

STATE POLITICAL DISCUSSION

What is Your Vote Worth to You?

Pendleton Tribune. Shall Republican be upheld in Oregon...

tion, through a jolly and glad-hand campaigner. Then, too, the Oregon voters are not as short-sighted as professional politicians seem to have the mistaken idea...

Must Have Republican in Congress. Crook County Journal. The Democrats tell us that all Oregon needs to get legislation through Congress that will help to build up this country...

Vote Against Policy of Cowardice.

Polk County Observer. It has been claimed by Democrats that there should be no politics in this campaign...

Want an Eastern Oregon Governor.

Salem Statesman. When an Eastern Oregon man was elected Governor he came to Salem, invested a large amount of money, became a Marion County taxpayer and still owns one of the finest homes in the city...

The Office of Governor is Political.

Salem Statesman. George E. Chamberlain is a man of splendid personal qualities. He is a plain, unassuming, true friend and loyal neighbor. But his politics is all wrong...

Vote for the Man Who Will Help You.

Shanklin Leader. Chamberlain, the Democratic nominee for Governor, stands for free trade—that means free soap and general depression...

Why This Nuisance?

Civic Improvement Might Take a New Direction. PORTLAND, May 20.—(To the Editor.)—Is there any law by which householders may be protected against the handbill, circular and sample package nuisance?

Results of the Campaign.

Ashland Tidings. The past week has witnessed a wonderful revival of Republican spirit all over the state and the general apathy which seemed to prevail a short time ago has given place to restored enthusiasm all along the line.

WATER-CURE TESTIMONY.

Delighted Patients Testify to Glorious Work Being Accomplished. Dear Doctor Uncle Sam—For some time I have been troubled with a desire to shoot at anything in blue. Also I have had a strange reluctance to showing perfect strangers where I had buried my bolt and rifle.

Dear Doctor Uncle Sam—For the past four years I have been an intermittent sufferer from insurgenitis. Yesterday some new-found acquaintances filled me with a wonderful remedy for lapsed memory, falling eyesight, loss of speech and

other symptoms of insurgenitis. I feel like a new man. I felt big enough for eight new men. Yours, most truly, SUMATRA RAPPERINO.

Dear, Dear Doctor—Send me another barrel of your wondrous cure. I took two treatments last week and am beginning to be able to understand that I may not draw pay as a policeman in Batangas and also as a Lieutenant in the Philippine army.

Dear Doctor—Please rush another tank of your great cure immediately. I feel as if I were about to have a seizure. I forget where my company and their guns are if I don't remember by tomorrow my nerves will connect me with a fire hose.

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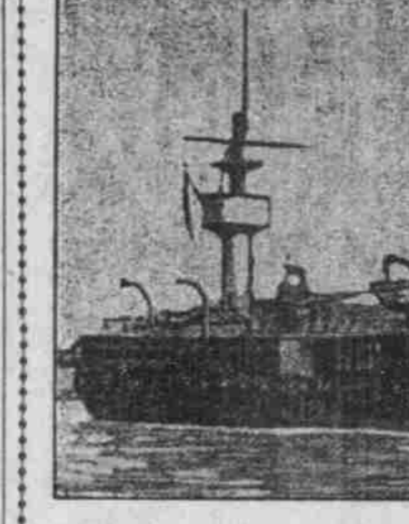
PORT OF PORTLAND CRAFT IS SUCCESSFULLY LAUNCHED.

Will Be Ready for Business September 1—January Grain Fleet From Portland Making Good Passage. The new Port of Portland dredge, the largest craft that has been launched at Portland since the big railroad ferry now running between Kaimosi and Goble was put in the water, was slid off the ways at the Portland Ship Building Company's yard in South Portland, yesterday morning.

The dredge was built on specially constructed ways, a short distance above the regular plant of the company, and the rising water had crept up near enough to it to make the slide a short one. The launching was scheduled for 10 o'clock, but owing to a difference in the watches used by the timekeepers, the big hulk moved off into the stream about four minutes before the appointed time, and with only a small audience to witness the performance. The dredge, a full description of which appeared in The Oregonian a few days ago, is a mammoth affair, and when fully equipped with her machinery, will have a displacement of nearly 1500 tons. The weight of the

hull as it was launched yesterday was said to be nearly 500 tons, and considering the dimensions of the craft, it is doubtful if a more successful launching ever made in this city. The hull is 23 feet long and 4 feet beam, and the engines it will carry will have about 3000 horse-power and will be supplied with steam by a battery of four boilers. The dredge, when completed, will have a capacity of 60,000 cubic yards per month, and the 35-foot channel to the sea will be scooped out with neatness and dispatch as soon as the big craft gets to working.

THE FRENCH CRUISER SUCHET



THAT CARRIED AWAY FROM ST. PIERRE THE FEW SURVIVORS, AND WAS ORDERED TO RETURN AND FORWARD DETAILS TO THE FRENCH GOVERNMENT.

Port Stanley with big catches and refuse to tell where they were made. Schooners have been scaling out of season, and complaints have been made to the governor of the islands, but that official is powerless to act, as there are no government vessels at his disposal.

PILOTS ARE EXONERATED.

Not Responsible for Delay to Steamship Ventnor. The trustees of the Chamber of Commerce have received a reply from the Board of Pilot Commissioners to the charges made against the pilots by Captain Ferry, of the steamship Ventnor, contending to the Pacific Export Company. Captain Ferry said that the pilots neglected their duty and the Ventnor was thereby delayed several hours in reaching port. The board after investigating the charges, exonerated the pilots. Its letter to the Chamber of Commerce is, in part, as follows:

TOO BIG FOR THE PORT.

China Mutual Liner Loses Valuable Freight Shipment for Fairhaven. The disadvantage of having a steamer too big for the ports where profitable business originates is illustrated in the case of the China Mutual liner Yangtze, which has just sailed from Puget Sound for Europe. Freight scores for the big steamer at present, and after filling up with wheat and lumber at cut rates, the Yangtze was to finish off with 200 tons of salmon at Fairhaven. A consistent 500 tons of salmon was to be shipped to Europe. Freight scores for the big steamer at present, and after filling up with wheat and lumber at cut rates, the Yangtze was to finish off with 200 tons of salmon at Fairhaven.

ALL RESTS WITH THE GIRL.

She Can Determine Young Man's Attitude Toward Her. PORTLAND, May 20.—(To the Editor.)—An article in your issue of Tuesday, Oregonian headed, "The Bunny-Bug or Not?" has led me to beg space for a reply.

I say no, emphatically no. I consider the position of the young man in the list, and if the "bunny-bug" is not to be discarded, but insist upon each young man holding her decent, and will also talk the matter over with the girl. The Yangtze is reported to draw one inch of water for every 50 tons of cargo. At that ration she would draw nearly 11 inches more with the 200 tons of salmon. The ship is a heavy load, but to these, under a white pilot, the heaviest draught steamship putting into Commencement bay, the Yangtze is among that class. There are some, however, which draw 25 feet, heavily loaded, but to these, under a white pilot, the heaviest draught steamship putting into Commencement bay, the Yangtze is among that class.

FREIGHTS ARE WEAKER.

Nitrate Ships Going From the West Coast to Europe at Very Low Rates. A softening of the freight market in San Francisco and the protracted holiday in Europe, has interfered with the shipping of nitrates. The big fellow was practically fixed last Saturday, but at the last moment negotiations fell through, and since that time nothing has been doing. There is a demand for smaller ships, but the strike of the Speke is against her, and unless there is an upturn in the market, her owners will be obliged to accept lower rates or hold her over for next season. There is a small but encouraging amount in the outlook for ships at present, but according to advices received from the nitrate ports, matters are no worse up there than they are down here.

SMITH'S DANDRUFF CURE

Positively cures dandruff, itching scalp, eczema, and itching falling hair. Price, 50c. at all druggists. Sold free. Address: Smith Bros., Fresno, Cal.

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185 days from this port. This is not quite as good a showing as was made by one of the vessels that preceded her in January, but is good enough to keep the average of the fleet down to very reasonable proportions if the remainder of the fleet is not too slow. The Formosa, which sailed nearly two weeks later than the Riversdale, made the crack passage of the season by going to Queenstown in 108 days. The Metropoli, well known in this port as a flyer, made the fastest January passage from Tacoma, going home in 117 days, and the James Kerr in 107 days was the best traveler of the San Francisco fleet.

STREWN WITH WRECKAGE.

Falkland Islands Have Been Visited by Dismal Storms. PORT TOWNSEND, May 20.—A letter received here today from Port Stanley, Falkland Islands, under date of April 4, says that during the past few months storms of unusual violence have prevailed, shipping has suffered severely and the islands are strewn with wreckage. The letter says one vessel lost nine men overboard. Another vessel lost its captain and two men. A third lost its captain and apprentice. The letter fails to give the names of the vessels or of the unfortunate. The letter says also that a ship from Port Stanley came into Port Stanley in distress, partially waterlogged and her rigging badly damaged.

According to the letter, new sealing schooners from Nova Scotia have reached the islands. The schooner Capt. Sutter cleared yesterday from the West & Blade mill with a cargo of over 700,000 feet of lumber, for Santa Rosa, Mexico. The F. M. Slade has nearly finished loading an even larger cargo of the same mill, for Shanghai, China, and the barkentine Benicia is at the same dock, taking on a big cargo for South American ports.

Lumber Cargoes From Aberdeen.

ABERDEEN, Wash., May 20.—The R. C. Slade, Captain Sutter, cleared yesterday from the West & Blade mill with a cargo of over 700,000 feet of lumber, for Santa Rosa, Mexico. The F. M. Slade has nearly finished loading an even larger cargo of the same mill, for Shanghai, China, and the barkentine Benicia is at the same dock, taking on a big cargo for South American ports.

Marine Notes.

Bad weather interfered with the loading of the German ship Carl, and she failed to complete her cargo as expected yesterday. She will finish loading early this morning. The steamer Inagua, another of the Gray Steamship Company's liners, sailed yesterday from San Francisco for Portland. The Lisie Vance, a small schooner, also sailed from the city for Portland, where she will load lumber.

The British ship Garnet Hill is said to have made the run from Hogo to San Francisco in 23 days, which is pretty close to the Trans-Pacific record. The Garnet Hill is well known in Portland, where she has loaded both wheat and lumber cargoes. She was never considered a fast craft here.

Domestic and Foreign Ports.

ASTORIA, May 20.—Sailed at 12 M.—Schooner Abbie, for San Pedro. Condition of the bar at 4 P. M., rough; wind southwest; weather cloudy. Falmouth, May 19.—Arrived—British ship Riversdale, from Portland. San Francisco, May 20.—Arrived at 2:10 A. M.—Steamer Columbia, from Portland. Sailed—Schooner Lisie Vance, for Portland; steam schooner Inagua, for Portland. Tacoma, May 20.—Arrived—British bark County of Calthness, from Shanghai; steamer Queen, from San Francisco. Sailed—Schooner Erie, for San Pedro. New York, May 20.—Arrived—Tairo, from Liverpool; Anchora, from Glasgow; Aller, from Genoa and Naples; Eleazar, from Antwerp. Seattle, May 20.—Sailed—Steamer City of Tokyo, for Skagway. Arrived—Steamer City of Seattle, from Skagway; steamer Santa Barbara, from San Francisco. New York, May 20.—Arrived—Minneapolis, from London. London, May 20.—Sailed—Civic, for Liverpool; Kaiser Wilhelm der Grosse, for Bremen; Graf Waldersee, for Hamburg. Yokohama, May 20.—Arrived—Empress of China, from Vancouver. London, May 20.—Arrived—Minnehaha, from New York. Queenstown, May 20.—Arrived—Noordland, from Philadelphia; Liverpool, from Boston. Boston, May 20.—Sailed—Clavering, for Tacoma. San Francisco, May 20.—Arrived—Strig Columbia, from Portland and Astoria; brig W. G. Irwin, Rock Harbor, Sailed—Steamer Inagua, for Astoria; steamer South Portland, for Seattle; schooner Queen, for Port Gamble; schooner Lisie Vance, for Astoria; schooner Roy Somers, for Port Blakeley; steamer Dora, for St. Michael.

May 18 as having gone adrift from its position. It will be replaced as early as practicable. W. F. DAY, Commander, U. S. N., Light-house Inspector, W. MAYNARD, Portland, Or., May 19, 1920.

Lightship to Be Withdrawn.

Notice is hereby given that on or about May 25, 1920, light-vessel, No. 50, moored at the entrance of Columbia River about 7 1/2 miles south-southwest 1/2 west from Cape Disappointment light-house, will be temporarily withdrawn from her station for repairs, and the station will be marked by a day buoy painted red, with "Light-vessel Moored" in black and showing a fixed white light. Light-vessel, No. 50, will be returned to her station as soon as repairs have been completed (on or about May 25, 1920), and the buoy will then be withdrawn. By order of the Light-house Board.

Gasoline Schooner Puts Back.

PORT TOWNSEND, Wash., May 20.—The City of Seattle, arriving from the North today, reports that the gasoline schooner Chaco, which was on an accident while on her way North, is in tow of a tugboat on her way to Puget Sound and should arrive here tomorrow. The Seattle reports that a detachment of colored soldiers belonging to the Twenty-fourth United States Infantry, which has been stationed at Skagway during the past three years, will be ordered to return to their station at Hazy and is bound for Missoula, Mont.

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