Foint Wells for Richmond, 451 miles from Richmond.

DEPERE, San Francisco for Portland, 25 miles north of San Francisco ightship, D. G. SCOFIELD, San Francisco for Philadelphia, 66 miles south of San Francisco for Philadelphia, 68 miles south of San Francisco f isco lightship.
MULTNOMAH, Grays Harbor for San
Diego, 560 miles north of San Diego.
ANNETTE ROLPH, Portland for San
trancisco, 93 miles north of San Fran-

cisco.

ADMIRAL SCHLEY, San Francisco for Scattle, 105 miles north of San Francisco, J. A. MOFFETT, San Pedro for Point Wells, 375 miles south of Point Wells, FRED BAXTER, Cushman Point for San Pedro, 415 miles from San Pedro.

BLUE TRIANGLE, Aberdeon for San Francisco, 43 miles north of San Francisco, 43 miles north of San Francisco. WHEATLAND MONTANA, Scattle for

Shanghai, 745 miles from Seattle.
ADMIRAL DEWEY, Seattle for San
Francisco, 100 miles from Seattle.
PRESIDENT, San Francisco for Wil-



-just say Blue=jay to your druggist

mington, 135 miles south of San Fran CATHAY, Everett for Yokohama, 96 ADMIRAL GOODRICH, Anssortes for San Francisco, 375 miles from San Fran-

HARTWOOD San Francisco for San Pe dro, leaving San Francisco, ENTERPRISE, San Francisco for Hilo, 840 miles west of San Francisco. CANADIAN SCOTTISH, Victoria for New Zealand, 400 miles south of Cape Flattery U. S. A. T. WHEATON, Henotulu for Seattle, 1519 miles from Seattle, at noon SIERRA, motorship, San Pedro for Hel lingham, 413 miles north of San Fran-cisco. NORTHDAND, San Francisco for Belngham, 90 miles from Bellingham, ROBIN ADAIR, Portland for Seattle, To miles from Portland, WEST JESSUP, Kobe for Seattle, 594 illes west of Cape Flattery.
EGYPT MARU, at anchor outside Co-

umbla river bar.

ROSE CITY, San Francisco for Portand, 154 miles from Columbia river.

EVERETT, St. Heiens for San Podro, & miles south of Columbia river.

CLAREMONT, barbound inside Willapa CURACAO, San Francisco for Scattle, CHRACAO, San Francisco.
A. L. KENT, Vancouver for San Francisco, 75 miles south of Cape Flattery.
ELDORADO, Puget sound for San Francisco.
CELLILO, Everett for San Francisco.
CELLILO, Everett for San Francisco.
PACIFIC, Everett for San Pedro, 222 miles north of San Francisco.
H. T. HARPER motorship, Point Wells for Richmond, 455 miles from Richmond.
ADMIRAL EVANS San Francisco for Cape Flattery.

Beaverton, Oregon—'I take great pleasure in stating what Dr. Pierce's Anuric Tablets have done for me in a very severe case of bladder and kidney trouble. For ten years I was distressed about every 30 minutes.

By Federal Telegraph

ADMIRAL EVANS San Francisco for Portland, 336 miles north of San Fran-

LABREA, Balboa for Tampleo, 880 WENATCHEE, Seattle for Yokohama, I did and I also took the 'Golden Med-167 miles west of Seattle, S P. M. March ical Discovery' with them to work on WEST FARALON, Zamboanga for San Pedro, 3193 mlies west of San Pedro, 8 P. M. March 13. WEST CHOPAKA, Manila for San Pedro, 440 miles west of San Pedro, 8 P. M. March 18.

WALTER A. LUCKENBACH, San Francisco for New York, 1105 miles south of San Pedro, noon March 18.

COLOMBIA, San Francisco for New York, 398 miles south of Havana, 8 P. M. March 13.

ECUADOR, New York for San Francisco, 600 miles south of New York, S P. M. co, 600 miles sowin of State March 13.

March 13.

DILWORTH. San Francisco for Manila,
3190 miles west of San Francisco, 8 P. M. Dirwell of San Francisco for Barch 15.

HOOSIER STATE, San Francisco for Yokohama, 1250 miles west of Honolulu, 15 p. M. March 13.

WEST PROSPECT, San Pedro for Yokohama, 3145 miles west of San Pedro, what you wash it with 15 p. M. March 16.

Not soaps and prepared shampoos contain too much alkali. This poss contain too much alkali. This P. M. March 18.

DORHA LINDA, San Pedro for Evenett, poos contain too much alkali. This good much alkali. This good contain too much alkali. This dries the scalp, makes the hair brittle, and is very harmful. Mulsified co-independence, New York for Hone-coanut oil shampoo (which is pure lu, 3440 miles northwest of Balbos, noon and entirely greaseless), is much bet-March 14.

YALE, San Francisco for San Pedro, 70 ter than anything else you can use for shampooing, as this can't possibly GEORGINA ROLPH, Pertland for San Francisco, 30 miles north of San Fran-Simply put two or three tenapoon-GEORGINA ROLPH, Perliand for San Francisco, 30 miles north of San Francisco.

Simply put two or three teaspoonfus of Mulsified in a cup or giass with a little warm water, then mois-B miles north of Gaviota BOHEMIAN CLUB, San Francisco for conclulu, 310 miles west of San Fran-it will make an abundance of rich, creamy lather, and cleanse the hair

Report From Mouth of Columbia. NORTH HEAD, March 14.—Condition of the sea at 5 P. M., rough. Wind, 12 miles.

Tides at Astoria Wednesday 2:04 A. M....9.4 feet 8:38 A. M....0.4 foot 2:32 P. M....8.5 feet 8:48 P. M....0.4 foot Bread Price to Be Lifted.

LA GRANDE, Or., March 14 .- (Special.)—A pound loaf of bread will sell nere for 10 cents, beginning Thurs-

Move Child's Bowels with "California Fig Syrup"



Even a sick child loves the "fruity tasts of "California Fig Syrup." If the little tongue is coated, or if your child is listless, cross, feverish, full of cold, or has colic, a teaspoonful will never fall to open the bowels. In a few hours you can see for yourself how thoroughly it works all the constipation poison, sour bile and waste from the tender, little bowels and gives you a well, playful child again. Millions of mothers keep "California Fig Syrup" handy. They know a teaspoonful today saves a slok child tomorrow. Ask your druggist for genuine "California Fig Syrup," which has directions for babies and children you destroy it entirely. To do this of all ages printed on bottle. Motiver! just get about four ounces of plain. You must say "California" or you may common liquid arven from any drag et an imitation fig syrup.-Adv.

MEN BLIND TO WOMAN'S SUFFERING

in this condition, as evidenced by the many voluntary letters of recommendation which we are continually publishing in this paper for Lydia E. Pinkham's Vegetable Compound, It will pay any woman who suffers from such ailments to give it a trial. It Started Something "Your medicine is the talk of the town since pulling me from the grave. It have told dozens about it and I

Mrs. Caroline Boles.

YOUR KIDNEYS.

Your Good Health and Long Life Depend on Your Kidneys, That's Why

seen for treased about every 30 minutes. I doctored and doctored but no relief My last doctor bill was \$175, and I was no better. I went back to my old home and my folks wanted me to give Dr. Pierce's Anuric Tablets a trial so I did and I also took the 'Golden Medmy Hver. Now I can walk, ride, go o town and go for five or six hours without being distressed. I cannot praise the Appric Tablets too much for they are wenderful for the kidneys," Mrs. Caroline Boles, Box 363, Write Dr. Pierce's Invalids' Hotel in Buffalo, N. Y., for free advice. Send 10c for trial pkg. Anurle .- Adv.

Be Careful What You Wash

HAMMAC. San Francisco for Thameshaven, passed out at 6:16 P. M.
LYMAN STEWART. Oleum for Vancouver, passed out at 5:30 P. M.
WAPAMA. San Pedro for San Diego, 26
Hiles south of San Pedro.
HAMER. Manila for San Francisco, 300
miles west of San Francisco, 300
miles and cleanse the hair
rinses out easily, and removes every
particle of dust, dirt, dandruff and
excess oil. The hair dries quickly
and evenly, and it leaves it fine and
silky, bright, fluffy and easy to manage.
You can get Muisified cocoanut off
shampoo at any drug store. It is

shampoo at any drug store. It is very cheap, and a few ounces is enough to last everyone in the family for months. Be sure your druggist gives you Mulsified .- Adv.

Skin Like Velvet Roseen Beautifier Will Give You the Complexion You Have Always Envied.

cial.)—A pound loaf of bread will sell here for 10 cents, beginning Thursday morning, according to announce ment of a local bakery. This action, it was explained, is being taken because the price of bread is being increased from 7 to 8 cents a loaf in Fortland.

Orpheum matinee-today, 15-25-50-Ad. Orpheum matinee-today, 15-25-50-Ad. Orpheum matinee-today, 15-25-50-Ad. Orpheum matinee-today, 16-25-50-Ad. Orpheum matinee-tod only mofions and improves the skin, but it also serves the purpose of a powder. Although not necessary, should you apply powder afterward, the Roseon Beautifier will make it adhere better and more evenly.

A large jar of the Roseon Beautifier costs \$1; medium sized jar, 60e; either white or fiesh color. You can obtain it at the Owi Drug Co., and all leading department and drug stores. Desires also have the famous Roseon Face powder and Roseon Rouge, in all shades.



Zemo Heals Skin Troubles Without Staining Clothes No matter how often you have

tried and failed, you can stop burning, itching Eczema with cooling Zemo. Zemo is a clean, antiseptic liquid treatment for all skin

Tetter, does away with pimples and blackheads. All Druggists'. Zemo FOR SKIN IRRITATIONS

irritations. Clears up rashes and

A Sure Way to End Dandruff

never failed to remove dandruff at once, and that is to dissolve it, then common liquid arvon from any drug store (this is all you will need), ap-ply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips. By morning, most, if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter How many men, think you, have any idea of the pain endured by women in their own household, and often without a murmur? They have no patience when the overworked wife and mother begins to get pale, have headaches, backaches, faint spelis, or is melancholy and cannot sleep. There is help for every woman in this condition, as evidenced by the

Is have told dozens about it and I Stops Pain Instantly

The simplest way to end a corn is Blue-jay. A touch stops the pain instantly. Then the corn loosens and comes out. Made in two forms—a colorless, clear liquid (one drop does it!) and in extra thin plasters. Use whichever form you prefer, plasters or the liquid—the action is the same. Safe, gentle. Made in a world-famed laboratory. Sold by all druggists.

Free: Write Bauer & Black, Chicago, Dept. 145 for valuable book, "Correct Care of the Feet."

Adv.

Embarrassing Hairs Can
Be Quickly Removed

(Beauty Culture.)

Hairs can be easily banished from the under-arms, neck and face by this quick, painless method: Mix into a stiff paste some powdered delations and water, spread on hairy surface and in two or three minutes gub off, wash the skin and it will be free from hair or blemish. Excepting in very stubborn growths, one application is sufficient. To avoid disappointment, buy the delatone in an original package and mix fresh.—Adv.

Phone your want ads to the Oregonian, Main 7070, Automatic 560-95. know of at least ten who are now