FIVE ARE CLAIMED

Leggett Victims Identified by Relatives for Funeral.

SURVIVORS GET

Company Pays All Bills for Two Brought to Portland and Even Transports Families to Be at Bedside of Injured.

that the name Miss Gomez on the pas-seenger list is hers. The body of Mrs. T. G. Jarfeld, wife of the third officer T. G. Jarfeld, wife of the third officer of the Leggett, was among those recovered at Gardiner. Identification was easy through a wedding ring worn and a watch carried. M. A. Sundley, a brother-in-law in Sacramento, Cal., is to take charge of the body. Another body at Gardiner is that of H. F. Davis, which will be claimed by relatives at San Francisco. Of two unidentified hodies there one may be that of Sec-

brother-in-law in Sacramento, Cal. is to take charge of the body. Another body at Gardiner is that of H. F. Davis, which will be claimed by relatives at San Francisco. Of two unidentified bodies there one may be that of Sceend Officer L. Peterson.

Newport Bodies Identified.

At Newport the bodies of C. W. Caldwell, of Aberdeen, Wash, and D. A. Goldsmith have been identified. The latter has a brother residing at Abilens, Kan., who is coming here at once. Two unidentified bodies remain there. George M. McBride, attorney for the company, received a copy of the crew unidentified bodies remain there. George M. McBride, attorney for the company, received a copy of the crew list from San Francisco yeaterday, though it is not complete because five men, one a winchman and the others sailors, were signed just before the ship left there on her lest voyage. The list of officers includes Captain Maro, commander; Ollie M. Green, first officer; L. Peterson, second officer, and T. Jarfeld, third officer. K. J. Soderman, Nils Engres and W. Soller were winchmen. Annong the sailors were G. Lundgren, P. Holms, R. Engstrom, W. Halvorson, M. Madsen, Carl Forsgren and S. Rallgren, the watchman being A. Alien.

Under Chief Engineer A. P. Hillman Under Chief Engineer A. P. Hillma

Company Outfits Poelman.

George Poelman, one of the survivors, who was brought here on the Associ-ated Oil tanker Frank H. Buck, has left for his home at McLeod, Alberts. He was outfitted at the expense of the

on their person.

James A. Farrell, another survivor who reached Portland on the Beaver, is at the Good Samaritan Hospital, being cared for by the company. The corporation also brought his parents and others of the family, numbering five, from Sacramento, and have outfitted him with more than \$100 worth of personal effects. United States Inspectors of Steam Vessels Edwards and West Coast. ectors of Steam Vessels Edwards and iller have ordered that he appear before them as soon as he is able to leave the hospital to testify in connec-tion with an investigation being held in compliance with Federal statutes.

CORRECT LIST OF DEAD GIVEN

Correct Names of Drowned Men Obtained Through Union Agent.

ROSE CITY TO SAIL ON TIME

Loss of Two Days Will Not Detain

steamer Rose City here tomorrow aft-ernoon and her scheduled hours of de-England. ernoon and her scheduled hours of de-parture at 9 o'clock Tuesday morning it is promised that her entire inward cago will be discharged and a full outward cargo loaded so she will be ready to sail on the minute. The ship will be worked Sunday, and if necessary at night. The Ainsworth dock family has given quick dispatch to the California liners in the past and is equipped and ready to repeat the performance. The Rose City sailed from San Francisco at noon yesterday, two days behind schedule, having been detained by her annual inspection and drydocking.

The Beaver carried away 250 passen—

and a full modated, the steamer Tahoma was returned to The Dalles last night to bring down a load today, though it is her weekly layover day.

Carrying heavy consignments from Portland for the Orient and Europe, the Royal Mail liner Monmouthshire left the harbor early yesterday. The next of the line will be the Den of Airlie, due to sail from here the latter part of October.

In ballast from Callao, the Norwegian bark Spartan was entered at the Custom-House yesterday. She is dis-

The Beaver carried away 250 passengers, of whom about 75 were in the steerage. She was almost an hour late in sailing because of the enormous amount of freight offered. "Bert" Ed-dings left on his first voyage as purser, succeeding A. G. Ravenhill, who returns to England to enten the British army. Mr. Eddings is no novice, having served in the O.-W. R. & N. and Regulator Line

JETTY ADVOCATES MEET HERE

Cowlitz Project Awaits Approval of War Department.

CHEHALIS, Wash, Sept. 24.—The Lewis County Board of Commissioners and the County Engineer went to Portland yesterday, where they will meet United States engineers regarding proposed jetty work Lewis County plans to do not the County Plans to do on the Cowlitz River above To-ledo. The County Board last week de-cided to spend \$1500 in an effort to divert the water of the Cowlitz Into

it is shown that the improvement is important it will be approved.

Arthur Hedley, Assistant United States Engineer in the office of Colonel McKinstry, Corps of Engineers, U.S. A., met the delegation and assured them that the Portland office would not object to the project if permission was obtained at Washington. It was decided to ask Congressman Johnson to present the application there.

VENDEE LEAVES NEWCASTLE

CARE Two Wheat Ships to Start Cargo Here During Coming Week.

To join the 1914-15 wheat fleet, the castle, N. S. W., Monday and it is understood that she has a full cargo of coal, the vessel being consigned to Comyn, Mackall & Co. The little British ship Kirkcudbrightshire, which brought coal from Newcastle, is to be ready here for wheat early in the week. Her cargo will be supplied by Balfour, Guthrie & Co., which firm also has the British tramp Queen Adelaide that begins loading cereal Monday.

Five bodies of nine washed ashore at Newport and Gardiner from the steamer Francis H. Leggett have been identified and arrangements are being made for their final disposition. No additional bodies have been found that were reported to the Portland office of the Charles R. McCormick Lumber Company yesterday.

The body of Mrs. Lee, which was found on the beach near Necarney Mountain, has been identified and her husband is on the way from Tacoma to care for it. Mrs. Lee is said to have been of Mexican birth and it is assumed that the name Miss Gomez on the passenters list is hers. The body of Mrs. Said to have wheat for the West Coast, also loading general cargo. general cargo

BONDS TO BE SOLD NEXT WEEK

No Action Taken on City Attorney's

Opinion as to Bulkhead Line.

The British steamer Mexico City arrived from San Francisco and will take on general cargo at Portland for West Coast points. She has on board about 100 Chinese passengers en route for the West Coast.

The gasoline schooner Enterprise arr

The gasoline schooner Enterprise ar rived today from Waldport with 41 cases of canned salmon for Portland. The French bark General de Soni arrived from Newcastle, England, with general cargo consigned to Balfour Guthrie & Company. She reports an un-eventful trip. Her master was much surprised to learn that war had been

British Captain Out on Ball.

Thomas Farrell, business agent of the Marine Firemen, Oller and Watertenders' Union, says that a correct list of firemen and ollers who lost their lives on the steamer Francis H. Leggett, which sank a week ago off the Oregon coast, includes the following:

Michael Googan, P. Welch, Billy Sullivan, John Murphy, T. Veach and Patrick Breen.

Lists of the lost sent from Puget Sound, he says, are incorrect, as he has a complete record of the men in that department and hopes through the publication of their correct names to get in touch with relatives, so their bodies may be disposed of as they wish when recovered.

British Captain Out on Bail.

R. M. Innes, captain of the British tramp Strathord, was released on bail yesterday in the Federal Court, after being charged with violation of the immigration laws. Immigration Officer Gooch alleged that six Chinamen left the ship without the customary deposit of bond. One of them did not return, it is alleged, and Captain Innes, who was out of town, returned yesterday and gaptain of the British Captain o

Marine Notes.

Though a pilot went aboard the French bark General de Sonls Wednes-day night, she was not towed into the Portland-California Liner.

Between the time of arrival of the being obscured. The vessel is laden

More freight being offered along the Middle Columbia than could be accom-modated, the steamer Tahoma was re-turned to The Dalles last night to bring

bark Spartan was entered at the Cus-tom-House yesterday. She is dis-charging 1120 tons of gravel ballast at

W. A. Fairweather, deputy collector W. A. Fairweather, deputy collector of customs in charge at Tacoma, passed through Portland yesterday en route to his station from New York, where he attended the annual meeting of Collectors of the United States. Collector Burke, of Portland, is looked for here about October 1.

about October 1.

Cargo from New York to be discharged at San Francisco from the American-Hawaiian steamers Virginia and Columbian will be brought to Portland on the Arrow line steamer Navajo instead of the Alvarado, as was first announced. The Navajo leaves the Golden Gate-October 6. Freight will be loaded here for the return voyage of the Columbian, which begins at San Francisco October 22, and she is to discharge at Charleston, Philadelphia and New York.

At a meeting of the Port of Portland Commission yesterday further discussion was indulged in relative to a proposal to send one of the 30-inch suction dredges to Astoria to pump about 1,500,000 cubic yards of material from the river behind a bulkhead being constructed there, but definite action was deferred

LANDSMAN ON ENTERPRISE GETS TOUCH OF SAILORS' LIFE.

bine to Keep Amateur Sallor From Experiencing Ennui.

Few squareriggers or full-powered ships have logs that record more tribulations on one trip than were experienced on a voyage just completed by French bark Vendee put out from New- the gasoline schooner Enterprise, which

which began at Newport, where she caught fire when about ready to sail. Though she was not seriously damaged, the fire furnished a most exciting period for her small crew.

Gasoline drums on deck were a menace. Edwin L Jeter, of this city, who was aboard as an engineer's assistant on his first trip on sailt water, thought that the firing-line of the allies and Germans was drawing near when the blaze caught a box of cartridges in his outfit and the cracking of the fiames was punctuated by their explosion in fast succession. The run of the Enterprise to Waldport and to Portland, after she had been repaired, was featured also; first by running into the blow that sent the steamer Francis H. Leggett to the bottom and later by alding in the recovery of the bodies of eight who had been lost on the Leggett. the Leggett.

During the worst of the storm Mr. Jeter found himself acting as steersman, the master of the Enterprise having been taken violently ill, and A. G. Kingsley, engineer, being fully occupled with his engines. For a day and a night, heading into a heavy sea and on her beam ends some of the time, the Enterprise labored along the coast. The

Supposed Snag Lifted by Ocklahama

The Ocklahama was bound through the harbor to assist in moving a steamer, and what was thought to be a snag, which the officers determined to remove, proved to be a sack with the deer horns protruding. The hide was found in excellent condition, and is thought to have been in the water but a short time. Needless to add, the head will grace the cabin of the towboat.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE

0	Rose City. Los Angeles. Sept. Geo. W. Elder Eureka Sept. Yucatan Ean Diego Sept. Bear Los Angeles Sept. Roannks. San Diego Oct. Beaver Los Angeles Oct.	26 25 26 4
h	DUE TO DEPART.	-77
	Name. For Date. BreakwaterCoos BaySept.	
h	Klamath San Diege Sept.	25 25 25
No.	Harvard S. F. to L. A. Sept. San Ramon San Francisco Sept. Cellio San Diego Sept. Geo. W. Elder Lureka Sept. Hoss City Los Angelss Sept.	26 26 26 27 27
h	Yucatan San Diego Sept. Multnomah San Diego Sept. Bear Los Angeles Oct. Paraiso Coos Bay-S. F. Oct.	31 3
	Roanoke San Diego Oct. Beaver Los Angeles Oct. Northland San Francisco Oct.	3 10
-	EUROPEAN AND ORIENTAL SERVIC Name. From Date Andalusia Hamburg	
8 8 0 y	Andaussia Hamburg ind to Den of Airile London Oct. Beigravia Hamburg Oct. Merionethshire London Oct. Cardiganshire London Nov. Brasilia Hamburg Nov.	25 28 30 15
t	Name. For Date Andalusis Hamburg Indire	

Den of Airlis London Avy S Beigravia Hamburg Nov S Merionethshire London Nov 10 Cardiganahire London Nov 18 Brasilis Hamburg 65 AoN ALASKAN SERVICE Name. For Date.
Quinault......Skagway.....Sept. 28
Thos. L. Wand.....Skagway.....Oct. 3

Marconi Wireless Reports. (All positions reported at 8 P. M., September 24, unless otherwise designated.)

Beaver, Portland for San Francisco, off

Yozemite, Scattle for San Francisco, off olumbia River.

Stetson, Portiand for San Pedro, five files south of Cape Meares. Victoria, Seattle for Alaska, 740 mHes from Cape Plattery. from Cape Flattery.

Delhi, Seattle for Alaskan ports, 10 miles south of Seymour Narrows at 8 P. M., September 23.

Grace Dollar, San Francisco for Bandon, 216 miles north of San Francisco.

Richmond, Seattle for Richmond, 190 miles north of Mendocino.

Topeka, Eureka for San Francisco, 46 miles south of Cape Mendocino.

Luriine, Seattle for Honolulu, 837 miles from Flattery at 8 P. M., September 23.

Matsonia, Honolulu for San Francisco, 1583 miles out at 8 P. M., September 23.

Hyddes, Hilo for San Francisco, 593 miles out at 8 P. M., September 23.

Santa Maria, Hilo for Port San Luis, 1693 miles out at 8 P. M., September 25.

Lucas, San Francisco for Seattle, off Point Reyes.

Paratisa Coos Bay for San Francisco off Point Reyes.

out at S P. M., September 23.

Santa Maria, Hilo for Port San Luis, 1623 miles out at S P. M., September 25.

Lucas, San Francisco for Seattle, off Point Reyes.

Paraiso, Coos Bay for San Francisco, off Point Arena.

Queen, Seattle for San Francisco, five miles south of Point Reyes.

Whittler, Eureka for Port San Luis, 188 miles north of San Francisco.

Argyll, Cleum for Seattle, 20 miles north of San Francisco.

Rose City, San Francisco for Portland, 10 miles north of Point Arena.

Asuncion, Aberdeen for El Segundo, 15 miles north of Point Reyes.

Aroline, San Francisco for San Pedro, off San Francisco Cilif House,
Redondo, San Francisco for Coos Bay, Sydney, N. S. W., Sept. 24.—Arrived—Breather Francisco; Sept. 24.—Arrived—British steamer Lord Sefton, from Columbia River.

Newcastle, Australia, Sept. 21.—Salled at 5 P. M., steamer Fucatan, for Portland.

San Pedro, Sept. 24.—Arrived—Bramers Francisco Coos Bay, Sept. 24.—Arrived—British steamer Lord Sefton, from Columbia River.

Newcastle, Australia, Sept. 25.—Arrived—Brancisco; W. Fenwick, from Portland and San Francisco; Sept. 24.—Arrived—Steamers Beaver, for San Francisco

San Francisco, Sept. 24.—Arrived—Steamer Fucatan, for Portland, San Diego, Sept. 23.—Salled at 5 P. M., steamer Fucatan, for Portland, San Pedro, Sept. 19.—Arrived—British steamer Lord Sefton, from Columbia River.

Newcastle, Australia, Sept. 21.—Salled—Francisco; W. Fenwick, from Portland.

San Pedro, Sept. 24.—Arrived—Bratish steamer Lord Sefton, from Columbia River.

Newcastle, Australia, Sept. 21.—Salled at 10 A.

Coos Bay, Sept. 24.—Arrived—Bratish noon, steamer Passe City, for Portland, San Diego, Sept. 23.—Arrived—British steamer Fucatan, for Portland, San Diego, Sept. 24.—Arrived—Bratish noon, steamer Passe City, for Portland, San Diego, Sept. 24.—Arrived—Bratish noon, steamer Passe City, for Portland, San Diego, Sept. 24.—Arrived—Bratish noon, steamer Passe City, for Portland, San Diego, Sept. 24.—Arrived—Bratish noon, steamer Passe City, for Portland, San Diego, Sept. 24.—Arrive

divert the water of the Cowlitz into its proper channel to save valuable bottom land from further damage by the stream during floods.

The Board overlooked the fact that the War Department records show the stream to be navigable for several miles above Toledo, and that it is impossible for the work to proceed without sanction from that arm of the National Government. It is thought that when the matter is presented and possible, Read page 2, this paper.—Adv.

Double 30-inch suction Point.

Hooper, San Francisco for New York, 580 miles south of Cape San Lucas at 8 P. M., September 23.

Pleiades, New York for San Prancisco, 10 miles about of San Pedro at 8 P. M., September 23.

Yucatan, San Pedro for San Francisco, 10 miles east of Point Concepcion.

Highest-grade professional upright planos, also many others of oldestablished makers, now at prices made by the manufacturers almost unbellevable, Read page 2, this paper.—Adv.

ANTI-SALOON LEAGUE INCREASES ITS MEMBERSHIP THIRD LESSON IN PRACTICAL POLITICS

Gather closer, children, because want you to listen closely to how we Outside Agitators of the Anti-Saloon League have lined up "Our

News From Oregon Ports.

Lundgren, P. Holms, R. Engstrom, W. Halvorson, M. Madsen, Carl Forsgren and S. Raligren, the watchman being A. Allen.

Under Chief Engineer A. P. Hillman were James F. Drennen, first assistants, and J. Reid, second assistant. The names of the firemen are given as William Sullivan, M. Googan and P. Burns and the ollers were Thomas Welch, T. Murphy and G. M. Anderson. Dan Robertson was steward, F. Berblinger chief cook, J. A. Watson second cook and George Hogan and Charles Martin waiters.

News From Oregon Ports.

COOS BAY, Or., Sept. 24.—(Special.)—
The steamship George W. Eider arrived from Eureka and salled for Portland. The Eider had a large list of passengers, including the Coos Bay, Or., Sept. 24.—(Special.)—
The steamship George W. Eider arrived from Eureka and salled for Portland. The blider had a large list of passengers including the Coos Bay, Or., Sept. 24.—(Special.)—
The steamship George W. Eider arrived from Eureka and salled for Portland. The blider had a large list of passengers including the Coos Bay, Or., Sept. 24.—(Special.)—
The steamship George W. Eider arrived from Eureka and salled for Portland. The blider had a large list of passengers including the Coos Bay, Or., Sept. 24.—(Special.)—
The steamship George W. Eider arrived from Eureka and salled for Portland. The blider had a large list of passengers including the Coos Bay, Band. The wireless operators on the vessel told of having heard messages found in excellent condition, and is thought to have been in the water but the harbor to assist in moving a steam-er, and what was thought to be a snag, which the harbor to assist in moving a steam-er, and what was thought to be a snag, which the harbor to assist in moving a steam-er, and what was thought to be a snag, which the barbor to assist in moving a steam-er, and what was thought to be a snag, which the harbor to ing white cedar ties and tomorrow will move to North Bend and ship lumber from the barge Lawrence.

ASTORIA, Or., Sep. 24.—(Special.)—The tank steamer El Segundo arrived today from California with a cargo of fuel oil for Astoria and Portland.

The steamer Roanoke salled for San

The steamer Roanoke salled for San left for his home at McLeod, Alberts.
He was outfitted at the expense of the company, as well as being cared for while here, and given sufficient funds so he could gain Canadian territory in compiancé with a law that provides from Astoria and Portland.

The steam schooner Temple E. Dorr salled for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed for San Francisco and San Pedro with lumber from St. Helens.

The steam schooner Siskiyou sailed from the preceding. No other change.

The steam schooner Siskiyou sailed from the preceding. No other change.

The steam schooner Siskiyou sailed from the preceding. No other change.

The steam schooner Temple E. Dorr salled for San Francisco with freight and passengers from Astoria and Portland.

The steamer Roanoke sailed for San Francisco with freight and passengers from Astoria and Portland.

The steamer Roanoke sailed for San Francisco with freight and passengers fund mored in 12½ fatnoms water.

Columbia River—Lower Willow Bar range lights moved from United San Francisco with a law that no subject water.

Columbia River—Lower Willow Bar range lights moved from Columbia River.

Solution Bar range lights moved from Columbia River—Lower Willow Bar range lights moved from Columbia River.

Columbia River—Lower Willow Bar range lights moved from Astoria and Moore range water.

Columbia River—Lower Willow Bar range lights moved from Astoria and moore in the precion water.

Columbia River—Lower Willow Bar range lights moved from Astoria and moore in the prec more instantaneous response than an Appeal for their Uplift. So the Politicians told us to bear down more heavily on Hysteria to make People Think we were working for Name. From Date. Humanity, and not for Votes. Brenkwater..... Coos hay. In port "Bring the tears," was what our Political Instructor kept emphasizing, "the People won't Realize

that it's only Paid-For Acting." So when we came to Oregon our very first work was to Line Up lot of organizations that are Really Working for Human Up-lift-Charitable and Temperance Organizations, and the like. We played on their Sympathies, asked them if "We were not their Brother's Keepers?" and didn't forget a few tears. You see if we could Fool Them through the Tenderness

of their Hearts we had a good show to Slip Over a lot of Votes, and that, children, is what you must not forget that we Anti-Saloon Leaguers are after.

THIRD CHARTER MEMBER IS WELCOMED

TO ANTI-SALOON LEAGUE

The Best Stroke we have done yet in Oregon is to take in our latest Charter Member, the Convicts at the State Prison. You see, children, everyone feels sorry for Convicts. We figured it out that there were more Tears, more Real Hysteria, hanging around the Convicts than anything we could light on. So we decided to hook up with the Convicts by admitting them to membership in "Our Fight." You see, children, the Convict is largely the product of Bad Eu-

genics and Hygienics, Vicious Parentage, Impoverished Birth, Babyhood and Childhood, Ignorance Lack of Employment and a Lot of Other Things which never Worry the Anti-Saloon Leaguer. But if we could only get the Convicts to say that they were behind the bars because of alcohol then we could inject more Hysteria into our Work this way than in any Other

So we got a few Real Christian People worked up over the subpect and then went down to Salem to Fix It with the State Authorities to Make the Convicts lay all their troubles onto Alcohol.

Children, it was like taking candy from babies. The poor Convicts were told that if they Performed Right and put some Tears into it, they would Stand In with the Prison Officials and maybe would get their Freedom. You may not know, children, what the word Freedom sounds like to a Convict. If he would sandbag a lone way-

farer for a little silver or rob some widows and orphans of their last cent to buy automobiles for Show, he would sign a Quitclaim Deed to his Soul to get that Freedom. He would even go further, Maybe, than we Field Agitators.

When the Convicts were told that all they had to do was to lay their imprisonment onto alcohol they couldn't get their names down fast enough. They Performed so splendidly that we recognized them as True Brothers of our Kind, fit to rank with the Pittsburg Millionaire and us Field Agitators as Charter Members of the Anti-Saloon League, and they were unanimously Admitted on the Spot. By thinking the Thing all over

between now and our next lesson you will see, children, that it isn't True Temperance we are after, nor even Prohibition, but it's the votes we want. We never can get the votes by talking Temperance, so we have to resort to Deceit, Exaggeration and Falsehood. That's what the Pittsburg Politicians told us.

"Never mind what you tell the People," they said, "so long as you can put a lump in the People's Throat. Don't appeal to their Reason, because you may get the Peoto Thinking about Practical Politics. If you can put a Big Enough Lump in the Throat, it may not dissolve until after election day-and that's all we want. They'll have lots of time to dissolve the lump when their taxes begin coming in, when people begin moving out of the state, when thousands of men and women, including themselves, maybe, have lost their jobs, when values begin decreasing, when incomes begin reducing, when hundreds of stores become vacant and when general Stagnation sets in.

That is the condition the Millionaires always want in a state. Then they can buy up everything that Looks Good to them at their Own Price. When they control the Public Offices they can Shift their Taxes onto the Other Fellow; they get so many people out of employment that Anyone is willing to work for Almost Anything.

That gives them a Tighter Grip on the People. That was why the Pittsburg Millionaires gave a "Put it Through'' dinner at their own expense to some Portland Business Men at the Portland Hotel a few weeks ago; that is also why the Anti-Saloon League officers are telling all over the state that the Pittsburg Millionaires are going to bring a lot of factories to Oregon. They've told them that in Kansas for Thirty Years, but Kansas is still waiting for her factories from Pittsburg. You see they are always trying to fool the Business

The Portland Chamber of Commerce gave us quite a jolt, though, when they voted Four to One against Prohibition. Those Business Men generally see the Joker in Politics. That's why we try hardest to Fool the Women. They don't always all stop to Think that maybe their own Husband, Brother, Father, Son or Daughter may be the one that Loses a Job; nor where the Bigger Taxes are coming from, nor who is going to make up the \$900,000 lost license revenues after all this Stagnation comes. So we tell our biggest lies to the

REGISTER BEFORE 5 P. M., OCTOBER 15

and

(Paid Advertisement, Taxpayers' and Wage-Earners' League of Oregon, Portland, Or.

Movements of Vessels.

PLEA OF PORTLAND LAWYERS. ttorneys Contend That Creation of Tribunals Is Legislative Right.

Quick Decision Expected. SALEM, Or., Sept. 24.—(Special.)— That the Legislature is empowered to create courts, other than the Supreme Court of the state, with various functions, under an amendment of 1910 was the contention of lawyers before the Supreme Court today at the hearing to determine whether the provision of the law passed at the last session of the Legislature creating a Circuit judge-ship in Multnomah County is constitu-

the in that county as the result of the transfer of the probate business from the County Court to the Circuit Court—County Judge Cleeton having been elevated to the Circuit bench—had not been changed and that only the jurisdiction had been changed. The court recently held that the provision of the law transferring the probate business to the Circuit Court was unconstitu-tional, but did not pass upon the constitutionality of those provisions creat-ing a Circuit judgeship and County Commissionership.

Charles Fulton, John McCourt and Martin L. Pipes upheld the provision of the law creating the Circuit judgeship. A. T. Lewis and George Shepherd argued that the provision is un-The argument was heard by the en-

Columbia River.

Chatham, Tacoms for San Francisco, 20

Chatham, Tacoms for San Francisco, 20

Congress, San Francisco for Seattle, 130

Miles north of Cape Blanco.

Roanoke, Portland for San Francisco, 7

miles south of Yaquina Head.

Dewey, Seattle for San Francisco, or Yaquina Head.

Stetson, Portland for San Pedro, five miles south of Cape Meares.

City of Seattle, northbound, off Alert Bay.

City of Seattle, northbound, off Alert Bay.

Columbia River.

Portland, San Pedro for Portland, 30 miles wind, with 18 miles.

The bar at 5 P. M. feggy; bar, obscured; tire court, and it is believed that a court tangle in Multnomah County miles wind, with, 18 miles.

Feru, San Francisco, 7

Miles south of Yaquina Head.

Santa Rita, Port San Luis for Seattle, 27

miles from Seattle.

City of Seattle, northbound, off Alert Bay. SHORTEST

> ROUTE BETWEEN PORTLAND AND SPOKANE

> > is via the

NEW AYER SHORT LINE

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

Fast passenger trains leave Portland Union Depot 8 P. M. daily, arriving new O.-W. R. & N. terminal in the heart of Spokane 7:55 following morning.

Leave Spokane 8:30 P. M. Arrive Portland ... 7:20 A. M.

Tickets, reservations and full information upon application to:

CITY TICKET OFFICE. Third and Washington Streets, Marshall 4500, A 6121.

