

18 PILOT'S WORD GOES WITH COMMISSION

Claim Is Waived on Captain Snow's Reputation for Veracity.

STATEMENT IS ACCEPTED

Shaver Delegated to Ascertain Cost of Building Two New Barges. Engines Needed for Tender Wenonah.

Captain Willis Snow, known from one end of the river to the other and to hundreds of miles of the Columbia and Willamette waters, bears a reputation for veracity and on a statement that the steamer Kansas was proceeding past the dredge Columbia at a speed not to exceed six miles an hour when the dredge's fuel conveyor was damaged and the tug Wenonah, Port of Portland Commission yesterday waived a claim held against the San Francisco & Portland Steamship Company.

The accident happened in March, when the Kansas City was on the way to Portland with a heavy cargo. The Columbia was anchored in the stream at Foster's Bar, where she was widening the channel, and because of the draft of the steamer heavy swells were caused that put the fuel conveyor out of service.

The Port of Portland immediately filed a claim and it was turned over to counsel for the Commission. After investigation which the statement of Pilot Snow was obtained, the claim was referred back to the Commission for action.

Pease Vouches for Snow. Commissioner Pease vouches for the statement at yesterday's meeting that inasmuch as Snow said the steamer was not speeding to exceed six miles an hour, because Mr. Pease had been associated with Captain Snow for years and never knew him to renege on a promise, the vessel was not moving more than six miles, because Mr. Pease had been associated with Captain Snow for years and never knew him to renege on a promise, the vessel was not moving more than six miles, because Mr. Pease had been associated with Captain Snow for years and never knew him to renege on a promise.

In rearranging the anchors that will be purchased for the steel dredge, Williamette the Commission yesterday adopted the suggestion of J. B. C. Lockwood, designing engineer, that six anchors be used instead of the four that the weight will be so distributed that the additional casting will not be expensive.

In connection with the building of the dredge, Bert Ball, of the Willamette Iron & Steel Works, appeared before the members with reference to the use of tap welded piping instead of the seamless drawn tubing, because the latter could not be delivered from the East in less than 15 weeks and tap welded material, the same as in use on the dredge Columbia, could be turned out in two weeks. As there was also a question as to cast-iron or steel on certain parts, the subjects were referred to Commissioners Mearns, O'Reilly and Shaver and Mr. Lockwood with power to act.

Pipe Punctures Completed. Mr. Ball said that the pipe punctures for the dredge, which were constructed at the yards of the Portland Shipbuilding Company, had been completed, and as there was no other suitable place in which to store them, he asked that space behind the public drydock be utilized. The request was granted with the stipulation that the act of the Commission was to be construed as a formal acceptance of the punctures and that all risk would be borne by the contractor. The two fuel barges have been started.

Commissioner Shaver was delegated with authority to delve into the subject of ascertaining the cost of a new barge of the size of No. 9, which is unfit for service. A report was filed by Manager Talbot that if repairs were undertaken they would cost between \$150 and \$200 and the barge would then be serviceable for approximately two years, but with the cost of a new barge, estimated at from \$2500 to \$4000, that would insure a life of from 10 to 15 years, he favored new construction rather than repairs.

New propelling power for the tug Wenonah, tender for the steel dredge, in the shape of an engine, was broached and it was shown that the Marine Iron Works, of Chicago, Ill., promised to deliver a 45-horse power and an auxiliary type for \$1255.

New Tug Suggested. Commissioner Pease objected to the purchase on the ground that a new engine for the tug would probably not increase her efficiency as a tender for the new dredge Willamette or for the Columbia. Commissioner Goodman, who presided in the absence of Commissioner Mearns, asked as a condition of building a new tug for the dredge as each digger should have a tender, and it was decided to postpone action until the regular May session.

It was voted that executives of the Commission sign a lease through which space 25 by 20 feet will be obtained on the Astoria dock of the O. W. R. & N. for the storage of gear and supplies at a rental of \$10 monthly.

There is a contract also to be signed between the Commission and the Portland Gas & Coke Company, through which the former is to make a big fill at the new gas plant, to be erected south of the Government moorings, but it will first be referred to the legal department for criticism.

FOUR JAPS DESERT STEAMER Sailors Said to Have Left While Tramp Was Under Way.

At some point between Astoria and Portland, so says the skipper of the Japanese tramp Europa Maru, four members of the crew disregarded repeated warnings that they would not be permitted to enter the territory prepared over by Uncle Sam as permanent and desirable residents, and went over the side on an independent pilgrimage to the country. At least they were not aboard the ship when muster was held following her arrival here, though they were known to have been among the others whose names were counted at Astoria.

Naturally when the abashed skipper and his purser appeared before United States Immigration Inspector Barbour yesterday noon and confessed the shortage the officer did not smile and pat them on the back. Instead he arranged at once for a muster of the crew to be held with the hope that the men might have been overlooked. The Europa Maru has 45 men. Mr. Barbour has been impressed with the number of Japs it requires to run a tramp as compared with the force on vessels of other flags. It may be that extra hands carried to take the places of others escaping. For every Jap entering the country illegally Uncle Sam receives \$4. But Mr. Barbour is not satisfied with the quotation in the press-

ent case and will communicate with Washington for special instructions, as the ease with which Japs leave their ships here, despite the employment of private watchmen, is fraught with suspicion.

NEW JAPANESE SHIPS COMING

Nippon Yusen Kaisha to Decide on Portland Service Soon.

Coinciding with the departure yesterday from Hongkong of J. W. Ganong, vice-president for the Portland Flouring Mills Company, for Manila, news was received that the Nippon Yusen Kaisha, which line may place a direct fleet in service between Portland and the Far East, has decided not to withdraw the Japanese steamers Tambo Maru and Inaba Maru from the Puget Sound-Oriental service. It was planned to replace them with two liners under construction, the Tokohama Maru and Shidzuo Maru.

Mr. Ganong is to return to Kobe the last of May and soon after it is expected that a definite announcement will be made as to the intention of the company with reference to the Portland trade. The steamers Kamakura Maru and Sanuki Maru are to be withdrawn from the Portland-Oriental service.

STEAMER INTELLIGENCE table with columns: Name, From, Date, To, Date.

from the Pacific fleet this summer, as the Shidzuo Maru is to sail for the Coast from Hongkong May 21 on her first trip and the Tokohama Maru will be questioned but that there are enough vessels available under that flag to start the Portland service and if there are objections to the port charges or other expenses they will no doubt be adjusted.

Marine Notes. Bound for Willapa Harbor, the steamer Saginaw cleared at the Custom-House yesterday and the steamer Rosalie cleared for San Diego and way ports.

Fred Jebson, charterer of the Norwegian steamer Jason, which is to sail for Astoria, was questioned but that there are enough vessels available under that flag to start the Portland service and if there are objections to the port charges or other expenses they will no doubt be adjusted.

Under charter to the China Import & Export Lumber Company the Norwegian steamer Opala will proceed here from San Jose, Lower California, to take on lumber for China. She is of but \$44 tons net register.

B. Send and J. Burg, members of the crew of the steamer Mackinaw, were arrested early yesterday morning for being out after hours, being victims of an ordinance they say "sailor men" do not run foul of in other ports.

To be cleaned and painted, the Government dredge Chinook was lifted on the public drydock yesterday and the disabled steamer Willapa, which finished discharging her cargo at Laird, was towed to the Oregon drydock.

Fred Baumgartner, Portland agent for S. Elmore & Co., has announced a rearrangement of the schedule under which the steamer Hotel Elmore operates to Tillamook, her sailing day from Portland having been changed to Wednesday instead of Tuesday and she will arrive Sunday, instead of Saturday.

On her first trip of the season the steamer Bailey Gatzert will leave Alder-street dock for The Dalles tomorrow, replacing the steamer Dalles which will be given her annual inspection and overhauling. The Gatzert will inaugurate the excursion season about June 1.

Following are the places where the petitions can be seen: Oregon business office, Sixth and Alder. Journal business office, Fifth and Yamhill. W. J. Clemens, No. 2 Commercial Club building. Home Telephone Company, Park and Burnside.

Umbreit & Larsen Company, 256 Oak street. Lumbermen National Bank, Fifth and Stark. First National Bank, First and Washington.

Merchants National Bank, Fourth and Washington. Frank C. Riggs (Packard Garage), Twenty-third and Cornell streets. Sig Sichel & Co., Sixth and Washington streets.

Brady & Oliver, Yeon building. Marj & Campbell, No. 2 Worcester building. Heall & Co., 209 East Yamhill street. Title & Trust Company, Lewis building.

Archer & Wiggins Company, Sixth and Oak streets. Eastern & Western Lumber Company, Twenty-third and North Front.

Oregon Association for Highway Improvement, 923 Board of Trade building.

Movements of Vessels. PORTLAND, April 29.—Arrived—Steamer Rosalie, from San Diego; way ports; steamer Falcon, from San Francisco; steamer H. Elmore, from San Francisco; steamer H. Elmore, from San Francisco; steamer H. Elmore, from San Francisco.

Tides at Astoria Tuesday. High, 9:29 A. M.; low, 7:40 P. M.

NOTABLES BOOST GOOD ROADS DAY

Governor, Mayor and Two Squads of Policemen to Join in Parade Tomorrow.

50 AUTOS EXPECTED IN LINE

Two Weeks' Campaign for Signatures Will Start With Event; 60,000 Names Needed to Place Bills on Ballot.

State, county and municipal notables will join to make Oregon's first Good Roads day a success. Governor West, as admiral of the good roads squadron will lead Wednesday's procession; Mayor Rushlight and two squads of the city's police will be in attendance, and County Commissioners Lightner and Hart and County Judge Cleaton will swell the guard of authorities.

The line of march for the parade, which will be on the streets of Portland from 11:30 A. M. to 1 P. M. tomorrow, was decided on at yesterday's meeting of the parade committee. It follows: Start on Fourth to Oak; west on Oak to Sixth; south on Sixth to Yamhill and disband.

All the members of Frank C. Riggs' parade committee attended. A meeting of all the committees, to perfect plans for tomorrow's demonstration against Oregon's bad highways, will be held at noon today in the convention hall of the Commercial Club. All members of the several bodies are urged to attend.

Success Is Foreseen. If the enthusiasm manifested thus far is evidenced tomorrow, the affair will be a huge success, providing the weather is on the side of the good roads boosters, declared C. T. Prall yesterday.

Tomorrow's parade will inaugurate a two-weeks' campaign for signatures for the six bills. It is hoped that by May 14 all the necessary names will have been secured.

While it is expected that at least 50 automobiles will be in the parade, only 20 have been promised thus far. Mr. Prall is interested in the advancement of the good roads cause and who have machines available for the parade are requested to communicate with the office of Frank C. Riggs, Main 4422 or A 1127.

"We would like to get as many people in the parade as possible," said Mr. Prall. "It is to the interest of everyone who has Oregon's advancement at heart to see that the good roads bills now being circulated are passed. The thing to raise publicity for the bills will benefit them. Therefore, we expect a big turnout for tomorrow's demonstration."

Mr. Prall yesterday sent out letters to all those who received sets of petitions in the country, urging them to make haste and get the petitions signed.

"The only trouble seems to be that they do not realize that we must have to hurry in order to make a successful campaign for the bills," said Mr. Prall. "The people all over the state are in favor of the bills and it is only lack of energy on the part of the circulators that has kept the campaign back thus much."

16,000 Signatures In. More than 1000 signatures were turned in to Mr. Prall yesterday. He said the total will be 16,000. The number necessary to place the bills on the ballot is 60,000.

Following are the places where the petitions can be seen: Oregon business office, Sixth and Alder. Journal business office, Fifth and Yamhill. W. J. Clemens, No. 2 Commercial Club building. Home Telephone Company, Park and Burnside.

Umbreit & Larsen Company, 256 Oak street. Lumbermen National Bank, Fifth and Stark. First National Bank, First and Washington.

Merchants National Bank, Fourth and Washington. Frank C. Riggs (Packard Garage), Twenty-third and Cornell streets. Sig Sichel & Co., Sixth and Washington streets.



The Bakery Behind the Biscuit

Many bakeries in New York, Chicago and other cities are being condemned by health officers as unclean and unsanitary. How often do you inspect your bakery? Our two-million-dollar, sunlit bakery is your bakery when you eat

Shredded Wheat Biscuit

the cleanest, purest, best of all cereal foods. Over a hundred thousand persons visit "the home of Shredded Wheat" every year. Government inspection is good, but public inspection is better. Every detail in the process of making Shredded Wheat is open to the public. Nothing so wholesome and delicious for breakfast as Shredded Wheat Biscuit served with hot milk or stewed fruits.

Heat the Biscuit in oven to restore crispness, then pour hot milk over it, adding a little cream. Salt or sweeten to suit the taste.



The Only Breakfast Cereal Made in Biscuit Form THE SHREDDED WHEAT COMPANY, NIAGARA FALLS, N. Y.

OLD LABEL IS DISMISSED

JUDGE HOLDS SHIPOWNERS NOT RESPONSIBLE FOR HARM.

Case Against French Bark, Pending Since 1909, Dismissed—Claim of \$1500 Denied.

Invoking the axiom of admiralty law in the "Perils of the Sea," that has existed since courts first took cognizance of shipping risks, Judge Bean yesterday handed down a decision in the United States District Court dismissing the libel of Meyer, Wilson & Company against the French bark Babine Chevaux.

The libel was to recover \$1500 for damage to a cargo of cement and iron shipped by the vessel from Antwerp to Portland and the claim was based on the allegation that the cargo had not been properly stowed; that the vessel was not a seaworthy craft at the time shipment was accepted, and that this was known by her owners. The suit has been before the court for several years.

In summing up the testimony Judge Bean found that the cargo had been properly stowed and that it upon leaving Antwerp the vessel was in a perfectly seaworthy condition, both being attested by competent evidence. He also found that the cargo had been damaged by the approximate amount of \$2500, this damage resulting from leakage on account of severe straining when unusual and extraordinary weather was encountered during the voyage.

Summing up the voluminous testimony, and attributing the damage directly to the "Perils of the Sea," Judge Bean concluded: "Upon the whole record, my conclusion is that the libel should be dismissed and it is so ordered."

WOMEN SHOULD BE PROTECTED

Club to Dine Hubbard

Lecturer to Pass No Dull Minutes During Stay in Portland.

Albert Hubbard, the "Sage of East Aurora," wired A. G. Clark, president of the Portland Ad Club, yesterday that he will reach Portland from Seattle Wednesday at noon. He is to be Mr. Clark's personal guest in the forenoon, and will probably visit the Rotary Club at its luncheon at the Hotel at 1 o'clock.

It was hoped that Mrs. Eiberts might be prevailed upon to remain in Portland until tomorrow to be a guest of the Ad Club at its "straw hat" luncheon at the Multnomah Hotel, but he has informed Mr. Clark that he will depart at that time.

Fighting the Right Plague

Kill the Catarrh Germs and the White Plague Problem Is More Than Half Solved.

Consumption is caused by germs, so is Catarrh. People who have catarrh are liable to become victims of dread consumption. The reason is very simple. Germs of consumption, no matter how vicious, can make little headway when the membrane of the nose, throat and bronchial tubes is in a healthy condition. When, however, the membrane is raw, sore and inflamed because of catarrh and the ravages of devilish catarrh microbes, the germs of consumption can easily and quickly find a home to their liking and thus begin thousands of cases of consumption. It starts with a cough and ends in a coffin.

WILLAPA IS DAMAGED \$6000

Captain Enstrom Files Report at Astoria Custom-House.

ASTORIA, Or., April 29.—(Special.)—Captain Enstrom, master of the disabled steam schooner Willapa, filed a wreck report in the Custom-House today. The report says that as the steamer was passing out of the Columbia River with a cargo of lumber April 21, she struck the bar, lost her rudder and sprang a leak, but adds that the leadsmen who were taking soundings reported 30 feet of water at the time of the accident. The damage to the vessel is fixed at \$6000. Both life-saving crews stood by to give assistance, the report says, and the vessel was towed inside by the tug Fearless.

WOOL WILL MOVE BY WATER

Smallwood Says Rail Rate Reduction Not to Hurt Steamers.

In the arrival last night of 150 bales of wool from the Interior W. S. Smallwood, manager of the Open River Transportation Company, says in his report that the rate of water transportation is in favor of water.

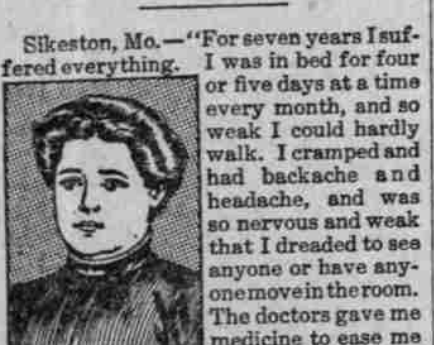
HAVE YOU A BAD BACK?

Drive away your Backache, get today a package of Mother Gray's Aromatic Leaf for the kidneys and correcting that lame, aching, and unstraining feet of the nerves. If your kidneys act too frequently, or action is painful and scanty, Aromatic Leaf is corrective and the best Regulator. At Druggists or by mail 50c. Sample FREE. Address: The Mother Gray Co., Le Roy, N. Y.

WOMEN SHOULD BE PROTECTED

Against So Many Surgical Operations. How Mrs. Bethune and Mrs. Moore Escaped.

Sikeston, Mo.—"For seven years I suffered everything. I was in bed for four or five days at a time every month, and so weak I could hardly walk. I cramp and had backache and headache, and was so nervous and weak that I dreaded to see anyone or have any movement in the room. The doctors gave me medicine to ease me at those times, and said that I ought to have an operation. I would not listen to that, and when a friend of my husband told him about Lydia E. Pinkham's Vegetable Compound and what it had done for his wife, I was willing to take it. Now I look the picture of health and feel like it, too. I can do my own housework, like my garden, and milk a cow. I can entertain company and enjoy them. I can visit when I choose, and walk as far as any ordinary woman, any day in the month. I wish I could talk to every suffering woman and girl."—Mrs. DEMA BETHUNE, Sikeston, Mo.



Murrayville, Ill.—"I have taken Lydia E. Pinkham's Vegetable Compound for a very bad case of female trouble and it made me a well woman. My health was all broken down, the doctors said I must have an operation, and I was ready to go to the hospital, but I was so that I began taking your Compound. I got along so well that I gave up the operation, and was saved from the operation."—Mrs. CHARLES MOORE, R. R. No. 3, Murrayville, Ill.

BAGGAGE CONVENIENCE.

When you arrive in the city it is not necessary to give your baggage check to an expressman, unknown to you. Just phone us the number of the check when you arrive at your home and we will collect the check when the baggage is delivered. Service day and night. B. & O. Transfer Co., Park and Davis streets. Phones Main 6980, A 3222.

Dr. Wm. Pfunder's Oregon Blood Purifier

Tried and tested over 30 years. Highly recommended as a Blood Purifier, Kidney and Liver Regulator.

DR. PFUNDER'S OREGON BLOOD PURIFIER

is the result of many years' study and experiment and is a sterling combination of medicinal roots and herbs, combined in proper chemical proportions with other efficient remedies.

AN INVALUABLE REMEDY

for Constipation, Indigestion, Liver Disorders and all conditions arising from an impoverished state of the blood.

PRICE \$1.00 For Sale by Druggists Everywhere.

DR. WM. PFUNDER CO. Portland, Oregon

PORTLAND TO LOS ANGELES

\$37.90 LOS ANGELES \$37.90

AND R. TURN VIA THE SOUTHERN PACIFIC



Fares open to all stop-overs in each direction.

Sale Dates April 30, May 2, 3, 4. Return limit 60 days from date of sale.

On account of the Annual Pilgrimage of the Nobles of the Mystic Shrine, to be held at Los Angeles from May 4 to 12, the above low round-trip fare has been made by the S. P., open to all. Call on C. W. Stinger, City Ticket Agent, for reservations, further information, or write to JOHN M. SCOTT, General Passenger Agent, Portland, Oregon.