1-MILL TAX LIKELY TO RE ADVOCATED

Legislators Make Motion and Appeal for Further State Aid Is Not Expected.

REVOLVING FUND IN DOUBT

Former Members of Legislature Say Tumalo Appropriation Was to Be Returned to State Fund and This View May Be Accepted.

Continued From First Page.) printion was intended to be used as a revolving fund, it is apparent that the congress will not assume that this is Members of the last Legislature, who also are members of the irrigation body, declare that it was not the intention of the Legislature to have this money used for other irrigation projects after it is returned by the Tumalo farmers. It is probable that this finally will be the accepted attitude of the

ongress.
If it is desired, within the next few years, to use the money accruing from the Tumalo farmers for further irrigation work the congress then will ask the Legislature to designate its use for such purposes. Two-Year Tax Urged.

It is pointed out that if the 1-mill tax levy is voted upon all property of the state, the proceeds will approximate \$1,000,000 per annum. Inasmuc as the Federal Government has agreed to match the state's expenditures, dollar for dollar, the tax plan would provide an aggregate of \$2,000,000 an-

nually for irrigation purposes. It is proposed to continue this rule in effect for two years.

The money so procured, it has been suggested, would be turned into a revolving fund, thus providing adequate finances for many of the immediate irrigation needs of Oregon.

The resolutions committee also is wrestling with the problems arising from the Central Oregon Irrigation Company's projects in Crook and Jeffer. son counties. Some of the land under these projects has been reclaimed, but within the last few years the company has not been able to finance its work properly and has agreed to turn the property over to the state. Delegates from Central Oregon agree that the needs of this district are pressing and ope yet that the congress will be able to recommend some relief in spite of the fact that local projects are to be abendened in the desire to put forward the larger interests of the whole state.

Praise for Portland Unstinted.

A favorite pastime of the congress yesterday was to pass out praise for the Portland Commercial Club and the business men of this city for the in-terest that they have taken in trriga-tion affairs. atiment expressed at the Com

The sentiment expressed at the Com-mercial Club banquet Thursday night that the business men of Portland stand ready to buck up the congress in any reasonable requests upon the state was commented upon with approving terms

by several of the speakers.

By way of demonstrating the confidence of the irrigationists in the business men of Portland, the congress yesterday passed a motion authorizing the president to appoint a committee of three of its members, who will confer with the Commercial Club and procure the appointment of ten members of that body to work with the legislative committee of the congress. The president appointed upon this committee C. S. Hudson, of Bend; A. W. Trow, of Ontario, and H. M. Cox. of Gilliam County.

J. T. Hinkle Takes Lend.

J. T. Hinkle Takes Lend.

the discussion.
"It seems to me." he said, "that we are trying to avoid the real issue here. It is about time now for us to get down

this about time now for as to account to business."

He called attention, then, to the fact that there are within the state more than 4,000,000 acres of land susceptible of irrigation—more than all the land

of irrigation—more than all the taken now under cultivation.

"We hear a great deal of talk," he continued, "about high taxes, but there is more than one way of reducing taxes. One is to cut down taxes through reduction of expenses by the Legislature and other tax-levying bodies of the downrament.

Government.

"Another way is to broaden the base upon which taxation resta."

In this connection he pointed out that the business interests of the state that the business interests in the fact are beginning to appreciate the fact that irrigation is one of the most powerful means of increasing the taxable value of property within the state. The necess of the Tumalo project, he said

Millage Tax Advocated.

Further development, he asserted, can be obtained through levying a 1-mill or a half-mill tax upon all the the state. 'If we had done this 10 years ago,'

"If we had done this 19 years ago," he declared, "many of our present-day problems would have been solved. Our only present method is to ask the State Legislature for a millage tax, but the question is, 'Are you prepared to back up the Legislature in that kind of a proposition?"

proposition?"
He urged the congress to go on record in favor of the miliage levy and admonished it to "go down the line" in presenting its desires to the Legislature. He sinstered the hopes of those who have been advocating a state bond issue by pointing out that the constitution prohibits the state from incurring an indebtedness in excess of \$50,000 for such development purposes. see for such development purposes.

Federal Attitude Indorsed. Mr. Hinkle praised the work of the Federal reclamation service and urged more co-operation between the state and the Federal governments in their

OFFICERS OF THE OREGON IRRIGATION CONGRESS.



Asa B. Thomson President Wm Hanley Ex-President



J. W. Brewer Vice President Fred N. Wallace, Secretary

noon. He likened Harney County to the planet Saturn and the bordering counties that had been spoken of by other delegates to the rings of Saturn. He said that too much attention has been focused upon the rings around Harney County and not enough to the county itself, which, he declared, is filled with "nature's gifts." He described the conditions of Harney County and declared that the people of Western Oregon have but little realization of the opportunities of that section. He supported the millage tax idea.

SORORITY FORMED IN 1910 ADMIT-TED TO NATIONAL FRATERNTY.

Mrs. Frances Staver Twining Has Charge of Installation, Assisted by Mrs. Parsons and Mrs. Duryea.

UNIVERSITY OF OREGON, Eugene Or., Jan. 8 .- (Special.) - Alpha Phi, a woman's National sorority, installed a chapter of that organization at the

a chapter of that organization at the university tonight. The young women who have been granted the chapter were known as the Beth Reah Sorority and have maintained a house on the campus since January, 1910.

Mrs. Frances Staver Twining, a graduate of the Northwestern and Wisconsin universities and at one time president of the sorcrity, had charge of the installation ceremonies. She was solved by Mrs. F. S. Parsons, of the assisted by Mrz. E. S. Parsons, of the university English department, and Mrz. M. J. Duryea, of Eugene. Portland women present were: Mrz.

C. W. Blanchard, Mrs. Ethel Tandy-hill, Mrs. A. Hockenbury, Mrs. Grace Tucker, Mrs. Elsie Lee and Mrs. Louise

The congress got down to its real business at yesterday afternoon's session. This was the period assigned, on the Coast exist at the United programme, to consideration of the programme, to consideration of United Stanford. The chapter-house at Euglistive action. J. T. Hinkle led the discussion.

dwellings in the city.

Those who became charter members of the new chapter are: Effle Rhodes, Ruth Höwell, Selma Baumann, Dorris Ball and Anita Slater, Portland; Mildred Riddle, La Grande; Vaughn McCornack, Ruth Westfall, Margaret Pratt and Mertia Colons. Cornack, Ruth Westlait, Margaret Pratt and Myrtle Tobey, Eugene; Eyla Walker, Corvallis; Grace Richardson, Park City, Utah; Ruth Holmes, Tilla-mook; Nellie Blowers, Elizabeth Par-sons, Hood River, and Deola Peterson.

USE OF BLOCKS IS URGED Lumbermen Want Interstate Bridge

Payed With Wood.

Paved With Wood.

A campaign for a larger use of wood blocks for paving is to be undertaken this year by the West Coast Lumbermen's Association. The subject was discussed at the monthly meeting of the organization held yesterday at the Benson Hotel. Following the discussion resolutions were adopted urging the use of wood block paving on the Interstate Bridge.

The resolutions are in part as follows:

"Rezolved, That the West Coast Lumber Manufacturers' Association, respectively urge that the engineers, in submitting plans for estimates for the Interests of Orgon and Washington, respectively urge that the engineers, in submitting plans for estimates for the Interests of The meeting was attended by 30 manufacturers from Oregon and Washington. The meeting was attended by 30 manufacturers from Oregon and Washington, respectively and the engineers in submitting plans for estimates for the Interests of The meeting was attended by 30 manufacturers from Oregon and Washington, respectively and the engineers, in submitting plans for estimates for the Interests of The Meeting was attended by 30 manufacturers from Oregon and Washington, respectively and the engineers, in submitting plans for estimates for the Interests of The Meeting was attended by 30 manufacturers from Oregon and Washington, respectively and the engineers, in submitting plans for estimates for the Interests of Oregon and Washington, respectively and the engineers, in submitting plans for estimates for the Interests of Oregon and Washington, respectively and the engineers in submitting plans for estimates for the Interests of Oregon and Washington, respectively and the engineers of the North Pacific Lumber Company, who is presided.

The resolutions are in part as follows:

Canadian government reports that south channel, Nanaimm width.

Pacific Coast bar soundings—Yaquina Bay bar, December 5, 15 feet, L. L. W.; December 13, 12 feet, M. L. L. W.; Cananel still shifting from south washing to the company of the North Pacific Lumber Company. Who is presided.

WOMAN GAINS FREEDOM Mrs. Shade Released on Promise to Go to Husband, Who Forgives.

work of develoring the resources of the West. He indorsed the policies of Secretary Lane, of the Interior Department, and Insisted that "we want co-operation on the basis that Secretary Lane has indicated.

He presented in detail the plan for district development that had been suggested at some of the earlier mestings. Under this arransement the settlers or landowners in a certain district agree to pool their property as security for a bond issue with the understanding that either the Federal or the state covernment purchase some of the bonds. In this way the settlers have the advantage of a low rate of interest.

"We should go about this thing on a practical business basis," he concluded. "We should not put ourselves in the position of looking for charity."

Frank Davey, of Burna, made one of the after-

BOAT WITH CAPTAIN ANDERSON AND CREW IS SWAMPED.

Trip to Onwen, Crossing Bar, Useles and Grip With Papers Lost in Accident Near Tug.

ASTORIA, Or., Jan. 8.—(Special.)—Captain C. E. Anderson, the bar pilot, lost his grip, overcoat and pilot papers yesterday, when a boat he was using to board a steamer was swamped.

to board a steamer was swamped.

As the British steamer Onwen was being piloted across the bar by the tug Tatoosh, the tug Oneonta ran near the steamer and asked if she wanted a pilot to come on board. The steamer answered in the affirmative, so a boat was lowered from the tug and set out for the steamer with Pilot Anderson and two of the tug's crew.

Soon the Onwen signaled that she did not want a pilot, so the small boat turned back. The seas were running high and, as the boat was at the inside line of breakers, it was caught by a huge swell and swamped. Fortunately, it was close to the Oneonta and the men were able to climb on board the tug, but Captain Anderson's overcoat and grip, containing his master's and pilot's licenses, as well as several other articles of value, were swept overboard and lost. Had the swell come a minute sooner it would have enguifed the men.

Accused Consul Not Immune.

SAN FRANCISCO, Jan. 8.-Diplomatie SAN FRANCISCO, Jan. 8.—Diplomatic immunity did not avail Fernando Somora Vivas, Consul-General of Honduras, today. He was held to answer on a charge of arson resulting from an investigation of a fire in his house December 27. Francis Krully, United States Commissioner, said his case was covered by a special Federal statute.

Since harbor improvement work was commenced here five years ago, \$431,000 has been expended for jetty construction, of which the Port of Siuslaw has paid one-half and the balance has been appropriated by Congress.

Navigators' Notices.

Captain Thompson, steam yacht Venetia, reports that at \$135, A. M. November 25, when one-fourth mile south 35 degrees east magnetic from Ballast Point, San Diego bay, California, he struck a submerged obstruction which took seven inches off the edge of two blades of the ecrew; ship drew 15 feet aft.
Captain Swicker, steamer Oregonian, reports by radio that January 2, A. M., San Juan buoy, Straits of Fuca, was adrift about four miles east of Carmanag light,
Steamer Santa Clara, Captain Crossley, reports passing log at 1 P. M., December 14, seven miles 116 degrees true from Point Sur.

Sur.

Steamer Lansing, Captain Bugge, reports by radio that at 19 A. M., December 22, 1914, laittude north 60 degrees 20 minutes, longitude 124 degrees 55 minutes west passed a log eight feet in diameter and 20 feet long. Steamship Admiral Farragut. Captain Brennan, reports that when 16 miles west true from Destruction Island at 2:55 A. M., December 24, passed a log 40 feet long 6 feet thick.

Steamship Santa Rita Captain

San Diege bar, January 1, 24 M. feet, M. L. W.

Aids to havigation—Commander-in-chief U. S. Pacific ficet reports by radio that Suwance Rock buoy, San Lorenzo channel, Lower California, was missing December 2. Cape San Lucas light flashed white every seconds instead of every 5 seconds, as given in light last, this on December 11, Report by Army transport Buford—The Canadian government feports that Broughton Passage heretofore closed to navigation, is new opened. Gas buogs on Putenay and Haddington reef will be relighted.

R. R. SMITH, Lieut, U. S. N.

In Charge of Hydrographic Office.

REPAIRS ARE RUSHED

Contractors on Santa Catalina Ahead of Schedule.

LARGE CREW IS EMPLOYED

Accident to Grace Liner Met by Re adjustment of Sailings and Fleet on South American Run Will Be Increased Soon.

W. R. Grace & Co. expect to take over the steamer Santa Catalina from the Willamette Iron & Steel Works March 1. The contractors figure that they are 10 days in advance of their estimate as to the time required to complete repairs on the vessel, so no reason is apparent why the programme should not be carried out.

The force of men engaged on the big ship is as large as can be employed advantageously, and those directing the plant have provided work for as many needy men as the character of the contract will permit. It was the understanding at the outset that laborers would be employed for short periods so that they could carn sufficient to tide their families over, and in that way it has been possible to help double the number, except on labor in which only skilled hands could be used.

Following the fire aboard the Santa Catalina, which broke out as she was en route up the river and necessitated the vessel being beached near Columbia City, Grace & Co. were unable to charter a suitable carrier with which to replace her, and it was determined to keep the Santa Clara, Santa Cecilia and Santa Cruz going without extra tonnage, as it was assured that the Santa Catalina would be completed in time for the Spring trade from New York to the Pacific Coast. More than \$400,000 is involved in the repair job, and with representatives of the owners on the ground details have been mapped out in advance so that there has been no hitch.

no hitch.

Preparations are under way for increasing the Grace fleet plying between North Pacific ports and South America. The steamer Cacique, formerly under the British flag and recently brought under the Stars and Stripes, was to have loaded coal on the East Coast for the Pacific side, and after discharging was to join the Colusa and Cuzco in the West Coast service, but instead the Cacique was allowed to make one voyage from New York to Copenhagen via Kirkwall, and on her return to the East Coast will be sent through the canal to remain on this side. Meanwhile, the Colusa was taken from the South American trade for one voyage to Sydney, and sailed from San Francisco Tuesday. The Cuzco loads her West Coast cargo on Puget Sound and at San Francisco, and some of the lumber business from here has been handled on the steamers Geo. W. Fenwick and St. Helens, but more cargo is awaiting shipment from the river, and the charter of additional tonnage is looked for. Preparations are under way for in-

Temporarily relieved from the exacting responsibilities of sailing master, Captain George Guthrie, rated a class A skipper, and a man who in 1889 class A skipper, and a man who in 1889 made a round voyage from Portland to the United Kingdom and handled two cargoes in less than nine months, is here again, and this time as mate of the British ship Kinrossshire, under Captain Murchle. Matt Troy, of Brown & McCabe; Ed Wright, manager of the Merchants' Exchange; "Captain" Bob McIntosh, veteran ship liner, and others who were in active touch with shipping in those days unhesitatingly place Captain Guthrie and Shire, under Captain Murchie. Matt
Troy, of Brown & McCabe; Ed Wright,
manager of the Merchants' Exchange;
'Captain' Bob McIntosh, veteran ship
liner, and others who were in active
touch with shipping in those days unhesitatingly place Captain Guthrie and
the performance of his ship, the Borrowdale, at the head of the list for
round voyages before and since.

Captain Guthrie loaded the Borrowdale here with a full wheat cargo, and
on arriving out was ordered to a port
to discharge, and then worked a full
cargo of general stuff for the return
in a trifle under nine months the skipper was *again in the Columbia.

FIEET LINERS COME HERE

Great Northern and Northern Pacific
to Be Inspected by Portlanders.

Peter by Water Than in 1913.

ABERDEEN, Wash, Jan. S.—(SpeGlentory London Fat Columbia
the with min the skip ship in those days unhesitatingly place Captain Guthrie and
the performance of his ship, the Borrowdale, at the head of the list for
round voyages before and since.

Captain Guthrie and
the European war. Rail shipments
total close to 400,000,000 feet. Nine of
the ships clearing last year went to the
East coast with 9,879,000 feet. Sightythree vessels left for foreign ports
with \$2,879,000 feet.

The number clearing in 1914 was

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The total rail and water shipments from Grays Harbor is estimated
at \$50,000,000 feet.

The first cargo for the East coast trade is
expected to take about \$25,000,000 feet

Game Cock will return to the Middle
River.

Grain exporters say that during the
pear will be carried by the steamer
pear will be carried by the steamer
p

to Be Inspected by Portlanders.

Cal Stone, traffic manager of the Great Northern Pacific Steamship Company, who is in the city, is not to deprive Portlanders from viewing the new liners Great Northern and Northern Pacific in advance of their going on the Flavyl-San Francisco route, for he intends bringing hold vessels to this on the Flavel-San Francisco route, for he intends bringing both vessels to this city for the inspection of the general

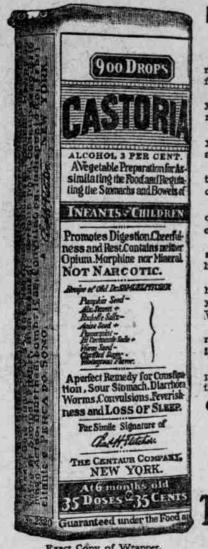
city for the inspection of the general public.

It is intended that after the arrival of the vessels at San Francisco they will remain for a time and be thrown open to the public and the same courtesy will be extended at Astoria and Portland. From the time of the departure of the Great Northern from Philadelphia, January 27, until she reaches San Diego the voyage of the steamer will be closely watched. They will not be speeded as when on schedule between the Columbia River and the Golden Gate, but are to be sent along at a rapid clip and will without doubt make the best time that will be recorded for many moons over the same

What is Castoria.

CASTORIA is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhosa. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea-The Mother's Friend.

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment.



Letters from Prominent Physicians addressed to Chas. H. Fletcher.

Dr. Albert W. Kahl, of Buffalo, N. Y., says: "I have used Castoria in my practice for the past 26 years. I regard it as an excellent medicine

Dr. Gustave A. Eisengraeber, of St. Paul, Minn., says: "I have used your Castoria repeatedly in my practice with good results, and can recommend it as an excellent, mild and harmless remedy for children."

Dr. E. J. Dennis, of St. Louis, Mo., says: "I have used and prescribed your Castoria in my sanitarium and outside practice for a number of years and find it to be an excellent remedy for children."

Dr. S. A. Buchanan, of Philadelphia, Pa., says: "I have used your Castoria in the case of my own baby and find it pleasant to take, and have obtained excellent results from its use."

Dr. J. E. Simpson, of Chicago, Ill., says: ' : have used your Castoria in cases of colic in children and have found ? the best medicine of its kind on the market."

Dr. R. E. Eskildson, of Omaha, Neb., says: "I find your Castoria to be a standard family remedy. It is the best thing for infants and children I have ever known and I recommend it."

Dr. L. R. Robinson, of Kansas City, Mo., says: "Your Castoria certainly has merit. Is not its age, its continued use by mothers through all these years, and the many attempts to imitate it, sufficient recommendation? What can a physician add? Leave it to the mothers."

Dr. Edwin F. Pardee, of New York City, says: "For several years I have recommended your Castoria and shall always continue to do so, as it has invariably produced beneficial results." Dr. N. B. Sizer, of Brooklyn, N. Y., says: "I object to what are called patent medicines, where maker alone knows what ingredients are put in

them, but I know the formula of your Castoria and advise its use." GENUINE CASTORIA ALWAYS

Bears the Signature of the present light on the Fort Stevens when the port was and a member of the Commissioners of the Fort of Sittaga will well as a member of the Commissioners of the Fort of Sittaga will one-for the commissioners of the Fort of Sittaga will one-for the commissioners of the Fort of Sittaga will one-for the commissioners of the Fort of Sittaga will one-for the commissioners of the Fort of Sittaga will one-for the commissioners of the Fort of Sittaga will one-form the following the second of the fight marks available. As to mark of the sale of port bonds to the amount will be sale of port bonds to the amount w

timber land read, favoring such bond issue. After some consideration the commissioners voted to offer the bonds for sale.

Since harbor improvement work was commenced here five years ago, \$431,600 and has been expended for jetty construction, of which the Port of Siusiaw has paid one-half and the balance has been appropriated by Congress.

BORROWDALE'S MASTER HERE Man Who Navigated Clipper in 1889 Mate of Kinross-shire.

Captain L. Veysey, Lloyd's surveyor here, has received a communication from the headquarters of the association abroad that among officials and employes who have gone to the front and are fighting with the allies are 32 from the cierical staff, 15 from the surveying staff, nine from the printing department and three messengers in the United Kingdom office, while from other Lloyd's agencies abroad there have been four to respond, a total of 63. It is said by Captain Veysey that there are others expected to leave the service to join the British army. Despite losses suffered by Lloyd's through veysels sunk by naval vessels, there

LUMBER SHIPMENTS GROW

Aberdeen Sends 12,290,000 More Feet by Water Than in 1913.

News From Oregon Ports.

ASTORIA. Or., Jan. 8.—(Special.)—
The Japanese steamer Shintsu Maru, lumber laden for India; the American ship Poltalloch, grain laden for Callao, and the schooner W. H. Smith, lumber laden for Australia, are still in the lower harbor waiting for better conditions on the bar.

Harry Campion, superintendent of towboats for the Port of Portland, was in the city on business connected with the service. Harry Campion, superintendent of towboats for the Port of Portland, was in the city on business connected with the service.

The tank steamer Atlas arrived this morning from California with fuel oil for Astoria and Portland.

Orders have been received here to direct the British bark Wiscombe Park, which is en route from Guayaquii to the steamer J. B. Stetson to leave for the steamer J. B. Stetson to leave for

ND ORIENTAL SERVICE. Name.

name offering.

nage offering.

In his report for 1914 covering British vessels plying to and from Portland British Consul Thomas Ersking states that there were 63 steamers and 10 sailers of 206,751 tons net register, while in 1913 the ficet was made of 58 steamers and 20 sailing vessels of 215,071 tons. In ballast the British steam

Dort by Army transport Buford.

The Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Canadian government reports that British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Countin Rusy and Hadenshall British bark Wiscombe Park, the Count

Salled-Steamer Stattyon, for toluments. River.

Tatoosh, Jan. & Passed in, British ship Dudhope, from San Diego, for Puget Saumi, Seattle, Jan. & Arrived-Steamers Minkohn Maru (Japanese), from Molj: Admirat Schieg. Colonel B. L. Drake, towing berge 31, from San Francisco; Queen, from San Diego, Salled-Steamers Maripess, for Southwestern Alaska; President, for San Diego.

Tides at Astoria Saturday. 6:56 A M. . 5.5 feet 0:05 A M. . 5.1 feet 7:58 A M. . . 5.6 feet 0:44 P M. . 1.2 feet

Got to Go Deep to **Cure Rheumatism**

Liniments Help Locally, But the Disease is Way Down Inside.



To get at the source of rheumatic pains it requires the deep, scarching influence of S. S. S. the famous blood purifier. Rheumatism is primarily a blood disease that, since it is in this vital fulld that rheumatic tendencies are carried, lodges in the joints and muscles, there to irritate the nerves and produce pain. And in order to drive out these pain limiting poisons it requires S. S. S. to sink deep into the tiny glands imbedded in the innermost tissues. S. S. S. transis wherever the blood goes and never loses its medicinal influence. This explains why it overcomes the most chronic forms of rheumatism, why it dislodges those hard deposits that thicken the joints, for it acts as a solvent and assists the blood to provide in the itssues those natural elements for which the body-building process continually craves and must have.

If you have never used S. S. S. for rheumatism, get a bottle today of any druggist. Use it as directed and with some simple bome helps you will soon dethrone the worst and most painful forms of theumatism. Write the medical department, The Swift Specific Co. 63 Swift Bidg, Atlanta, tim. for additional advice. Yours may be a case where a slight help from a specialist whose advice is free, will solve the mystery that has been making life miscrability that has been making if miscrability that has been making if miscrability that has been making if miscrability that has been traking if miscrability that has been making if miscrability that has been traking if miscrability that he miscrabi

for you. When you ask for & alst upon it and refuse all su