DRY ORATORS HERE FORECAST VICTORY

Coast States, Colorado and Ohio to Be Won, Say Men of Flying Squadron.

FRANCISCO SCORED

Governor West and Mayor Albee on Hand to Greet Prohibitionists at Station-Two More Parties Are Due Today.

Predictions, were made freely yester day by members of the first division of the Flying Squadron of America that the three Pacific Coast states, with Arizona, Colorado and Ohio, will go "dry" at the coming election and that the Prohibition forces will find themselves strong enough within two years to demand and obtain from Congress the submission of a nation-wide "dry" constitutional amendment, the passage of which also was confidently

When the train bearing the first division arrived at the Union Depot there was a delegation, including Governor West and Mayor Albee, on hand to greet its members, only two of whom however, had left their berths. They were Rev. D. V. Poling, formerly a Portland minister, and his nephew, Daniel A. Poling, of Boaton, president's associate, United Society of Christian Endeavor, also a former resident of Portland. A third member of the di-vision, Dr. Clarence True Wilson, also is a Portland man, although his head-ounters as accretion of the temperquarters as secretary of the temperance society of the Methodist Episcopal Church are at Topeka, Kan.

Portland Twenty-fourth City.

majority of 25,000 for the dry amendment, all the dry northern counties will come down with majorities, the castern counties will go dry and perhaps Sacramento, so that we will have a wall of dry majorities surrounding San Francisco, the city that is supposed to be an equal compound of Sodom, Gomorah and hell, the city that a self-respecting earthquake tried to swallow and vomited back."

Isquor Interests Accused.

Dr. Wilson said that he believed the liquor interests would give \$5,000,000 to

Dr. Wilson said that he believed the liquor interests would give \$5,000,000 to keep San Francisco wet, so that they "could prey on the men and women of the Nation during the exposition.

"Everything looks bright," he said, "and who knows but that Oregon, California, Washington, Colorado, Arizona and Ohio will all go dry?"

Daniel A. Poling, at the afternoon meeting, gave the history of the Flying Squadron, whose purpose, he said,

ing Squadron, whose purpose, he sails to strengthen the hands of every ognization working for National prhibition.

There was little allusion to local positions of the sail o

there was little alusion to locally this in the addresses of members of the squadron, although Dr. Wilson sat that if the dry amendment should carr in Oregon, he felt sure the law would be enforced.

The speakers pointed out that their number were members of all pulled arrives and there was applied.

litical parties, and there was applat when Daniel 19s Poling declared the "if a political party is not bracenough to declare itself on this que tion it is not fit to live."

One Is Conservative Republican.

One Is Conservative Republican.

Dr. Wilbur F. Sheridan, of Chicago, general secretary of the Epworth Leagues of America, said that he was a Republican and a conservative one, and that in times past he had not considered it wise to bring the liquor question into politics.

"But I feel that now is the psychologic hour for Nation-wide onslaught against the saloon," he said.

"I want to warn the women of Portland against something that is almost

"I want to warn the women of Portland against something that is almost sure to happen on election day here," continued Dr. Sheridan. "If Portland saloonists are like those of other cities, there will be attempts made to do a lot of repeating. Plug-uglies, thugs and toughs will be rushed in automobiles from one polling place to another. I'll tell you what the women of Kansas City did. They stood at the polling places with cameras, ready to take places with cameras, ready to take pictures of the repeaters, who were unable to stand that sort of thing and were driven out of the county."

League Figures Questioned. Dr. Wilson replied last night to advertisements printed in Portland papers relative to the Squadron. He said that statistics printed by the Taxpayers and Wage-Earners' League were

manufactured.

He said that Kansas, "that nabs every man at the first symptom of staggering, only arrested 756 in the year 1913, while California arrested 67,000 drunks and disorderlies last

87,000 drunks and disorderlies last year."

"In Oregon we could not count them," he said, "but in Portland alone we arrested \$000 drunken men for disorderly conduct, and it is known that we never arrest a man for drunkenness provided he will lie still and is not in danger of falling up."

Dr. D. V. Poling is the singer of the squadron and A. W./Ropper the pianist.

L. Stanley Fellows is secretary.

Other Divisions Due.

The second and third divisions, which will arrive today and tomorrow and hold meetings afternoon and evening at the Rose City Rink, are as follows:

Second division—Clinton N. Howard, Rochester, N. Y., grator and lecturer Mrs. Culla J. Vayhigher, Upland, Ind., president Indiana Woman's Christian Temperance Union; Charles M. Scanlon, Pittsburg, Ph., general secretary temperance board Presbyterian Church; Everett R. Naftzger, Indianapolis, Ind., musical director: Hugh Porter, Marion, Ind., planist; Miss Laura Shawe, Danwille, Ill., soloist.

Third division—J. Frank Hanly, Indianapolis, Ind., ex-Governor of Indianapolis, Ind., ex-Governor of

Third division—J. Frank Hanly, Indianapolis, Ind., ex-Governor of Indiana; Oliver W. Stewart, Chicago, former member Itilnois Legislature; Dr. Ira Iandrith, Nashville, Tenn., president Ward-Beimont College; John B. Lewis, Boston, Mass., former member Massachusetts Legislature.

SANTA CATALINA CREW GO

Engineers and Steward to Leave for

MEMBERS OF FLYING SQUADRON OF AMERICA WHO WERE IN





Dr. D.V. Poling

L.Stanley Fellows, Secretary



MARINE INTELLIGENCE.

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COAST PROJECTS ADVANCING

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Arrangements were concluded yesterday for the British ship Queen Elizabeth to leave up from Astoria today
bound for Linnton to discharge bailast and proceed here to work grain.
To work lumber for Australia the
British steamer Strathdene shifted
yesterday from St. Johns to the Eastern & Western mill.

To be cleaved and mainted the ship

To be cleaned and painted, the ship Urania was lifted on the public drydeck yesterday afternoon and is to be floated and in the harbor so as to begin receiving grain the first of the

New York and Others Disband.

The engineer and steward of the Santa Catalina will be sent to New York at the expense of W. R. Grace and Company, owners of the ship, but the sail-

Portland is the twenty-fourth city and Oregon the tenth state that the first division has "made" since beginning its tour at Peoria September-80. In this time the members of the division have spoken before a daily average of 2200 persons. They came to Oregon from California.

"Arizona is going dry," said Dr. Wilson at the afternoon meeting at the Fortland agent for the line, says the Government officials at Washington at the afternoon meeting at the Rose City Rink, East First and East for the line was regards to the followed with the crew as regards transportation, and the company has abided by it. If the Dolmond O interests has been awarded a contract for pumping out awarded a contract for pumping out the followed with the crew as regards to the followed with the crew as regards transportation, and the company has awarded a contract for pumping out awarded a contract for pumping out the followed with the crew as regards to t

Movements of Vessels.

PORTLAND, Oct, 23.— Arrived — Steamer iec. W. Elder, from Coos Bay. Salled—steamers Multnomah, for San Francisco: Willamette, for Pedro, via way ports: Bearer, for San Francisco and San Pedro; Norsakan, for New York, via way ports. Astoria, Oct. 23.— Arrived at 4:36 and left up at 6:36 A. M., steamer Geo. W. Elder, from Coos Bay; salled at 11:30 A. M., steamer W. F. Herrin, for Gaviota; at 1:30 P. M., steamer Olson & Mahony, for San Pedro.

San Francisco, Oct. 23.—Arrived at 5 A. M., steamer Yucatan, from San Diego; steamer Yellowstone, from Portland; salled at 7 A. M., steamer Kenluckian; at 8 A. M. British steamer Orlstano, for Portland; at 11 A. M., steamer Nehalem, for Portland; at 11 A. M., steamer Nehalem, for Portland; steamer Bear, for San Pedro, October 23—Salled at 1 P. M., steamer Rose City; at 3 P. M., steamer Atlas, for Portland. Arrived — Japanese steamer Kongasan Marufrem Otaru, for Portland. Cristobal, Oct. 22—Arrived — British steamer Ecclesia, from Cardiff, for Portland. Cristobal, Oct. 22.—Passed at 7:30 A. M., ateamer Ecclesia, from Cardiff, for Portland.

Tatoosh, Oct. 22.—Passed at 7:30 A. M., ateamer Thomas L. Wand, from Skagway and way ports, for Portland.

San Francisco, Oct. 23.—Arrived—Steamers Alaskan, from New York; Yellowstone, from Columbia River; Grace Dollar and Balbon, from Tamalpais; Claremont, from Grays Harbor, Carmel, Willapa, El Segundo, from Puget Sound. Salled—Steamers Kentuckian, for Portland; Milwaukee, for London; Nelaism, for Portland; Adimwaukee, for London; Nelaism, for Portland; Adimwaukee, for London; Nelaism, for Portland; Adimiral Dewey, for Seattle; Railnier, for Ludlow; Shna Yak, Gamble, Shoshone, for Grays Harbor.

Balboa, Oct. 23.—Sailed—Steamers English Monarch, from Seattle, for Dublin; Daventry, from San Francisco, for Madeira; J. L. Luckenbach, from San Francisco, for Philadelphia; St. Helens, from San Francisco, for Philadelphia; Oregonian, from Tacoma, for New York; Chioan, from Portland, Or., for Philadelphia; Oregonian, from Tacoma, for New York

Seattle, Oct. 23.—Arrived—Steamers Congress, from San Diego; Admiral Dewey, from San Francisco; Latouche, Seward, Alameda, from Southeastern Alaska; Merionethshire (British), from London; Awa Maru (Japanese) from Hongkong, Salled—Steamers Governor, for San Diego; Richmond, for San Francisco.

Columbia River Bur Report, NORTH HEAD, Oct. 23.—Condition of the bar at 5 P. M.: Sea moderate, wind west four miles.

Norwood, Grays Harbor for San Pedro, I Point Arena.
Admiral Schley, San Francisco for Seat-e, 25 miles north of Point Reyes.
Si. Etnor, Tacoma for San Francisco, off an Francisco light ship.
Nann Smith, Coos Bay for San Francisco, off miles north of San Francisco.
Coronado, San Francisco for San Pedro, ve miles south of Pircon Point, ve miles south of Point Sur Francisco for San Pedro, 35 lites south of Point Sur Yucatan. San Francisco for Portland, two lites routh of Point Reyes.

TOO LATE TO CLASSIFY. COST.—One Boston bull pup, answers to the name of Bob; finder kindly return to 394 Mast Burnside, Panama Buffet. East 284. Reward.

TWO SHIPS ENGAGED

Glitre and Centurion Taken for European Cargo.

WHEAT AND FLOUR MOVING

Arragements Made for Heavy Shipto Europe and Movement Expected to Last Until 1915.

Activity in buying and shipping cereals, principally to England, is ineais, principally to England, is increasing and with it the engagement of new tonnage is occupying attention of exporters, who begin to feel that a really big movement of stuff is on that will continue until January 1 at least. Two charters were made yesterday, the Norwegian bark Gitre being taken by Strauss & Co. for December loading, the cargo to be furnished by the Northerm Grain & Warehouse Company, and the British ship Centurion was engaged by M. H. Houser.

Houser.

The Norwegian boat reached Valparaiso September 18 from Newcastle. She is said to have been offered here at 32 shillings and before she was closed for the Strauss interest 31s 3d was bid. The Centurion is also at Valparaiso, where she arrived July 26 from Geclong. She is a vessel of 1704 tons act register and the Glitre is of 1594 tons. 1594 tons, Instead of straight wheat cargoes or

Instead of straight wheat cargoes or wheat and barley, which has been the rule for the past few seasons, wheat and flour is to form the cargoes of many steamers and some may work full loads of the manufactured product. The British steamer Ecclesia, coming to the Portland Flouring Mills Company, will take a part cargo of flour and may load to capacity with it. The British steamer Gowanburn was shifted from the stream to a berth at the Portland Flour Mills yesterday to take on 20,000 barrels for the United Kingdom, that is being shipped by Kerr, Gifford & Co. Aboard the British steamer South Pacific, which is to sail at noon today, will be 5000 barrels that goes to Cape Town, South Africa, being the first shipment to that region from Portland in several years. Both steamers will complete their loads with wheat.

The Norwegian bark Semantha finland loading wheat at the elevator yesterday and went to the stream and she leaves down tomorrow in tow of the steamer Ocklaham. The British

Ished loading wheat at the elevator yesterday and went to the stream and she leaves down tomorrow in tow of the steamer Ocklahama. The British steamer Ventura de Lorrinaga shifted yesterday from the Eastern & Western mill, where she was lined, to the North Bank dock to load a full cargo.

There are said to have been heavy sales of flour that will be moved regularly and it is inferred that the demand is largely for the use of the army of the allies. No new life has been injected into the Oriental market, but a big shipment of flour is to be made shortly on the Japanes steamer Kongasan Maru, which arrived at San Francisco from Otaru Thursday and will proceed here when discharged, being expected to get away early in November.

OREGONA OUT OF SERVICE Grahamona Handles All Freight on

Upper Willamette Run. On the arrival here of the steamer On the arrival here of the steamer organa last night she was withdrawn from the Portland-Salem-Independence route until there is an increased movement of freight. The steamer Grahamona will leave Portland Monday, Wednesday and Friday for all points as far as Independence, so there will be a service to Willamette River territory.

be a service to Willamette River territory.

It is declared to be the first time in the history of Upper Willamette steamboating that business has been dull during October and November, for usually they are banner months. Growers in the Valley complain that the wargame has indirectly affected their line, and with virtually none of the products wanted in Europe grown by them except fruit, the movement has been cut materially. On the other hand, limited trading had brought about a decrease in shipments from Portland to river cities. The Yellow Stack line now has the Oregona and Pomona laid up.

REAVER LATE LEAVING PORT

California Liner Loaded Rapidly by Many Longshoremen.

To the Ladies of Portland

MRS. KATE B. VAUGHN

The Lecturer in The

Oregonian's Free School of Home Economics, Uses

Royal Baking Powder Exclusively

Teachers of cookery, and baking experts, generally use Royal Baking Powder because they know it can always be relied upon to make the finest and most wholesome food.

ing of the Commission of Public Docks
Thursday, at which was considered a
request from the Department of Public
Works to allot space on the new East
Side dock for the storage of sewer construction material and equipment used
by that branch of the city workers.
The Commission took the stand that
a precedent had been established so
one department accommodated by another paid the same as firms or individuals, so it was voted to permit the
Department of Public Works to store
stuff on the dock property at the usual
rates. If space is selected in the rear
of the dock where material can be
piled, the charge will be one-half of
the dockage tariff.

TWO GRAIN SHIPS AT CANAL Oristano and Kentuckian Leave

Golden Gate for Portland. In the ficet of vessels held at the Panama Canal until the congestion Is

Panama Canal until the congestion is lifted, due to the alide of last week, are two bound here to work grain cargoes for England, the British steamer Ecclesia, which comes to the Portland Flouring Mills Comeany from Liverpool, and the British steamer Queen Eugenie, hailing from Cardiff and is under charter to M. H. Houser.

The British steamer Oristano sailed from San Francisco for Portland at 8 o'clock yesterday, an hour after the big American-Hawaiian liner Kentuckian passed through the heads on her way here with New York cargo. The Oristano loads cereal and the Kentuckian is to take on a general cargo. The Nebraskan left here last evening to finish loading at Astoria for New York. finish loading at Astoria for New York.

PILOTAGE TAKEN OVER NOV.

Port of Portland Commission to Retire From Guiding Vessels.

Unless an adjustment of working details interfere, pilots in service at the mouth of the Columbia River will take over the work there independent of the Port of Portland Commission November 1, as they have agreed to a proposal of the Commission to assume the responsibility. The Commission will guarantee \$150 a month each for five of them if revenue from pilotage on vessels is not equal to that amount. The first proposition was that the pilots work for a year and at the expiration of the period the Commission would make good for months falling below the \$150 mark. The pilots felt that the revenues should be checked Unless an adjustment of working dethat the revenues should be checked each month and that has been assented to by Captains J. W. Shaver and E. W. Spencer, a committee appointed to look after the negotiations on behalf-of the

News From Oregon Ports.

ASTORIA, Or., Oct. 23.—(Special.)— The steamer George W. Eider arrived this morning from Coos Bay and Eureka with freight and passengers.

The tank steamer Wm. T. Herrin sailed this moraing for California after discharging her cargo of fuel oil.

The steam schooner Yosemite shifted today to St. Helens to complete her umber cargo.

The steam schooner Saginaw has finished loading 400,000 feet of lumber here and left today for Portland to

finish loading.

The British ship Queen Elizabeth was towed tonight to Portland, where she is to load grain.

The gasoline schooner Ahwaneda, from Newport, and the gasoline schoon

from Newport, and the gasoline schooner Mirene, from Alsea, arrived this morning. Both were delayed at Coast ports during the recent big storm.

With a cargo of lumber from Westport and the Hammond mill, the steam schooner Olson & Mahoney sailed this afternoon for San Pedro.

The steam schooner San Ramon has finished loading grain at Portland and lumber at the Hammond mill. She will sail for San Francisco as soon as her passengers, who are expected tonight, arrive from Portland.

COOS BAY, Or., Oct. 23 .- (Special.)-



THE EMPTY PLATE GOOD TO THE LAST CRUMB

We couldn't improve the ingredients in Butter-Nut Bread-

we couldn't improve the ingredients in Butter-Nu we already used the best there were.

But we did perfect a new mixing process which enables us to turn out a loaf that is beyond question the best ever baked.

Your own trial will prove this, and it will cost you but 5 cents to make the trial—large family size 10 cents.

At all good grocers. Ask to see the Butter-Nut label.

UNITED STATES BAKERY Corner East Eleventh and Flanders

SPECIAL TODAY

ASK FOR U. S. GOVERNMENT INSPECTED MEATS. WE HANDLE NO. 1 STEER MEAT ONLY Highest Grade of Pork, Veal and Lamb.

GEO. L. PARKER 149 FIRST STREET.

The steamer Redondo, which went down

The steamer Redondo, which went down the bay at noon en route to San Diego, was detained by a rough seat at the bar. The steamer Breakwater will sait for Portland tomorrow.

The steam schooner Navajo will leave San Francisco for Coos Bay tomorrow with a large consignment of freight collected while other vessels have been barbound here.
Captain Reed, of the dredge Col.
Michie, expects to sail for the Columbia River tomorrow, where the dredge
will be inspected.

Notice to Mariners. The following affects alds to naviga-

tion in the Seventeenth Lightho Columbia River-The following light-

Columbia River—The following lighted buoys reported extinguished were relighted October 20: Columbia River outside bar gas and whistling buoy. Clatsop Spit gas buoy 12.
Columbia River—Tongue Point Channel—Changes made in lights and buoyage October 17-20: Tongue Point crossing gas buoy 1 moved to lower end of new dredged channel and color changed from black to red and number from 1 to 2. Tongue Point channel buoy 2, number changed to 4. Tongue Point crossing buoy 4, number changed to 6. Tongue Point crossing gas buoy 3, moved to upper end of new dredge channel and color changed from black to red and number from 2 to 8, Channel buoy 8 was discontinued. Taylor

Sands light was discontinued. Tongue Point channel range lights establishe front light, formerly beyon light, fix white; rear light is fixed red. T

terns, burning oil. Coast, 1914, p. 22, 7.0s, 164, 168; p. 36, Nos. 194, 195. HENRY L DECK, Inspector.

15c to 17c per lb. Creamery Butter, roll 60¢-65¢ Eggs, per dozen......30¢ Ranch Eggs, per doz 35¢ Full Cream Cheese, 2 lbs...35¢ Swiss Cheese, per lb......25¢ Pienie Hams, per lb14¢ ALL GOODS RETAIL AT WHOLE-

La Grande Creamery

WHITE CLOVER CARTON BUTTER

Made From Strictly "Graded and Pasteurized" Cream



Every Package bearing this brand and trade mark is of itself a guarantee of the standard of quality approved - by our customers and backed by us.

Our New Home Specially Designed for Sanitary Production of "White Clover Products" Is Located at

East Seventh and Everett Streets T. S. Townsend Creamery Co.