ANVIL COMES BACK

Gasoline Schooner Survives Her Siuslaw Accident.

NEW CONCERN NOW OWNS

Repaired Ship Will Do Both Passenger and Cargo Business With Small Ports Along Coast.

Overhauling work is under way on the gasoline schooner Anvil, lying at the O. W. P. dock. She will resume service between Portland, Yaquina Bay, Siuslaw, Coos Bay and Bandon in about two weeks. Except for a test run, following repairs, the Anvil has not been in service since she stranded at the entrance to the Siuslaw River, April 10 of last year.

Wallis Nash, one of the owners of the Anvil, said yesterday that in addition to cleaning and painting the vessel's engines are being overhauled and improvements made which will increase their efficiency. It is the purpose to resume passenger as well as cargo traffic, as some outside ports have guaranteed support inasmuch as regular coast steamers extend their schedules only to the larger cities.

After being floated the Anvil was brought to Portland and, because of accrued claims, she was sold at auction to Mr. Nash and associates. A new corporation has been formed and papers are to be filed in a few days, when negotiations will be closed for a dock here.

The steamer Sue H. Elmore sailed last night for Tillamook on her first voyage, which, it is declared, will be a lengthy one. She was laid up here to have a new boiler installed and work done on her hull. She is the pioneer on the Tillamook run and will be continued on it. Her owners, the Elmore interests, also have the gasoline schooners Patsy and Tillamook in service to ports farther south.

PRINTER TO TOW MONARCH

Crew of Eight Will Accompany River Vessel on Sea Journey.

Captain W. Z. Haskins, who has prepared the sternwheeler Monarch for sea and will have command of her on the way to San Francisco, has closed for the services of the tug Printer, of Grays Harbor, to tow the vessel from Astoria to the Golden Gate. The Monarch is to leave here tonight or tomorrow and will cross out when it is believed fair weather will prevail on the Coast for several days.

On the Monarch will be eight men, though Captain Haskins will be the only licensed officer. Heavy longitudinal timbers have been placed on the vessel and securely bolted to keel and keelsons, while on deck and in the cabin more timbers have been used as braces, also heavy chains run about the boiler and made fast below with turnbuckles, while the bow has been covered with heavy planks and more fastened beneath her guard. All windows on the main deck have been covered and a number of similar precautions taken against damage should rough weather be met with. Captain Haskins thinks the trip from Astoria should be made in 60 hours. On reaching San Francisco the steamer will be prepared for service on the Sacramento River.

BOSTON WILL BE SHIFTED

Naval Militia Training Ship to Have Safer Moorings.

Though the cruiser Boston has been dropped astern from her former position below the Globe elevator, Harbormaster Speier said last night that it had been decided to select new moorings for the vessel, so that there would be no further danger of her being damaged through the maneuvering of vessels entering or leaving the elevator berth. She was struck by the steamer Yucatan a few weeks ago.

Lieutenant-Commander Blair, in charge of the Oregon Naval Militia, went over the matter with Harbormaster Speier and the latter also conferred with Lieutenant-Colonel McKinstry, Corps of Engineers, U. S. A., as that office had sanctioned the Boston being assigned to the East Side berth, so a new location was deemed the best move. Officers of the Militia have not abandoned hope of getting a smaller vessel that could be used for cruising purposes, for which the Boston is unfitted.

THODE FAGELUND COMING

Grace & Co. to Load Another Lumber Cargo Here.

Lumber exports this month will be swelled by the cargo of the Norwegian steamer Thode Fagelund, which is to leave Seattle today for Portland to load for W. R. Grace & Co., information having been sent yesterday as to her trip to the Columbia. After loading lumber here last Summer the Fagelund met with trouble at Astoria, when she collided with the Thielbek, the latter being in tow of the steamer Ocklahama. Both were damaged seriously.

The Cardiganshire sailed yesterday with lumber and general cargo for the Orient and Europe. The schooner Encore, lumber laden for Valparaiso left the harbor yesterday in tow of the steamer Ocklahama and the schooner Samar left Prescott in tow of the tug Oneonta with a West Coast lumber cargo. The German ship Tarpenbek and the German bark Barmbek will probably reach Linnton today in tow.

News From Oregon Ports.

GARDINER, Or., April 3.—(Special.)—The schooners Sadie and Louise departed for sea Wednesday, en route to San Pedro. The San Gabriel is steaming south from here, having on board lumber from the Gardiner mill. The San Gabriel will discharge her lumber at San Pedro.

The schooner Lily is in port and will sail Sunday for San Francisco, with a cargo of lumber.

COOS BAY, April 3.—(Special.)—The steam tug Gleaner from the Umpqua River arrived here yesterday to transport freight to Gardiner. The Gleaner towed the barge Lawrence to Coos Bay for 600 tons of coal, and will sail tomorrow.

The steamer Breakwater sailed today for Portland.

The steam schooner Aroline brought 28 passengers from Portland today. The Aroline is loading lumber at North Bend and will sail for San Francisco tomorrow at 5 o'clock.

The Adeline Smith, the largest of the Smith lumber vessels, has arrived here from San Francisco.

Bringing a good cargo of freight and many passengers, the steamer Alliance reached harbor from Portland today at 9:45. The Alliance sails for Eureka tomorrow.

The lighthouse tender Heather arrived here late yesterday and is engaged in resetting the spar buoys in the bay between North Bend and Empire.

ASTORIA, Or., April 3.—(Special.)—The Royal Mail steamer Cardiganshire, with cargo from Portland and Linnton, arrived at 5:30 P. M. and dropped to the lower harbor.

The British steamer Crown of Toledo, with cargo from Portland for Europe, started out tonight for Puget Sound, but turned back on account of the heavy swell. Both will sail in the morning.

The schooner Beulah, with 400,000 feet of lumber from Knappton for San Pedro, and the steamer Edgar H. Vance with lumber from river points, also for San Pedro, sailed today.

The steamer Tiverton, with cargo from British Columbia and Puget Sound, and the steamer Siskiyou from San Francisco, arrived today and proceeded to Portland.

The German bark Tarpenbek received orders today to load lumber at Prescott for the South Coast, and will leave during the night for Linnton to discharge ballast.

The schooner Samar, with a cargo of lumber from Prescott for Callao, arrived down the river this afternoon and will go to sea tomorrow.

Captain Wallis, of the German bark Barmbek, which arrived late last night, reports an uneventful trip of 28 days from Santa Rosalia. The first part of the trip was marked with fine weather, but during the last eight days a severe gale was encountered. The vessel suffered no damage. The Barmbek is under charter to Houser to load grain for Europe.

A wireless message received today by the Columbia River Packers Association from the cannery ship Reuce, en route to Chignik Bay, says the vessel was 375 miles west northwest from the Columbia River at noon yesterday, and all were well on board.

The gasoline schooner Della arrived today from Nestucca, with 117 cases of cheese for Portland.

DOCK PAY ORDERED

Lewis A. Hicks Co. Not Penalized for Delay.

CONTRACT PRICE $210,000

New City Wharf Fully Illuminated and Equipment Said to Be So Arranged as to Effect Saving—Rails to Be Laid.

Satisfactory work on the part of the Lewis A. Hicks Company in building the first unit of municipal dock No. 1, and admission by G. B. Hegardt, chief engineer, that there was delay in driving piling on the former site of the Star Sand Company as well as excavating there, won for the contractors the waiving of all penalties because the final completion of the work was 41 days over the specified period.

Mr. Hegardt recommended at a special meeting of the Commission of Public Docks yesterday that a nominal penalty be enforced, but the members felt that since every other feature of the contract had been executed to the best interests of the city, the company should not be penalized. It was shown also that while the contract price was $210,000, the fact that iron shoes had to be fitted to piling so they could be driven through rock imbedded below the surface, extra wiring was required and a number of additional items, the full list of extras above the contract amounted to only $3100.

The new dock was fully lighted for the first time Thursday night and the illuminating equipment has been so arranged that the interior of the dock is far lighter than any in the harbor. Circuits also have been so wired that different sections can be illuminated without the use of unnecessary lights. To save burning a number when inspections are being made by watchmen a line of lights down the center is operated independently.

The Northern Pacific Terminal Company has started laying connecting tracks on North Front street so the new dock may be reached from the main line and the Commission will meet April 7 to open bids for the construction of tracks on the dock property.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From.	Date.
Bear	Los Angeles	In port
Roanoke	San Diego	April 5
Breakwater	Coos Bay	April 5
Rose City	Los Angeles	April 7
Beaver	Los Angeles	April 7
Alliance	Eureka	April 8
Yucatan	San Diego	April 12

TO DEPART.

Name.	For	Date.
Harvard	S. F. to L. A.	April 4
San Ramon	San Francisco	April 4
Yale	S. F. to L. A.	April 6
Bear	Los Angeles	April 7
Roanoke	San Diego	April 8
Breakwater	Coos Bay	April 8
Alliance	Eureka	April 10
Rose City	Los Angeles	April 12
Beaver	Los Angeles	April 14
Yucatan	San Diego	April 15
Aroline	Coos Bay	April 16

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Radnorshire	London	April 24
Sudmark	Hamburg	April 30
Glenroy	London	May 1
Den of Ruthven	London	May 15
Hoerde	Hamburg	May 22
Glenlochy	London	June 16
Sambia	Hamburg	June 20
Carnarvonshire	London	July 1
C. Ferd Laeisz	Hamburg	July 30
Andalusia	Hamburg	Aug. 22

Name.	For	Date.
Radnorshire	London	May 1
Sudmark	Hamburg	May 4
Glenroy	London	May 5
Den of Ruthven	London	May 22
Hoerde	Hamburg	May 22
Glenlochy	London	June 10
Sambia	Hamburg	June 24
Carnarvonshire	London	July 8
Andalusia	Hamburg	Aug. 5
C. Ferd Laeisz	Hamburg	Aug. 25

ALASKAN SERVICE.

Name	For	Date.
J. B. Stetson	Skagway	April 13
Quinault	Skagway	April 18
Thos. L. Wand	Skagway	April 23

DUE FOR INSPECTION.

Certificates on the following vessels expire during April, as indicated:

Str. Breakwater	Portland	April 10
Str. Dalles City	Portland	April 14
Str. Geo. H. Williams	Portland	April 18
Str. Akutan	Portland	April 22
Str. Harvest Queen	Portland	April 29

Movements of Vessels.

PORTLAND, April 3.—Arrived—Steamer Tiverton, from British Columbia and Puget Sound; steamer Siskiyou, from San Pedro.

Astoria, April 3.—Left up at midnight—Steamer Tiverton. Arrived at noon and left up at 12:45 P. M.—Steamer Siskiyou, from San Pedro. Arrived down at 5:20—British steamer Cardiganshire. Sailed—Schooner Beulah, for San Pedro.

San Francisco, April 3. Arrived at 4 A. M.—Steamer Cricket, from Portland. Sailed at 11 A. M.—Steamer Roanoke, for Portland. Arrived at 1 P. M.—Steamer Portland, from Portland.

Coos Bay, April 3. Arrived—Steamers Alliance and Aroline, from Portland.

Seattle, April 3.—Arrived—Norwegian steamer Thode Fagelund, from Mojt, for Portland.

Queenstown, April 2.—Arrived—French bark Ernest Legouve, from Portland.

Sydney, N. S. W., April 3.—Arrived previously—Steamer Strathardle, from Everett.

Astoria, April 2.—Sailed at 7 P. M.—Steamer Bee, for San Pedro. Arrived at 8 P. M.—German bark Barmbek, from Santa Rosalia. Arrived at 9 P. M.—Steamer Tiverton, from Victoria and way ports. Arrived down at 11 P. M.—British steamer Crown of Toledo.

Monterey, April 2.—Sailed at noon—Steamer J. A. Chanslor, for Portland.

Singapore, April 3.—Arrived—Steamers Antilochus, Liverpool for Seattle; Den of Airlie, from Portland, Or., for London.

San Francisco, April 3.—Arrived—Steamers Daisy Putnam, from Astoria; Speedwell, Bandon, from Bandon; Cricket, from Columbia River; Mary Olson, from Ballard; Svea, from Grays Harbor; Sebara (German), from Hamburg; Chiyo Maru (Japanese), from Hongkong; Wilmington, from Everett; Arizonan, from Salina Cruz; Oliver J. Olson, from Bellingham; Portland, from Columbia River; Lord Lonsdale (British), from Antwerp. Sailed—Steamers Daisy Freeman, for Willapa; Roanoke, for Portland; Centralia, for Grays Harbor; Hilonian, Seattle and Honolulu.

Seattle, April 3.—Arrived—Steamers Richmond, Umatilla, from San Francisco; Thoda Fagelund, from Mojt. Sailed—Steamers Humboldt, Northland, for Southeastern Alaska; Luxor (German), for Sydney; El Segundo, for San Francisco; Bertha, for Southwestern Alaska; ship Benj. F. Packard, for Chignik; barge Fresno, for Akutan.

London, April 3.—Arrived—Protesilaus, from Tacoma.

Marconi Wireless Reports.

(All positions reported at 8 P. M., April 3, unless otherwise designated.)

Washtenaw, Bellingham for Port San Luis, 53 miles south of Cape Flattery.

President, Seattle for San Francisco, 490 miles north of San Francisco.

Vance, Astoria for San Pedro, 20 miles south of Columbia River.

Norwood, Grays Harbor for San Francisco, off Yaquina.

Scott, San Francisco for Puget Sound ports, off Tatoosh Island.

Beaver, San Pedro for San Francisco, 15 miles east of Point Conception.

City of Para, Balboa for San Francisco, 1470 miles south of San Francisco.

Stanley Dollar, San Francisco for San Pedro, 130 miles north of San Pedro.

Redondo, San Francisco for San Pedro, off Point Arguello.

Harvard, San Pedro for San Francisco, passed Point Hueneme at 6:25 P. M.

Chanslor, Monterey for Honolulu, 985 miles from Monterey, April 2.

Lurline, San Francisco for Honolulu, 602 miles from lightship April 2.

Manoa, Honolulu for San Francisco, 1468 miles from San Francisco April 2.

Enterprise, Hilo for San Francisco, 1450 miles from San Francisco April 2.

Roanoke, San Francisco for Portland, 10 miles north Point Arena.

Kilburn, San Francisco for Eureka, three miles south Point Arena.

Centralia, San Francisco for Aberdeen, off Stewarts Point.

Columbia, San Pedro for San Francisco, 25 miles north Point Sur.

Speedwell, San Francisco for San Pedro, 20 miles north Point Sur.

Yosemite, Astoria for San Francisco, six miles northwest Point Reyes.

Klamath, San Pedro for San Francisco, off Pigeon Point.

Grace Dollar, Bandon for San Francisco, 55 miles from San Francisco.

Asuncion, Richmond for Portland, 95 miles north Richmond.

Yucatan, Portland for San Francisco, 40 miles north Point Arena.

Aorangi, San Francisco for Sydney, via Papeete, 261 miles from San Francisco.

Rose City, Portland for San Francisco, 25 miles north Cape Mendocino.

Senator, Seattle for San Francisco, 15 miles north Cape Mendocino.

Topeka, Eureka for San Francisco, 5 miles south Cape Mendocino.

Porter, Monterey for Portland, 200 miles north San Francisco.

Whittier, San Luis for Seattle, 33 miles north Blunts Reef.

Whittier, San Luis for Eureka, 40 miles south Eureka.

Santa Rita, Port San Luis for Vancouver, 160 miles north San Francisco.

FOURTH CARGO FOR ALASKAN HARBORS FROM PORTLAND THIS SEASON DISPATCHED LAST NIGHT

STEAMER QUINAULT AND HER MASTER, CAPTAIN G. W. MORGAN.

Additional steerage accommodations to the number of 12 having been provided aboard the steamer Quinault, work on which detained her in port two days, she was started for Skagway and way ports last night. No loss was suffered because of her delay, as additional cargo was accepted so she was sent away with a full load.

The steamer Thomas L. Wand sailed from Skagway on the return Thursday afternoon. As the J. B. Stetson is to sail April 13 and there is a demand for passenger accommodations, the Wand will not come here, but is to discharge at Seattle and reload there for Skagway, so her next voyage from Portland will be April 25.

CROWN PRINCE COMING

HEIR TO ITALIAN THRONE TO VISIT PORTLAND ON CRUISER.

Harbormaster Speier Is Notified That the Calabria Will Include City on Tour of Coast Harbors.

Portland people will entertain the Italian Crown Prince and other officers of the Italian cruiser Calabria this Summer. Harbormaster Speier was apprised yesterday afternoon that the vessel would include this harbor in her itinerary, which covers the principal ports on the Pacific Coast. The cruiser is expected to arrive during July.

Harbormaster Speier wrote to G. Millo, the Italian Minister of Marine, at Rome, Italy, to ascertain details of the movements of the Calabria, so that the approximate time of her arrival might be learned and preparations made for her reception. On the occasion of the visit here several years ago of the Italian cruiser Puglia, commanded by Viscount Cusani, it is said her officers forwarded a flattering report to Rome of the manner in which they were received and entertained, and the coming of the Calabria is believed to be one result of the courtesy shown.

Warships of other European nations undoubtedly will use the Panama Canal frequently, Harbormaster Speier thinks, and he says visits to Portland should be encouraged as a further means of advertising the only fresh-water harbor on the Coast. The coming of the Calabria will be made the occasion of special programmes among Italian residents of the city.

Marine Notes.

Bringing a fair cargo the steamer Tiverton returned to port last evening from British Columbia and Puget Sound. She is to have another capacity cargo on her outward voyage, and it is said the trade is assuming larger proportions.

Leaving here yesterday the steamer Multnomah proceeded to St. Helens, and will go to Astoria for more lumber, returning to St. Helens to finish. The San Ramon was cleared yesterday with 400,000 feet of lumber for San Francisco and went to Kalama, while she also loads at Wauna and Astoria. The steamer O. M. Clark leaves Linnton today for San Francisco with a full load.

United States Inspectors Edwards and Fuller inspected the Port of Portland tug John McCraken yesterday. The steamer Breakwater, due tomorrow, is to be inspected Monday.

One arrival today will be the American-Hawaiian steamer Paraiso, which is bringing New York cargo that was transshipped at San Francisco.

Work of loading 281 tons of wheat aboard the steamer Annie Comings began yesterday at The Dalles, and she will discharge it at Astoria.

Advices to the Merchants' Exchange yesterday told of the arrival of the French bark Ernest Legouve at Queenstown after a passage of 119 days from the Columbia River. She leads the 1913-14 grain fleet for fast passages.

Tides at Astoria Saturday.

High.	Low.
6:16 A. M.....7.5 feet	0:06 A. M.....4.3 feet
8:41 P. M.....5.0 feet	2:06 P. M.....0.9 foot

Columbia River Bar Report.

NORTH HEAD, April 3.—Condition of the bar at 5 P. M.—Sea, smooth; wind, north, 10 miles.

POLICE PAY HELD UP

City Auditor's Action Causes Indignation, Disappointment.

LAST CENT OF SOME GONE

Mr. Barbour Doubts Legality of Giving Full Salary to Those Absent From Duty Because of Illness. Pension Fund Cited.

Members of the police department were disappointed yesterday when salary warrants for the past month were withheld by order of City Auditor Barbur, who questions the legality of paying full salaries to those who have been absent from duty on account of sickness. A ruling from City Attorney La Roche will be sought today.

Indignation meetings were held last night in groups of twos and threes among members of the department who had spent that last nickel on their way to work in anticipation of a check at headquarters.

"I am afraid there is a misunderstanding over the matter," said City Auditor Barbur last night. "I find that for several months past full pay checks have been allowed for men absent from duty on account of sickness. I have read the law as cited by the police who believe they are entitled to full pay during sickness, but I do not see that they are entitled to full pay from the city payroll which certifies they have worked a certain number of days.

Pension Fund Pointed to.

"If a law providing for a pension fund and sick benefits has been passed, then pay for the days on which they were sick should come from the pension and benefit fund separate from the payroll. There has been no actual stopping of warrants, as the day on which salaries are paid is the 5th of the month, and by that time the matter will be adjusted."

Thirty-five policemen who were ill for periods ranging from one to 31 days last month lost an aggregate of $600 in pay by the change which was ordered in the payroll of the police bureau. The policemen, in all, lost 183 days, some of it checked by hours, or an average of $17.13 each.

The reduction was made as a result of a change in the policy of the Commissioners, the plan heretofore having been to pay the police for time lost on account of sickness. The change hinged upon the payment of Tom Coleman, detective sergeant, who broke two ribs and his left arm accidentally a month ago, and is able to be about, though not fit for duty. When his name was seen on the payroll a hurried consultation among officials followed, and 25 policemen who otherwise would have received full pay, were "docked" for that period.

Old Promises Recalled.

Some agitation ensued recently when it was discovered that a policeman, injured in the discharge of his duty, was docked for the time he took off to recover, and the police declare promises were made that legitimate sickness should not operate against the policemen either in salary or demerit marks.

Another matter that is rolling the police is failure to carry out the provisions of the pension act which was passed by the last Legislature. The police have continued to pay their percentage to that fund since the act was passed, and April 1 was set as the time to put pensions into force. Detective Sergeant Day and Ben Branch, day jailor, would be affected immediately by the act, but no move has been made to put it into effect.

FERN TO SEE MISS HOBBS

Governor's Secretary Telegraphs for Seats at Baker Theater.

Manager George L. Baker received a dispatch yesterday from Fern Hobbs, secretary to Governor West, ordering seats for a theater party consisting of herself and a considerable number of her friends at the State House to see the performance of the play "Miss Hobbs" tonight at the Baker.

Mr. Baker immediately telegraphed he would place two boxes at her disposal, but these she modestly declined, stating that she preferred the seclusion of the body of the house, "right among the rest of the folks," for she was sure from all she had heard that the play was highly interesting and entertaining and she wanted to get right in and enjoy it, without the thought that she was conspicuous or that anyone would be pointing her out as the "Oregon Miss Hobbs." She and her party will be present, however, and it has been arranged for them to meet Dorothy Shoemaker and the other members of the Baker Players after the performance.

E. F. GREEN FACES CHARGE

Ex-President of Casualty Company Accused of Embezzlement.

SAN FRANCISCO, April 3.—Charges that E. F. Green, former president of the Pacific Coast Casualty Company, embezzled at least $30,000 from his company and tied up approximately $20,000 more by questionable transactions were made to the District Attorney's office today by E. C. Cooper, State Insurance Commissioner. His alleged defalcations have not embarrassed the company.

Green has been in trouble for some months. Charges made by his wife involving another woman gave him much unpleasant notoriety and later it became known that his accounts with the company were badly tangled. A statement was issued, however, that he would be able to make good his shortage and no more of the affair was heard until today.

Green is believed to be in New York. He was heard from in Portland, Or., recently.

TREE DAMAGES ASSESSED

Oregon City Jury Gives $60 Judgment Against Telephone Company.

OREGON CITY, Or., April 3.—(Special.)—Damages amounting to $60 for cutting shade trees in front of her home were awarded Mrs. O. M. Fromong by a jury today. Her suit was against the Oregon City & Farmers' Mutual Telephone Company.

The telephone concern, which is better known as the Home Telephone Company, trimmed several valuable trees in front of her home in Gladstone while building lines.

Only One "BROMO QUININE"

Whenever you feel a cold coming on, think of the full name, Laxative Bromo Quinine. E. W. GROVE'S signature is on box. 25c.

Portland's Building Directory

Board of Trade Building

Appraiser of Real Estate.
SIGLER, R. D., Main 1156.....820

Attorneys.
BEACH, SIMON & NELSON, Main 3128. 709
HECKBERT, E. E. Main 7596, A 1632..1010
LANGLEY, Lotus L., Main 5348.....1117
O'ROURKE, L. W. Marshall 5141....415
WILBUR & SPENCER, Marshall 5310, A 3407.....1001

Brokers, Stocks, Bonds and Grain.
OVERBECK & COOKE CO., A 5331 Main 3542.....216-218

Marble Works.
VERMONT MARBLE WORKS, Mar. 901, 307

Real Estate.
BARRETT BROS. Main 5496.....303
CLARK, GEO. KNIGHT. Main 3154....1047
WALLER, FRANK L. Main 8295.....1015

Stationery, Office Supplies and Printing.
KUBLI-MILLER CO., Main or A 2324..1 & 2

Chamber of Commerce Bldg.

Attorneys.
BAIN, JAMES R. Marshall 2444.....821
BLAND, EUGENE. Marshall 5451.....823
DUNIWAY, RALPH R. Main 1535..529-531
HAINES, S. H., Main 8761.....527
HAZEN, COOPER & MACKAY, Main 48. 926
JOHNSON & STOUT, Main 3953.....1016
MOSESSOHN & MOSESSOHN, Main 6294. 716
TIFT, ARTHUR P. Main 427.....710
UPTON, JAY H. Main 6294.....715
WHEALDON, C. L. Main 1535.....530

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ANDERSON BUNGALOWS, Mar. 3937..328
ANDERSON BUNGALOWS, Mar. 3937..328

Civil Engineer.
M'GONIGLE, CHAS., Engineer.....815

Insurance.
VINCENT, S. D. & CO. Main 1654.....816

Real Estate.
DAVIDSON, I. G. Mar. 485, A 4332....819
KEASEY, DORR E. & CO. Main 1189..232
M'GRATH, E. A. Marshall 2209.....625
STOUT INVESTMENT CO. Main 5129..723
SLAUSON, A. B. Main 9444.....629

Lewis Building

Accountants.
GILLINGHAM, J. G. Marshall 717..413-415

Architects.
SUTTON & WHITNEY, Marshall 1021..812

Attorneys.
MOULTON, ARTHUR L. Marshall 246..312
WINTER, WILSON & JOHNSON. M. 4431. 712

Bonds, Stocks, Grain and Cotton.
WILSON, J. C. & CO. A 4187, Mar. 3858

Builder and Real Estate.
SUMMERS, W. J. Marshall 3761....305-306

Consulting Engineers.
LUCIUS, W. W. Marshall 334....216-217
REID, M. E. Marshall 677.....614-617

General Insurance.
BURGARD, JOHN H. Main 688, A 1688...2
WHITMER-KELLY CO. Main or A 1008..5

Investments and Loans.
STIPE, J. R. Main 5101.....405

Marine Insurance.
FIREMAN'S FUND INSURANCE CO....209

Real Estate.
HARBOLT REALTY CO. Marshall 4200. 716
NEUHAUSEN & CO. Irvington, M. 5078. 705

Spalding Building

Attorneys.
ALEXANDER, GEO. R. Mar. 2420....1001
GEBHARDT, ALBERT E. Main 1314..611
SAWYER, HAROLD M. Marshall 2361..608
WALTON, JAMES, JR. Marshall 2420..1001

Consulting Engineer.
KYLE, G. A. Marshall 4111.....718

Fruit Exchange.
NORTHWEST'RN FRUIT EX. Mar. 2484, 418

Life Insurance.
COLUMBIA LIFE & TRUST CO....900-924

Mortgage Loans.
BAIN, JOHN. A 7442, Main 6021.....207

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BAY CITY LAND CO. M. 1116....701-702
KING, FRED C. Main or A 3652.....314
RIGGS, GEO. A. Marshall 2746, A 2439. 1101
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Detective Bureau.
COAST DETECTIVE BUREAU, M. 8683. 312

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MOELLER, HERMAN A. Main 1343...1009

Optician, Optometrist.
KOLLE, DR. D. W. Main 4183.....706-707

Patent and Trade Mark Attorney.
LITZENBERG, WM. R. Mar. 1847.....904

Public Utility Specialist.
FOSHAY, WILBUR B. Main 5273.....1014

Stenographers.
O'BRIEN, MARIE A.....Mar. 2482

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KORELL, CHAS. H. Main 2744.....807
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Advertising Service.
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Advertising Publishers.
LAWSON & CO., A 7133, M. 4903.....709

Dairy Lunch.
IMPERIAL DAIRY LUNCH...ground floor

Dentists.
METSCHAN, DR. E. L. Main 863.....904

Eyesight Specialist.
DUBACK, DR. J. D. A 1828, M. 5832..602

Hospital Associations.
AM. HOSP. AND RELIEF ASSN.....1216
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Kodaks, Opticians.
COLUMBIAN OPT'L CO. Mar. 819, Gd. Flr.

Physicians and Surgeons.
ETTELSON, DR. J. A.7788, Mar. 2614, 1001
MARSHALL, DR. E. ALBERT. M. 684..1216
NEWBERGER, DR. J. F. Main 8322..1118

Prescription Druggists.
NAU, FRANK. Main 721, A 2721, ground flr.

Piano Wholesalers.
HOLT, E. H., Piano Co. M. 1995....207-8

Rentals and General Insurance.
SMITH'S AGENCY. Main 8801.....410

Yeon Building

Accountants.
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ARNEST, G. C. Main 498.....1104-1105
CAREY & KEAR. Main 672.....1419-1422
CAREY, CHAS. H. Main 672.....1419-1422
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COHN, JULIUS. Main 2710, A 7202....1518
GRAHAM, SIDNEY J. Main 493..1319-1323
HARTJE, HENRY. Marshall 4887.....1118
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JOHNS, CHAS. A. Main 528.....1306-1309
KERR, JAS. B. Main 672.....1419-1422
KIMBALL, HENRY M. Mar. 630.....925
KLEPPER, MILTON REED. Mar. 247..1312
M'ARTHUR, C. N. Main 4237.....422-424
MALARKEY, SEABROOK &
DIBBLE, Main 1501, A 5212....1500-1503
MANNIX, THOS. Main 2210, A 7202....1519
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MOORE, WILLIS S. Main 493....1319-1323
MOSER & M'CUE, Main 2541, A 2541..1524
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SPENCER, OMAR C. Main 672...1419-1422
STOTT & COLLIER. Marshall 5078, 608-610
SULLIVAN, R. A. Main 2210, A 7202..1519
WILLIAMS, W. A. Main 2541, A 2541..1524
WILSON, JOHN G. Marshall 832..1311-1317
KINNEY, M. J. Marshall 5614.....518

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Billiard Hall.
M'CREDIE BILLIARDS.....24 Floor

Cigar Store.
BRADY & OLIVER.....Lobby

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REYNOLDS ADJUSTMENT SERVICE, 1117

Contractors.
COWLITZ BRIDGE CO. Main 6765....1304

Court Reporters and Stenographers.
FLEXNER, VIVIAN. Main 1431, A 7279, 1402
SAYRE, JULIA K. Main 1431, A 7279, 1402

General Insurance.
RAWLINGS, L. V. Main 5263.....425-426

Insurance Adjusters.
McDONALD, W. R. & CO., Mar. 2391, 802-804

Real Estate.
CALLAN & KASER. Main 1633....722-724
GUNTHER, R. Marshall 16.....404
M'FARLAND, FRANK, REALTY CO..209
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EXTRADITION IS DENIED

GOVERNOR WEST ACTS IN M'LAIN COOPER CASE.

North Dakota Executive Told Sullivan's Criminal Movements Hurt, Rather Than Aided in Matter.

SALEM, Or., April 3.—(Special.)—Governor West today wired L. B. Hanna, Governor of North Dakota, that he had denied the extradition of McLain S. Cooper, as follows:

"In view of the developments in the McLain S. Cooper case which disclose J. A. Sullivan's criminal acts while in this state and make his statements unworthy of credit, I believe requisition should not be honored. I believe you will agree I have taken the proper course when you have read the evidence taken at the hearing."

McLain S. Cooper is wanted by the North Dakota authorities ostensibly on a charge of bribing the jury that acquitted him of murder a few years ago, but his friends here believe that he really is wanted as a co-defendant, with his father in a $50,000 damage suit, brought by the relatives of James Ross, the man he is said to have killed in self-defense.

Governor Hanna requested extradition of Cooper on the strength of an affidavit made by Sullivan that Cooper has confessed participation in jury-bribing, but at a hearing before Miss Fern Hobbs, Governor West's secretary, in Portland last week, it was brought out that the "confession" was made by one J. S. McGruder, who impersonated Cooper under Sullivan's order.

John F. Logan and J. J. Fitzgerald, attorneys for Cooper, telegraphed to Governor Hanna on Wednesday, advising him that they will give bond for Cooper's parole into their custody and agree to deliver him to the North Dakota authorities as soon as the boy's father, or Tracy R. Bangs, his attorney, or any other reputable defendant accused with them of jury-bribing is convicted.

The Portland attorneys claim that the case against the young man is a "frame-up" and declare that the District Attorney and other state and county officials of Grand Forks and Traill counties, North Dakota, are acting as attorneys for the plaintiffs in the civil case against the Coopers, who are wealthy.

While Sullivan was in Portland last Winter endeavoring to get evidence against Cooper and securing his "confession" through the use of McGruder, he was arrested for passing worthless checks and it is this fact that Governor West refers to as Sullivan's "criminal acts."

Cooper is employed on a ranch, near Hood River, by Ellis McLean, a well-known Portland liveryman, who vouches for his character and good behavior since coming to Oregon more than two years ago.

R. A. BOOTH IS HEARD

ADDRESS MADE AT NEWBERG BY SENATORIAL CANDIDATE.

Larger Questions of Day Discussed and Requisites for Oregon Statesmen Described by Speaker.

NEWBERG, Or., April 3.—(Special.)—R. A. Booth, candidate for the nomination for United States Senator on the Republican ticket, spoke here tonight before a large audience, among which were many women, to whom a special invitation had been extended.

Mr. Booth spoke on generalities, announcing that should he receive the nomination at the primaries on May 15, he would be glad to return to Newberg and make what might be termed a political speech. He said the issues had not been drawn in the campaign yet and, therefore, he could not talk on political points.

Mr. Booth gave his views on the larger questions of the day, declaring that he felt the Government's regulation of the railroads meant reduced rates, better wages for employes and increased safety for passengers. He said that the request of the railroads for an increase of 5 per cent in freight rates should be granted.

Mr. Booth said that should he be elected to the Senate one of the first matters he would take under consideration would be to urge the appointment of a non-partisan tariff commission. He also asserted that the man elected to this high office should be a broad-gauged man who will view Western Oregon with an unbiased eye; that the interests of the stockmen, the lumbermen and the mining men should be kept close in mind and any National legislation affecting them should have an Oregon Senator's closest attention and hardest work.

Turner Wants More Water.

SALEM, Or., April 3.—(Special.)—State Engineer Lewis has been asked by the officials of Turner for permission to appropriate additional water for municipal supply. The city wishes to obtain water from the Thomas Edwards spring, which is near the city. Turner some time ago appropriated the water of a spring about two and one-half miles from the city limits, but it has been found that the supply from that source will be insufficient for the city.

PHYSICAL EXPERT IS GUEST

School Principals to Hear Dr. Brown Talk at Y. M. C. A. Dinner.

Many reservations are being made for the dinner tonight in honor of Dr. John Brown, Jr., international physical work secretary of the Young Men's Christian Association. Dr. Brown will arrive in Portland this morning and the dinner will be held in the auditorium of the Y. M. C. A. at 6:15 o'clock.

Among those who will attend will be many of the principals of Portland public schools. Dr. Brown, who is an expert on the subject of physical training for boys, is expected to give them suggestions for exercise and recreation methods for school boys. Dr. Brown has supervision of all the physical department work of the Y. M. C. A. in Canada