SUIT IS RAID ECHO

K. S. Miles Says Grill Arrest Has Injured Him.

$20,000 WILL BE ASKED

Three Prisoners Are Released in Municipal Court for Lack of Prosecution — More Facts Promised Thursday.

"I shall the sue the city of Portland for $20,000. I have been injured socially and in a business way by my arrest in the Richards Grill," said K. S. Miles, lessee of the Lake County Telephone & Telegraph Company, yesterday, after his release in court. A warm reception was given Miles Saturday night, on his first visit to Portland for a number of years. Miles found himself arrested in the Richards Grill and booked at the City Jail as a state vagrant. He was discharged yesterday by Judge Stevenson, when no officer taking part in the raid appeared against him to back up the charge.

"I finished some business late Saturday night and walked up Alder street to Park, said Mr. Miles yesterday. "I came to Richards Grill and entered by the Alder-street entrance. I passed two policemen in plain clothes, who remarked, 'It's easier to get in than get out of here.' I premued they were after a criminal.

"When I had been seated a few moments I was closely questioned and later informed that I was under arrest as a vagrant. I was taken to police headquarters, where the following conversation took place between the captain on duty and the officers who had me in charge:

"'What have you against him?'

"'He is a married man.'

"'Bail is set at $50. Lock him up.'

Hotel Manager Aids Him.

"I was able to communicate with Manager Metschan, of the Imperial Hotel, who immediately secured my freedom. I am lessee of the Lake County Telephone & Telegraph Company and proprietor and manager of the Silver Lake Northern Telephone Company.

"I appeared in court today, but none of the officers participating in the raid was willing to be responsible. They admitted there was 'nothing against me.'

"It certainly was a most unpleasant experience. The grill was open for business. It was licensed by the city and therefore recognized. I went there in good faith. I was arrested as a vagrant. I was not and am not one. No one appeared against me. I know someone is responsible and whoever it is will be determined in a suit I have instructed my attorney to file against Mayor Albee, Chief of Police Clark, Captain Inskeep, Sergeants Harms and Wells and the patrolmen under their orders."

Three Prisoners Released.

Three of those arrested in the raid were dismissed yesterday by Municipal Judge Stevenson.

K. D. Smith, steward of the grill, will have a jury trial Wednesday afternoon.

Besides Mr. Miles, Grace Schwartz and Jane Dixon, who said they were out-of-town visitors, were released and the case against them continued indefinitely. The other cases will come up for trial Thursday.

Sergeant Wells, who handled part of the raid, did not appear in court at 2 o'clock, and the case was held over until he should arrive. He knew little about the women, and the other officers concerned knew little more. On the promise of Prosecutor Stadter that he would try to bring in some evidence Thursday, the case was continued.

W. H. Warren, secretary to Mayor Albee, who engineered the raid, was an interested spectator. The entire second row of seats in the courtroom was occupied by women of elderly appearance, who listened eagerly to the little evidence offered.

CONCERTS ARE ANNOUNCED

Park Band Will Play Tonight in Forestry Building.

The Park Band, under the direction of Charles L. Brown, will play tonight at 8 o'clock in the Fortsery Building. Tomorrow night the band will play at Holladay Park. The programme tonight is as follows:

1. March—"Free Lance" ..... Sousa
2. Waltz—"The Dolores" ..... Waldeusel
3. Overture—"Maritana" ..... Wallace
4. Humoresque ..... Vorha
5. Selections from "The Firefly" .... Sriml

Intermission.

6. Fantasia—"Carmen" ..... Bizet
7. Comic—"Funeral March of a Marionette" ..... Junout
8. Aragonaise—"Ballet Le Cid" ..... Massenet
9. Plantation Song—"The Sunny South" ..... Lande
10. Two Step—"Osman" ..... Selling

CHURCH GIRLS HOSTESSES

Women Over 70 Will Be Guests of Vancouver Society.

VANCOUVER, Wash., June 22.—(Special.)—The Kings' Daughters of the First Baptist Church will observe their custom, started four years ago, of entertaining for an evening a number of women who have passed their 70th birthday. A programme of music, songs, recitations and a tableau has been arranged.

The entertainment will be held in the parlors of the church and the honored guests will be taken to and from the church in automobiles. Many of those who have been invited crossed the plains behind ox teams in the '50s.

CITY BUYS WATER SYSTEM

Deal in Chehalis Insures Pure Supply and Ends Long Controversy.

CHEHALIS, Wash., June 22.—(Special.)—The City Commissioners today closed a deal with T. C. Rush, owner of the Chehalis water system, for the purchase of the local plant for $30,000.

This ends a long drawn-out controversy of several years, during which there has been extended litigation and the city has been threatened with dual water systems.

The city is now engaged in rushing work on a gravity supply system from the headwaters of the north fork of the Newaukium to Chehalis and today's deal insures citizens pure water by Fall.

BODY IS AN ART GALLERY

Sailor's Enlistment Held Up While Official Washington Ponders.

SPOKANE, June 22. — When Anson D. Skillings, a sailor for 15 years, tried to enlist here today in the marine corps, he was told at the recruiting office to "stick around until officials at Washington could pass on his art gallery."

Skillings' body is practically covered from head to foot with tatooed pictures. On his right foot is a butterfly, while a huge snake twines around his left foot and leg. On his right forearm is a sailor and his sweetheart and below the elbow are clasped hands. On the wrist are his initials, while on the back of his right hand is an American flag in an eagle's claws. The back of the right arm bears a star, another flag and a sailor's head. The left arm has a picture of a ship, roses, an eagle, stars, anchor and other maritime objects, and his back and other portions of his body are similarly ornamented. On the right arm are the words "to the memory of my mother," and on the other arm is inscribed "to the memory of my father."

PORTLAND BRIDE DIES IN LOS ANGELES.

Ruth Blanchard Doty.

Ruth Blanchard Doty, daughter of Mr. and Mrs. C. P. Blanchard, died Sunday night in Los Angeles, where she had been staying for her health.

She was well known in social and church circles of South Mount Tabor, where she lived with her parents for more than 12 years, prior to her marriage to Clyde Doty, last Christmas day. While her health had been failing, her early recovery and return were confidently looked forward to. She had sung in the choir of the Third United Brethren Church, of which her mother was pastor for several years.

WEED CUTTING STARTS

CITY EMPLOYS 16 LABORERS AND 12 INSPECTORS FOR CLEAN-UP.

Resident Offenders Will Be Haled Into Court and Salty Sentences Are Promised.

With 16 laborers and 12 inspectors the city started yesterday to enforce the anti-weed ordinance. The laborers, with scythes, started cutting weeds in the district just east of Grand avenue, between East Morrison street and Hawthorne avenue, and gradually will work out toward the suburbs. The force will be doubled within a few days so that the entire city can be covered within a few weeks.

The lots being cleared now are those on which "cut-weed" notices were posted more than five days ago. There are about 650 lots of this kind which will be cleaned by the city as rapidly as the work can be done. The cost of the work, amounting to about 75 cents or $1 a lot and an additional $2 a lot to cover overhead expenses, will be assessed against the property.

Co-operation between the engineering, the police and the health departments has been arranged. This work will be kept up until the last of September, when it is expected every vacant lot in the city will have been cleaned.

Reports giving the names and addresses of all persons who have been notified by the police to cut weeds were submitted yesterday, and, it is said, arrests will be made within a few days in cases where persons have failed or refused to comply with the law. The charge in these cases will be "failing to abate a nuisance," and it is understood Municipal Judge Stevenson has said he would do his part in making examples of persons who appear before him on that charge.

While the police and other officials are attending to the property owned by persons residing within the city, arrangements for the cleaning of property of non-residents are being made.

YEARBOOK IS OUT AGAIN

MEMBERS OF CONGRESS RECEIVE THEIR 11,000 QUOTAS.

Problem of High Cost of Living Discussed at Length—Washington Postoffice Is Flooded.

OREGONIAN NEWS BUREAU, Washington, June 22.—The Yearbook of the Department of Agriculture, the most popular Government document issued at Washington, has made its annual appearance and each Senator and Representative has received his quota of 11,000 copies. There is, in consequence, a great flooding of the Washington Postoffice, as the candidates for reelection are rushing the Yearbooks through the mails to waiting constituents, who are never quite happy until they read the latest word from the Secretary of Agriculture.

Secretary Houston has produced a volume that compares favorably with the Yearbooks of seasons past. The Yearbook for 1913 is smaller than its predecessors, is of much more pleasing appearance and carries none of the highly scientific articles that have burdened this publication in the past. Typographically the new Yearbook is a tribute to Secretary Houston and the Government printing office.

In this volume, in addition to the annual report of the Secretary of Agriculture, are 14 special articles of interest to farmers, fruit growers and stockmen. A large amount of space is devoted to the discussion of problems bearing on the cost of living. Copies of the Yearbook can be had on application to Senators or Representatives and cannot be procured from the Department of Agriculture.

New Salmon Creek Bridge Built.

VANCOUVER, Wash., June 22.—(Special.)—The new steel bridge over Salmon Creek is under construction and will be ready for traffic in 15 days, according to Walter A. Schwarz, County Engineer. The cost will be $5800. Since the bridge collapsed, a month ago, after an auto truck passed over it, travelers drive two miles out of their way to reach Vancouver.

2 BIG ACTS SHOWN

Pantages Has "Added Attraction" This Week.

ENGLISH GIRL MAKES HIT

"Merry Masqueraders" Classed as "Tuneful Absurdity" and Other Laugh-Provoking Features Found in Abundance.

"Extra added attraction" and regular prearranged headliner on Pantages bill vie nobly for supremacy in the likings of the audience. Bothwell Browne has sent another of his tuneful absurdities, the "Merry Masqueraders," for the headline number, and England and vaudeville providence have sent Daisy Harcourt, the "added attraction." Daisy is of the Lloyd—Alice and Marie—type of entertainers, only that she soft pedals where Marie didn't and isn't as saucy as Alice. She has a distinct style of her own, however, dresses with swagger care and lavishness, and has a riot of ballads. One, done up in a fearful and wonderful gown of purple and red, is a cockney tirade that scatters blue devils. She "orates" on suffrage and does it convincingly and to the accompaniment of laughter. Hal Dyson plays her piano numbers with excellent effect, and the blyth Daisy pokes merry fun at him and makes capital out of her audience and the orchestra.

The Merry Masqueraders have Frank Davis and Nate Cole featured, with Laura Vail and Frankie Russell, two pretty maids, helping them out in the comedy centers. An octet of surprisingly graceful, slim girls dance into the story and out again whenever occasion calls. The big part of the act is the tango specialty, in which the girls, dressed in French, Irish, Holland and Indian costumes, tango in contest. There's half a dozen songs and plenty of comedy in the story, which, briefly told, concerns the fortunes and misfortunes attendant upon Davis and Cole, who in the guise of escaping convicts pose as expected guests in a fashionable family. The costuming is particularly fresh and smart.

A clever idea is incorporated in the sketch presented by May Erwood and her "company." "Company" consists of one member, J. S. Devlin, who assumes the role of a wise city chap. May, in the part of a simple country lass, enters his apartments and right under his eyes steals everything in the place, even taking the telephone off the wall. The lines are pert and bright, chuckfull of clean doubleplay, and both characters are excellently sustained, with humor uppermost.

Davis, who is billed with a question mark after his name, is fished out of the audience when a call for a physician comes from the stage. He turns the episode into a monologue that holds a lot of new and a lot of old matter.

Opening the bill is a real wonder act. Salt Bush Bill, fat and amazingly alert, cracks whips 60 feet long with a revolver-like sound. He is an Australian and a wizard with the whip, cutting smoking cigarettes in half, splitting envelopes and winding his wife in snake-like coils. She is a great big factor in the success of the act.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date
Alliance	Eureka	In port
Yucatan	San Diego	June 21
Beaver	Los Angeles	June 21
Breakwater	Coos Bay	June 23
Geo. W. Elder	Eureka	June 26
Rose City	Los Angeles	June 26
Roanoke	San Diego	June 28
Bear	Los Angeles	July 1

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. to L. A.	June 24
Yucatan	San Diego	June 24
Yosemite	San Francisco	June 25
Beaver	Los Angeles	June 26
Yale	S. F. to L. A.	June 26
Breakwater	Coos Bay	June 27
Geo. W. Elder	Eureka	June 28
Celilo	San Diego	June 30
Paralso	Coos Bay	July 1
Roanoke	San Diego	July 1
Rose City	Los Angeles	July 1
Bear	Los Angeles	July 6
Alliance	Coos Bay	Ind'f't.

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glenlochy	London	In port
Carnarvonshire	London	July 1
Saxonia	Hamburg	July 21
Belgravia	Hamburg	Oct. 26
Brasilia	Hamburg	Nov 22
Andalusia	Hamburg	Sept. 12
Name.	**For**	**Date.**
Glenlochy	London	July 1
Saxonia	Hamburg	July 27
Carnarvonshire	London	Aug. 7
Andalusia	Hamburg	Sept. 16
Belgravia	Hamburg	Nov. 4
Brasilia	Hamburg	Nov. 28

ALASKAN SERVICE.

Name.	For	Date.
J. B. Stetson	Skagway	June 23
Quinault	Skagway	June 29
Thos. L. Wand	Skagway	July 2

Marconi Wireless Reports.

(All positions reported at 8 P. M. June 22, unless otherwise designated.)

Breakwater, Portland for Coos Bay, 10 miles north of Cape Meares.

Buck, Everett for San Francisco, 308 miles from Everett.

Admiral Watson, San Francisco for Seattle, off Columbia River.

Farragut, Seattle for San Francisco, off Yaquina Head.

Navajo, Seattle for Nome, 735 miles west of Cape Flattery 8 P. M., June 21.

Lindsay, Seattle for Alaskan ports, 10 miles north of Mill Bank Sound 8 P. M., June 21.

Northwestern, Alaska ports for Seattle, off Portier Pass.

Roma, Porot San Luis for Vancouver, six miles north Cape Blanco.

Chatham, Port Ludlow for San Francisco, 66 miles north Cape Mendocino.

Nann Smith, Coos Bay for San Francisco, 11 miles south Cape Arago.

Honolulu, Seattle for Honolulu, 405 miles from Honolulu, June 21.

Matsonia, San Francisco for Honolulu, 1571 miles out, June 21.

Wilhelmina, Honolulu for San Francisco, 549 miles out, June 21.

Sonoma, Sydney for San Francisco, 1832 miles out, June 21.

Santa Rita, San Luis for Honolulu, 1125 miles out, June 21.

Korea, San Francisco for Honolulu, 438 miles out, June 21.

China, Honolulu for San Francisco, 319 miles out, June 21.

Falson, Port Angeles for San Pedro, 5:20 P. M., passed Point Sur out.

W. S. Porter, Monterey for Portland, 80 miles north San Francisco.

Governor, San Francisco for San Pedro, 15 miles south Pigeon Point.

Captain A. F. Lucas, Seattle for Richmond, off Point Reyes.

Bear, Portland for San Francisco, 122 miles north San Francisco.

Topeka, San Francisco for Eureka, 40 miles north Point Reyer.

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

Wilhelmina, Honolulu for San Francisco, 191 miles from Ligthship, 5 P. M.

Centralia, Grays Harbor for San Pedro, off Santa Barbara.

Rose City, San Pedro for San Francisco, 20 miles east of Point Concepcion.

Queen, San Pedro for San Francisco, three miles east of Point Concepcion.

Multnomah, San Francisco for San Pedro, 22 miles east of Point Concepcion.

City of Para, Balboa for San Francisco, 297 miles south of San Francisco.

Movements of Vessels.

PORTLAND, June 22.—Arrived—Steamers Yellowstone, from San Francisco via Coos Bay; Yucatan, from San Diego and way ports; Catania, from Port San Luis; Maverick, from San Francisco. Sailed—Steamers Asuncion, for San Francisco; Maverick, for San Francisco; Catania, for Port San Luis; Breakwater, for Coos Bay.

Astoria, June 22.—Arrived at 5 and left up at 6 A. M.—Steamer Yellowstone, from San Francisco via Coos Bay. Sailed at 3 P. M.—Steamer Breakwater, for Coos Bay.

San Francisco, June 22.—Arrived at 5 A. M.—Steamer San Ramon, from Portland. Arrived at 8 A. M.—Steamers Johan Poulsen and Tamalpais, from Portland. Arrived at noon—Steamer Paralso, from Portland via Coos Bay. June 21.—Arrived at 3 P. M.—Steamer Damara, from Portland.

Coos Bay, June 22.—Arrived at 8 A. M.—Steamer Geo. W. Elder, from Portland.

San Pedro, June 22.—Arrived—Steamers E. H. Vance and Siskiyou, from Portland.

Dover, June 21.—Passed—French bark Rochjaquelein, from Portland.

Victoria, June 22.—Arrived—British steamer Strathclyde, from San Francisco for Vancouver and Portland.

Skagway, June 21.—Arrived at 3 A. M. and sailed at 9 A. M.—Steamer Quinault, from Portland and way ports.

Astoria, June 21.—Arrived at 7:30 and left up at 8:30 P. M.—Steamer Yucatan, from San Diego and way ports. Arrived at 6:30 and left up at 8 P. M.—Steamer Catania, from Port San Luis. Sailed at 5:15 P. M.—Steamer Bear, for San Pedro via San Francisco. Sailed at 6 P. M.—Steamer Geo. W. Elder, for Coos Bay and Eureka. Arrived at 9:30 and left up at 10 P. M.—Steamer Maverick, from San Francisco.

Seattle, Wash., June 22.—Arrived—Steamers Admiral Sampson, from Southeastern Alaska; President and John A. Hooper, from San Francisco; Argyll, from Port San Luis. Sailed—Steamer Alki, for Southeastern Alaska.

Shanghai, June 19.—Arrived—Steamer Winamack, from San Francisco; June 20, Lenyo Maru.

Yokohama, June 19.—Sailed—Steamer Prometheus (from San Francisco), for New York.

Las Palmas, June 21.—Sailed—Steamer Frimley (from Antwerp), for San Francisco.

Rio Janeiro, June 19.—Arrived—Steamer Arna, San Francisco for Dunkirk.

Suez, June 21.—Arrived—Steamer Cardiganshire, Tacoma for Antwerp.

London, June 22.—Arrived—Steamer Talthybius, from Tacoma.

Newcastle, June 22.—Arrived—Steamer Strathendrick, for Portland, Or. (Machinery defective.)

San Francisco, June 22.—Arrived—Steamers Paralso, from Portland; Daisy Freeman and Avalon, from Willapa; San Jacinto, from Ventura; Svea, from Grays Harbor; San Ramon, Johan Poulson and Tamalpais, from Columbia River; Governor, from Victoria. Sailed—Steamers Carmel and San Jacinto, for Grays Harbor.

Tides at Astoria Tuesday.

High.	Low.
1:38 A. M....6.7 feet	7:24 A. M...—0.8 feet
	7:04 P. M....3.9 feet

Columbia River Bar Report.

NORTH HEAD, June 22.—Condition of the bar at 5 P. M., raining; bar, smooth; wind, south, 14 miles.

BAKING POWDER CASE UP

ATTORNEY-GENERAL ASKS COURT FOR CONTINUANCE.

Manufacturing Company, of Seattle, whose Product Is Attacked, Insists Trial Proceed Today.

The motion of Attorney-General Cradford for a continuance of the suit of the Crescent Manufacturing Company, of Seattle, makers of baking powder, against State Dairy and Food Commissioner Mickle, was argued in the United States District Court before Judge Wolverton yesterday. The argument will be continued today, the time originally set for the trial.

Attorney-General Crawford, as attorney for Commissioner Mickle, yesterday asked for a continuance of 60 days, because, he said, he had been unable to get the necessary witnesses or their depositions.

C. A. Riddle, of Seattle, attorney for the Crescent Manufacturing Company, protested against the granting of this request, saying that his client had its witnesses ready, having brought, among others, two expert food chemists from the East at heavy expense.

The suit against Commissioner Mickle is to prevent his interfering, in his official capacity, with the sale of the baking powder made by the company. The product is what is known as an albuminous baking powder. Such powders are condemned in a circular signed by the Dairy and Food Commissioners of several Western states, among them Commissioner Mickle, at a meeting in Salt Lake City last Winter.

The Crescent Company contends that the egg albumen which its product contains does not constitute a violation of either the National or the Oregon pure food laws and that Commissioner Mickle has no power to prevent its shipment or sale.

PILOT DONALDSON GUEST

Balloonist Given Loving Cup by His Illinois Society Friends.

Additional interest was given last night to the meeting of the Illinois Society of Oregon at its meeting in the Cotillion Hall, on Fourteenth and Stark streets, by the presence of Roy F. Donaldson, the pilot of the ill-fated balloon "Springfield," which made the second longest flight in the recent balloon race and which was left in the fastnesses of the Bull Run reserve. Wilber Henderson, his aide, also an Illinois man, and W. M. Davis also were present. Mr. Donaldson was the recipient of a loving cup.

Mr. Donaldson is a Springfield, Ill., furrier. As the principal speaker, he gave an account of his recent trip and compared it with others he had taken. Mr. Donaldson returns this morning for Springfield.

SHATTUCK PLANS SHOWN

New School to Begin Building in August, Says Board.

Residents of the Shattuck School District viewed and approved, with but few suggestions, the plans for the new Shattuck schoolhouse, to be erected on Park street, which were shown by Superintendent of Properties F. A. Naramore, at the Lincoln High School auditorium, last night. There were more than 100 present, among them a delegation of pupils from the school, who showed special interest in the plans.

The plans were shown by means of a stereopticon and explained by Mr. Naramore. O. M. Plummer and Dr. A. W. Smith, from the School Board, were present. They announced that they expect to begin excavation in August and that the building will be completed in April or May.

FORMER PORLANDER DIES

Funeral of Mrs. Moses Hexter to Be Held in Spokane Today.

Mrs. Moses Hexter, who died at the age of 61, at Spokane, Sunday, and whose funeral will be held here today, was a sister of the late Levi May. Her husband was a well-known early Portland business man. Her father came around the Horn to Portland.

As Tillie May she was well known among the young people of Portland 40 to 50 years ago. She was a resident of Portland until two years ago, when she went to Spokane to live with her daughter, Mrs. Samuel Steinberg.

Other daughters are Mrs. Paul Thompson, of Tacoma, and Mrs. Samuel Edelstein, of Spokane. A son, Cyrus Hexter, also lives in Spokane. Two sisters, Mrs. Ada Kahn and Mrs. Laura Hexter, live in Portland.

"Careless Driving" Is Verdict.

MARSHFIELD, Or., June 22.—(Special.) — The Coroner's inquest at Coquille over the body of Delos Davenport, who was killed in an automobile accident near Coquille, resulted in a verdict of death caused by "careless driving." Joe Schilling, Jr., was driving the machine, which belonged to the Schilling family.

SWING DRAW URGED

Captain Allyn Says Interstate Span Needs Wide Clearance.

VARIOUS TYPES DISCUSSED

Experience With Those in Use in Portland Likely to Be Considered in Making Selection for Bridge Over Columbia.

Experience will different types of draws in Portland bridges may have a bearing on the kind to be selected for the Columbia River bridge to connect Vancouver and the Oregon shore, as some rivermen are decidedly opposed to the adoption of the lift draw, such as on the O.-W. R. & N., and Hawthorne avenue bridges here, also to the Broadway bridge draw when handling lofty ships.

Captain Joseph Allyn, of the Columbia River Pilots' Association, said yesterday that in his opinion the swing draw, such as on the Burnside street and Morrison street bridges, represent the most practical and satisfactory of any in place.

St. Johns Bridge Clearance Enough.

"The St. Johns bridge has a clearance on each side of the drawrest of 223 feet and that is sufficient for navigation here," said Captain Allyn. "Of course, the clearance is less on the Morrison street and Burnside street bridges, but even with that, I prefer to take a large vessel through them than to go under any of the others.

"There is abundant clearance between the draw piers of the Broadway bridge, but often the operators do not raise both leaves of the draw as high as they should go, therefore it is necessary for a man navigating a lofty vessel to head her through the center, so the additional clearance is of no help and prevents another deep-water vessel passing in the opposite direction. As a rule the response to signals at the O.-W. R. & N. bridge is much too slow and at times it is slow at the Hawthorne avenue bridge.

Incident Is Cited.

"A few days ago I was coming up the harbor with the steamer Solano. The steamer No Wonder, with lografts, was astern of us when I signalled for the O.-W. R. & N. bridge. Another steamer, towing boomsticks, was on the upstream side of the draw, so when it opened only one vessel could pass through at a time. With a swing draw vessels may pass through both sides without delay."

Regarding the draw of the interstate bridge, the War Department has informed Waddell & Harrington, the constructing engineers, and also the Portland offices of the Corps of Engineers, United States Army, that plans for a swing draw, lift draw or bascule draw will be approved on the filing of a definite application. Plans of all have been submitted to Washington. If a lift draw is adopted the Department holds that the clearance must be 150 feet above a 25-foot stage of water, or in other words, it would be 175 feet at zero. At North Portland harbor, which will be crossed by the approach from the Oregon side, a draw must be provided within six months after ordered by the Government engineers and with a horizontal clearance of 160 feet.

PORT CONFERENCE TODAY

Representatives Leave for Meeting at Seattle to Last Three Days.

Delegates to the first meeting of the port interests of the Pacific Coast, which convenes at Seattle today and will continue in session until Thursday evening, left Portland last night. G. B. Hegardt represents the Commission of Public Docks, M. Talbot the Port of Portland and W. D. B. Dodson the Chamber of Commerce. With the party were John H. McCallum, president of the State Board of Harbor Commissioners at San Francisco, and Secretary Matson, of the Los Angeles Harbor Commission.

Mr. Hegardt is to read a paper on "Railways and the Public Dock." A discussion on that subject is expected to prove one of the most important of the session, as there is an issue between railroads and municipal dock authorities on absorption of wharfage charges on shipments bound for or originating at rail points. The Portland Chamber of Commerce has asked the Interstate Commerce Commission to make a ruling that the railroads absorb charges on any dock instead of restricting the concession to their own. The Commission of Public Docks takes the position that the absorption either should apply to all docks or be prohibited on any.

SANTA CATALINA RETURNS

Grace Steamer Has West Coast Cargo Besides That for New York.

That the Grace steamer Santa Catalina is not intended for Panama Canal service on her present voyage is apparent from the amount of cargo she loaded on Puget Sound for the East Coast, while more is to be placed aboard here. The vessel arrived yesterday from the north and went to Linnton to work lumber before coming into the harbor to finish.

At Seattle the vessel loaded canned salmon, shingles, 25,250 feet of decking and rubber junk for New York, also 2000 sacks of rice in bond for San Francisco. At Tacoma 15,000 feet of lumber was received with a shipment of rubber junk, and at Everett 240,000 feet of lumber went aboard, the steamer shifting to Bellingham for 8000 bundles of shingles. Besides lumber and grain her Portland cargo is to include 1658 cases of cherries, 11 tierces of beef casings and 215 tierces of tallow for New York. She has 9200 reosoted ties for Balboa as well as 2527 sacks of oats and 70 barrels of flour loaded in the north.

REUB CRAWFORD CELEBRATES

Pioneer Caulker Passes 86th Year in Good Health.

Reuben Crawford, a negro and probably the best-known ship caulker on the Coast, is calling on former bosses along the waterfront as one way of celebrating his 86th birthday. He has been on the retired list only a year. He is one of the best-preserved of the marine fraternity.

He informed Captain "Jim" Shaver yesterday that he had caulked on all the fast boats turned out in the Northwest and took pride in the fact he had a contract for caulking the Flyer when she was built by the late Captain U. B. Scott. The aged caulker began shifting for himself when 13 years of age.

MAN HURT ON NORTH JETTY

Rock Dumper Falls From Car to Enrockment Beneath Tramway.

Alse Bell, employed as a rock dumper on trains along the north jetty, fell from a car to the rocks below yesterday morning, sustaining a fractured skull. Men from the Cape Disappointment life saving crew transported the injured man to Fort Stevens for treatment. Recently another workman fell from the jetty and was drowned and they have been the only serious accidents to occur since the project on the north side of the entrance to the Columbia was started.

A brief report of the case was made yesterday to the office of Colonel McKinstry, Corps of Engineers, U. S. A., but no additional details were forwarded. The force employed on the work is as large as can be used advantageously and all the rock is being distributed that can be delivered at the docks by the quarry contractors.

ORIENTAL LUMBER RATE CUT

Great Northern Said to Have Reduced Charges $2 a Thousand.

Lumber exporters heard unofficially yesterday that the Great Northern Steamship Company had made a cut in lumber rates from Puget Sound to the Orient from $8 to $6 a thousand feet, applying on the liner Minnesota, sailing June 27. So far as the tariff on wheat and flour is concerned there has been no announcement of a change from $2.50 applying to Japan, and exporters say there is no reason for disturbing the rate, as there is absolutely no inquiry from the Far East.

The Royal Mail liner Glenlochy has finished discharging at the North Bank dock and shifts from there at 5:30 o'clock this morning to a berth at Oceanic dock. On loading cereal ready for her there she drops down to Kalama to take on about 600,000 feet of lumber for Europe and returns here to finish.

NEW DOCK GETS BUSINESS

Stetson Loads Alaska Supplies and Asuncion Takes Water.

With the steamer J. B. Stetson working about 400 tons of can stock at Municipal Dock No. 1, destined for Alaska, and the oil tanker Asuncion lying there to fill her fresh water tanks, there was more life than usual at the new wharf yesterday. The movement of cargo for the Alaska vessels across the dock is now regular and will continue each week until can shipments are ended. The Stetson sails tonight for Skagway and way ports with a full cargo and a number of passengers. On the return she is expected to bring the first of the Alaska salmon pack.

Captain Kirkwood, of the Asuncion, says that even with the dockage rate added to the charge for water, his vessel is supplied cheaper at Portland than any port on the Coast. In fact, he says, he knows of no harbor where water such as is available here can be obtained at the same cost.

News From Oregon Ports.

COOS BAY, Or., June 22.—(Special.)—The steamship George W. Elder arrived today from Portland, with freight and passengers, and sailed for Eureka at 6 P. M.

The steamer Nann Smith sailed today at 5 P. M. with passengers and lumber for San Francisco.

BANDON, Or., June 22.—(Special.)—The steam schooner Speedwell arrived at 3 P. M. from San Francisco and will load lumber at the Johnson mill.

ASTORIA, Or., June 22.—(Special.)—The steamer Yellowstone arrived this morning from San Francisco, via Coos Bay, with cargo for Portland.

The 361,000 feet of lumber which arrived Saturday from Nehalem is for reshipment to San Francisco on the steamer Daisy. A portion of this lumber is to be used for repairs to the Green-street coal bunkers.

Chief Engineer Worrell, of the lighthouse tender Heather, will leave early in the coming month for Honolulu, where he will succeed Joe Startup as chief of the tender Kukui. The latter will come to Astoria to take charge of the engineroom of the Heather.

The dredge Wahkiakum arrived from Portland this afternoon en route to Baker's Bay, where she will work on the channel leading to Fort Canby.

The steam schooner Daisy arrived this evening and will load lumber for San Francisco.

The steamer Breakwater sailed this evening for Coos Bay with freight and passengers from Portland.

Marine Notes.

After receiving slight damage in a cyclone, the schooner Mahukona, one of the Coast-owned ships, well known here, is reported to have been in collision at Newcastle, where she is to load coal for San Francisco. Besides stanchions and four planks on the port side, her damage was principally to the tophamper.

United States immigration officials leave here tomorrow for New York with seven insane aliens, who represent six nationalities, and are to be deported to various parts of Europe.

It is estimated that the dredge Willamette, which was shifted yesterday from the public drydock to in front of the Associated Oil Company's dock at Linnton, would finish digging there this week and continue on to Postoffice Bar to help the dredge Columbia.

New 30-inch pumps on the Government dredge Chinook were tested yesterday, also the 20-inch equipment she has been operated with before, and Captain Moreno says everything worked smoothly. There are a few adjustments to be made, so the big digger may not get away for the Columbia River bar until tomorrow.

To load 850,000 feet of lumber for San Francisco, the steamer Yosemite leaves the harbor this morning for St. Helens. The steamer Davenport has been cleared for San Pedro with 985,000 feet.

Captain Francke, superintendent of the San Francisco & Portland fleet, who arrived on the steamer Beaver Sunday, has men engaged in stowing the last of 200 tons of railroad iron in the vessel, which is to serve as ballast.

If the barges Siwash and Oswego are unloaded today they will be returned downstream tomorrow with the steamer Anne W., and one of the Shaver fleet to pick up about 75 logs in the Willamette.

Captain A. Wye, pilot of the steamer J. B. Stetson, will succeed Captain "Buck" Morgan as master of the steamer Quinault, and is to assume command here on the arrival of the vessel. Captain R. Crooks, formerly of the Pacific Coast fleet, goes out on the Stetson as pilot. Chief Engineer Cassell, of the steamer Thomas L. Wand, has resigned.

C. H. Boone has been signed as skipper of the steamer Vulcan, relieving W. J. Silva.

San Francisco advices are that the steamer Melville Dollar, which has been under repairs since November, was placed in commission last week and proceeded for Alaska, via Puget Sound, where she loads.

WOODLAND PAVING DONE

Streets Measuring Mile and Half Are Hard-Surfaced.

WOODLAND, Wash., June 22.—(Special.)—Hayden Bros. & Bidwell, who had the contract for paving about a mile and a half of Woodland's streets with concrete, have completed their work and are loading their machinery out for Vancouver, Wash., where they have a three-mile contract on the Pacific Highway.

The completion of the work at Woodland gives the town five blocks in the business district paved from curb to curb, three blocks 24 feet wide and the remainder, including four blocks of the approach to the Pacific Highway bridge across Lewis River, 16 feet wide.