FIVE PHYSICIANS TO PASS ON MRS. CLARK

Drs. E. Nelson Neulen and J. Allen Gilbert Added by Request of Defense.

TILTS OCCUR FREQUENTLY

Objection to Method of Conducting Insanity Hearing Brings Tart Rejoinder From Judge Cleeton—Court Is Crowded.

Two more physicians were added yesterday to the examining board which is sitting at the insanity hearing of Mrs. Marcella Clark before Circuit Judge Cleeton. They are Drs. E. Nelson Neulen and J. Allen Gilbert, and they were added to the original board of three appointed by the court at the request of Mrs. Clark's attorneys.

The two extra physicians took their seats at 2 o'clock yesterday, when the hearing began for the second day. No formal announcement of their appointment was made, and it was not until Dr. Gilbert objected to the manner in which evidence was being taken that it was known, even to the other three members of the board, that two members had been added to the commission.

"It seems to me," said Dr. Gilbert, interrupting the examination of one of the witnesses, "that this evidence isn't exactly proper. The best evidence of the sanity or insanity of any person lies with the examination of the patient. Other evidence would only be corroborative."

"I don't agree with you," said Judge Cleeton. "This evidence of her actions all goes to show the condition of her mind."

"Will you permit me a statement in defense of what I said?" asked Dr. Gilbert.

Dr. Gilbert Silenced.

"No, sir," said Judge Cleeton. "I don't care to have you make any defense."

The hearing then continued, with Dr. S. E. Josephi the only member of the board who asked any questions of the witnesses.

Some interest was aroused by the testimony of John F. Logan, who had acted as attorney for A. E. Clark in his divorce proceedings against Mrs. Clark. Mr. Logan was first called upon to testify about a pamphlet which Mrs. Clark had written, in which she blamed J. F. Boothe, president of the Multnomah Bar Association, for the death of his own wife. Mr. Logan declared that few of the statements in the pamphlet were true, and that Mr. and Mrs. Boothe had seen each other frequently and had remained on good terms up to the time of her death last December.

Asked by Attorney Roscoe P. Hurst if he thought Mrs. Clark was suffering from any delusions, Mr. Logan said he did think so.

"I think Mrs. Clark has a notion that she belongs to the outre select of the United States in a social and political way," said Mr. Logan. "I believe she also has the delusion that mankind in general and her husband in particular are morally wrong, and that it is her duty to correct the morals of the world."

Heated Retort Made.

"Isn't it true that all men are morally wrong?" asked Mrs. Clark's attorney, Tom McCusker, on cross-examination.

"No, sir, it is not true, and you know it is not true," retorted Mr. Logan with some heat.

"I don't know that it is not true," said McCusker.

"Well, it may be true in your own case, Mr. McCusker, but you can't sit there and indict the whole sex in the same breath. There are decent men in the world."

Telling of letters he had received from Mrs. Clark, Mr. Logan said she accused him of being the influence that kept Mr. Clark away from her. He said she referred in her letters to the "Jezebels of the Nation," with whom she believed Mr. Clark was consorting.

"From your acquaintance with Mr. Clark, what can you say of his moral conduct?" Mr. Logan was asked.

"I will say," said Mr. Logan, "that I don't know of any man who has walked a stricter path of rectitude than Mr. Clark."

"Any man that a woman will divorce isn't worth having," declared Mr. Logan at one stage of his cross-examination, and the remark, which was brought out by some quibbling between the witness and Mr. McCusker, set the courtroom tittering.

Conspiracy Is Denied.

Judge Cleeton asked Mr. Logan about the charge made by Mrs. Clark that Mr. Clark had entered into a conspiracy to obtain the divorce from her while she was under arrest on an insanity charge. Mr. Logan explained that Mrs. Clark gave her full consent to the proceedings, and was in court when the agreement was reached and the decree granted.

When Mr. McCusker took up the cross-examination of Mr. Logan he asked whether it was regarded as an evidence of insanity that Mrs. Clark should write and send telegrams to prominent National figures, such as Mrs. O. H. P. Belmont, Dr. Anna Howard Shaw and others."

"Well," said Mr. Logan, "I thought Mrs. Clark was like Mr. Dick in 'David Copperfield,' who always thought he had King Charles' head on his shoulders."

"Didn't she have a right to write to these people?" asked Mr. McCusker.

"A right, certainly. But it was unnatural, because she had no occasion to do so."

Frequently Mr. McCusker objected to Mr. Logan's manner of testifying, declaring the witness was arguing the case to the board. Judge Cleeton overruled the objections.

Different Views Expressed.

B. G. Skulason, Mr. Clark's law partner, was on the witness stand, and testified in particular about one interview with Mrs. Clark. He said she first expressed great love for Mr. Clark, and in ardent tones told him what a fine man her husband was. The next moment, said Mr. Skulason, she called him a dissolute profligate.

Paul Chamberlain, news editor of the Evening Telegram, testified that Mrs. Clark frequently called his office by telephone, and wrote letters which she wanted to have printed.

Dr. John M. Edwards, who had known Mr. and Mrs. Clark in Mankato, Minn., testified that Mr. Clark's reputation in that city was excellent. This was in rebuttal of a statement credited to Mrs. Clark, in which it was said Mr. Clark left Mankato "under a cloud."

At the conclusion of yesterday's part of the hearing Judge Cleeton asked the five examining physicians if they wanted to examine Mrs. Clark at once, or if they preferred to listen to the rest of the corroborative testimony first. The physicians unanimously agreed to listen to all the testimony before calling Mrs. Clark to the stand. The hearing will be resumed at 9:30 this morning.

As on the previous day, the courtroom yesterday was crowded with interested men and women spectators.

Melrose Grange Has Institute.

ROSEBURG, Or., March 12.—(Special.)—With about 200 farmers in attendance, the members of Melrose Grange held their annual institute yesterday. Addresses on matters pertaining to the farm and dairy were delivered by Professor R. E. Reynolds, W. L. Powers and C. C. Lamb, all of the Oregon Agricultural College. At noon an old-fashioned basket dinner was served by the women of Melrose.

FIRST LONG MOVE CHEERED

Rebuilt Liner Gets Ovation When Moving Through Bridges.

Under ordinary circumstances the shifting of the Santa Catalina at noon yesterday from the Eastern & Western mill to the Portland mill would have been of passing interest on the waterfront, but owing to the fact that the big steamer was only rehabilitated last week after a disastrous fire of October 18, she was given an ovation as she passed through the harbor. Whistles at the plant of the Willamette Iron & Steel Works worked overtime in a screeching chorus, to which the liner replied, and scores of ironworkers, longshoremen and others on her decks cheered as she was moved ahead by the steamer Ocklahama.

Second Officer Dexter, of the liner, signed here after having been on the Rose City, dredge Chinook and other vessels. Charles Lowe, who was first assistant engineer on the steamer Roanoke, went over to the Catalina in the same capacity. Junior Engineer Frazier, who came here on the ship and stood by during repairs, has been made third assistant. Wireless Operator Tichner, who was previously on the Great Northern liner Minnesota, goes out on the Catalina, and Charles Arndt, a Portland wrestler, has been signed as an oiler.

LINER'S COOK ON WM. P. FRYE

Ship Edward Sewall, of Same Fleet, Safely Reaches Dublin With Grain.

Aboard the Grace liner Santa Catalina some of the old members of the crew, who were there when the ship caught fire last October, are wondering how Gustav Engfoss, former "cookie" on the liner, enjoyed the experience of being taken aboard the German auxiliary cruiser Prinz Eitel Friedrich from the American ship Wm. P. Frye, on which he signed at Seattle, having gone there when the Santa Catalina was held here for repairs.

Marine men are pointing to the arrival of the American ship Edward Sewall, belonging to the Sewall interests of Bath, Me., who owned the Frye, as an illustration of luck, for the Edward Sewall left Puget Sound with a full wheat Cargo October 21 and the Frye got away from there November 6, the latter falling into the hands of the German cruiser, while the other probably missed the same fate by a few days. The cargo of the latter was valued at $183,476, but worth much more now that she is at her destination.

DREDGE CONTRACTS AWARDED

Port of Portland Arranges for Purchase of Boilers and Pump.

To the Ballin Watertube Boiler Company the Port of Portland Commission yesterday awarded a contract for supplying two boilers for the new dredge Columbia on a bid of $26,875. Commissioners Shaver, Inman and Spencer went over proposals received Thursday, others being from the Willamette Iron & Steel Works and the Marine Boiler & Machine Works. The Platt Iron Works received a contract for one circulating pump for the machine, the price being $900. That award was made by Commissioners O'Reilly, Inman and Patterson.

The Columbia is at Astoria, where she was pumping material for filling behind the seawall under way there, but was delayed through the breaking of the pipeline extending under water from the dredge to shore. Most of the other machinery, including a turbine engine, has been contracted for, and when the digger is returned here the cutter and ladder will be removed to be installed in the new vessel.

CELILO COMMITTEE TO MEET

Fund for Portland's Share of Celebration Is Growing.

The committee on celebration of the opening of the Celilo Canal will hold a meeting today to hear a report of the finance committee. This committee is campaigning for a fund of $4000 to finance Portland's share of the celebration, and is headed by G. W. Talbot. Edward Ehrman is secretary.

The total amount received is slightly more than $650, and, although the returns appear to have been slow in the past week, the committee believes that there will be little difficulty in raising the needed amount before the celebration, the first week of May.

Letters received at headquarters indicate that 11 leading cities of the Columbia River Basin have made definite arrangements to participate in the big celebration and each is developing special features to be put in the general programme for the event.

Marine Notes.

On business connected with the tender Manzanita, Robert Warrack, inspector of the 17th lighthouse district, will go to Astoria today and he leaves tomorrow for Puget Sound district to look after the tender Heather, which has been under repairs there and is ready for sea.

Carrying 340 tons of cargo the gasoline schooner Tillamook was cleared at the Custom-House for Oregon ports as far as Bandon.

Though the French bark Francois finished her grain cargo at Irving dock yesterday, she will not go to the stream at once, as repairs to her capstan are being made and she is to haul into a berth at Victoria dolphins, vacated yesterday by the German bark Dalbek, which moved to the Smith dock, at the foot of Clay street. The bark Morna will be the next to shift to Irving for cargo.

That the steamer Lewiston arrived at Riparia Thursday night to be hauled out for perairs, and the steamer Spokane was ordered off the Snake River run yesterday to lay up at Lewiston, was news given out yesterday by "Captain" Budd, of the O.-W. R. & N. river fleets.

An early arrival yesterday was the North Pacific liner Geo. W. Elder, from Eureka and Coos Bay, which docked at 6 o'clock, ending her fastest round trip on that route. She sails tomorrow morning.

Colonel McKinstry and Captain Dillon, Corps of Engineers, U. S. A., have completed estimates as to the amount of money required for Oregon projects and on the Snake River, and they have been forwarded to the Chief of Engineers at Washington, D. C.

Stock was held in the American ship Wm. P. Frye, which was sunk by the German auxiliary cruiser Prinz Eitel Friedrich, by the F. M. Warren estate, of this city, and amounted to a one-thirty-second interest, which was purchased when the ship was built by the late F. M. Warren. Heirs were informed yesterday that the estate would receive $1500 from the war risk insurance and more will be paid if an indemnity is collected from the German government.

In ballast the Russian bark Pampa reached the river late Thursday night from Lyttelton, Australia. The Majanka, which arrived early Thursday from Sydney, will be brought up by the steamer Game Cock. Both load grain for the United Kingdom.

EMBARGO ON SHIPS PUT INTO EFFECT

Longshoremen at Seattle Refuse to Unload Glengyle After Stop at Vancouver.

CANADIAN SCALE OPPOSED

Conference Held at Puget Sound, Where Shipping Interests Protest Against Being Made to Pay for Trouble Elsewhere.

SEATTLE, Wash., March 12.—The declaration by the International Longshoremen's executive board that all vessels calling at Vancouver, B. C., where the longshoremen are on strike, would be considered unfair in all Pacific Coast ports went into effect here today with the arrival of the Royal Mail liner Glengyle, from London via Yokohama and Vancouver. The Glengyle, which had discharged 10,000 tons of freight at Vancouver with nonunion labor, has 1000 tons for this port and 2000 tons for Portland. When the big British steamer docked at pier 5 today a large chowd of longshoremen gathered across the street from the wharf, but none responded to the call for men to unload the Glengyle. The vessel lay alongside the pier all day, but not a pound of freight was removed from her hold.

Leaders of the longshoremen declared that they would refuse to work any vessel calling at Vancouver until the Vancouver employers restored the old wage scale, which was reduced recently from 25 to 30 per cent.

Local shipping men conferred today with the executive board of the longshoremen's association in an effort to get them to rescind the embargo against steamers touching at Vancouver, but without result. The local employers contend that, inasmuch as they are paying the regular union scale, they should not be penalized because of a disagreement between the Vancouver employers and their men.

PORTLAND NOT AFFECTED YET

If Orders Come Glengyle Probably Will Not Put Into This Port.

Arthur E. Barnes, business agent of Longshoremen's Union No. 6, said last night that no action would be taken by the Portland body dealing with the case of the Glengyle until the receipt of official advices from officers of the executive board of the Pacific Coast District, International Longshoremen's Association who are on Puget Sound. Information setting forth the action of the Seattle union is looked for today.

Early yesterday a telephone message to the Portland office of Frank Waterhouse & Co., agents of the Royal Mail line, apprised representatives here that longshoremen had started working the steamer, but knocked off at noon and refused to return. It had been arranged for the steamer to sail from there today and arrive in the river tomorrow, but if the Portland workers adopt the same course as those at Seattle it is said the probabilities are that the Glengyle will not be sent to this port. She has more than 2000 tons of cargo inbound, some from London and more from Oriental ports, while she was to load about the same amount outward, mostly flour.

In the case of the Japanese steamer Azumusan Maru, which is due off the river today, it is said she will not be affected by the sympathetic movement, should it reach Portland, because she did not put in at Vancouver.

John Kean, of San Francisco, president of the Pacific Coast district, J. A. Madsen, of this city, secretary-treasurer of that body, and other members along the coast are said to be at Seattle. The situation may attain a serious aspect as far as Portland is concerned because only one line is operating to the Orient and England, the Royal Mail continuing the service since the withdrawal of the Hamburg-American with the precipitation of war abroad. There has been no question of wages raised at Portland or at Seattle and the Vancouver case is said to have started through a reduction made on coast steamers.

It is assumed that the Waterfront Employers' Unions formed on Puget Sound, the Columbia River and San Francisco, with a parent organization bringing coast organizations under the Federation of Waterfront Employers' Association, will make every effort to adjust the differences.

Cutting Off Bonus System Blamed.

SEATTLE, Wash., March 12.—(Special.)—Unloading of liner Glengyle was delayed here today by the strike of the longshoremen who have gone out in sympathy with the Vancouver union men. No other vessels here so far have been affected. A meeting is to be held here tonight to decide definitely the policy of the Seattle union. The Vancouver strike is due to the resentment of the men against the action of employers in cutting off the bonus system and going back to the old scale.

Boat to Run on Upper Klamath Lake

KLAMATH FALLS, Or., March 12.—(Special.)—Calkins & Hamilton, of this city, today announced that they would begin the 1915 navigation season on Upper Klamath Lake next week with a motorboat. Ordinarily the season is much later than this in opening and there is considerable ice on the lake yet. It will be three weeks, probably, before the regular mail service will be resumed on the lake. Mails for Upper Lake points are being carried at present by stage daily.

News From Oregon Ports.

ASTORIA, Or., March 12.—(Special.)—The steam schooner Daisy Putnam shifted this morning from the Astoria Box Company's plant to Knappton, where she will finish loading.

The British ship Bay of Biscay and the French bark Germaine, both grain laden for the United Kingdom, arrived during the night from Portland, but will not go to sea before tomorrow.

The barkentine John C. Meyer arrived this afternoon from Aberdeen in tow of the tug Tatoosh. She will load lumber at Linnton for Quebec.

The Russian ship Pampa arrived about midnight, after an uneventful trip of 56 days from Lyttleton, New Zealand, and will leave tomorrow morning for Portland, where she is under charter to Hind, Rolph & Co. The Pampa was taken in tow by the tug Goliah about 6 o'clock last evening and shortly afterwards Pilot Swanson went on board her.

The Norwegian ship Majanka left this evening for Portland, where she is to load grain. The steam schooner Johan Paulsen sailed this morning for San Francisco with lumber from Portland, St. Helens and Astoria.

The steam schooner Saginaw sailed this morning for San Pedro with lumber from St. Helens and Westport and shingles from Grays River.

The steam schooner Shoshone sailed today for San Diego with lumber from Westport and St. Helens.

The steam schooner Celilo arrived this morning from San Francisco with freight for Astoria and Portland.

The steamer George W. Elder arrived this morning from Eureka and Coos Bay with freight and passengers for Astoria and Portland.

The Japanese steamer Azumasan Maru is expected tomorrow morning from Victoria to load for the Orient.

Pilot Gunderson left this morning for the Sound after the British steamer Glengyle, which will sail for this port tomorrow.

The steam schooner Yosemite shifted last evening from Knappton to Rainier to finish her lumber cargo.

COOS BAY, Or., March 12.—(Special.)—The tug Gleaner arrived today at 10 o'clock from the Umpqua River bringing dairy products, and will return Friday with freight for Gardiner and Scottsburg.

The steamer Adeline Smith sailed today from here for San Francisco with a cargo of lumber for Bay Point.

A strange tug whose name could not be made out by the lookout called in port last night and sailed at daylight for the south. She is supposed to be en route to Eureka to tow the dredge Col. P. S. Michie to Portland.

EXCHANGE OUTGROWS HOME

Lease Taken on Spacious Room to Meet Space Demands.

Executives of the Merchants' Exchange yesterday closed a lease for three years on larger quarters in the Board of Trade building on the ground floor, across the entrance from the present headquarters. Workmen are to begin this morning remodeling the room and installing a committee-room, another for the storage of records and putting up blackboards, while an extensive electric lighting system is to be put in. The exchange will move as soon as the quarters are ready, probably about April 1.

The organization that began on a meager scale in 1879 and expanded more in 1897 when the management was taken over by E. W. Wright, has made greater strides than before during the present season. Such interest has attached to the noon meetings and sales that every grain firm in the city is represented, while there has been an increase in the membership in the interior of Oregon, Washington and Idaho. Portland has a recognized grain market, and all sales these days are based on quotations established each noon.

The expansion in city membership is mostly responsible for the change, and the demand for more space has been experienced since September 1. There will be no shifting of the personnel of employes, Fred Clark remaining in charge of all detail and record work. He has been connected with the office 15 years, and upon him largely has devolved the task of maintaining statistics until today archives are complete as to the past and present shipping of the entire Columbia River district. While smaller, the Portland Merchants' Exchange is entering on a system akin to that of the San Francisco Exchange, and as regards Northwest affairs has equal recognition in the cereal sphere.

OUTLAW HORSES ON LINER

Pendleton Roundup Squad Go to Los Angeles as Movie Actors.

Speedball, a horse that is known from one end of the Eastern Oregon range to the other, and has appeared as the favorite on Pendleton Roundup programmes in bucking contests, left yesterday for Los Angeles, accompanied by three equally prominent equine outlaws, all billed to Dell Blanchet, noted rider of wild horses. The quartet of mounts were given passage on the steamer Rose City and their gentle behavior on the dock and when led aboard the ship disarmed many, who would fain believe they were "mankillers." The animals were shipped by R. B. Hickman and were accompanied by two attendants. It is understood that they will figure in moving pictures.

The Rose City carried 150 passengers and all the cargo she had space for. C. D. Kennedey, Portland agent for the American-Hawaiian fleet, accompanied by Mrs. Kennedy, left for San Francisco to spend two weeks. One of the deck force who was not as cheerful as when the ship arrived was Second Officer Tibbetts, who lost part of his finger, and feared amputation because the digit was caught in a block during boatdrill. However, he was assured before sailing that amputation was unnecessary and that the nail, which was lost, would grow once more.

SIGNS ON FOR SUBMARINES

Norwegian Ships Show Names and Colors When Bound to England.

On both sides and fore and aft the Norwegian ship Nordfarer and Norwegian bark Lika signs have been painted as a precaution against the vessels being attacked by German submarines when nearing the waters of the United Kingdom, whither they are bound with grain cargoes. The letters and national colors are painted near the top or rail of the bulwarks, so they can be seen some distance off.

The arrangement provides two displays on each side of the vessels and, in addition to the name of the ship, "Norge" is painted after it, and then the Norwegian colors alongside. The hulls of the ships are gray and the letters in black and about two feet high. The scheme was adopted by Scandinavian countries recently and, while some Norwegian vessels are on the way from here with grain that were not painted, as they departed in advance of the general activity of submarines about England, it is intended for all sailings hereafter to adopt the safeguard.

LEAK PUZZLES MARINERS

Lightvessel Takes Water Despite Felt and Copper Sheathing.

Before the Columbia River lightvessel is ready for sea it is probable that she will be lifted on drydock for examination, as a leak has developed since the hull was sheathed with copper, and so far it has been impossible to locate it. Several inches of water are said to seep in each day.

When the lightvessel was drydocked first she was replanked, and on being floated was found as tight as a drum. Then she was lifted from the hull, covered with felt and copper over it, yet she leaked on taking the water. With ordinary wooden hulls puzzling leaks of the kind usually have been located by drydocking the ship and watching to find where the water drains out, but with sheathing so carefully applied no such easy solution may be worked out.

FIRE IN SHIP CHANDLERY

Combustion in Stock of Oakum and Pitch Causes Loss of $1500.

The Portland Marine Supply Company lost about $1000 worth of stock last night in a fire which started spontaneously in a pile of oakum and pitch stored at 231 Ankeny street. The building, owned by Battalion Chief Young, of the fire department, was damaged to the extent of $500. All losses were covered by insurance.

The fire originated under the Pentecostal Assembly Mission, where the members were gathering for a meeting. They were driven out by the smoke, but returned later for services. Special officer Gassett turned in the alarm.

CREDIT GIVEN E. E. LYTLE

CELILO PORTAGE ROAD SPONSOR CALLED FATHER OF CANAL.

Success Recalled in Gaining $160,000 Appropriation That Was Held Up for Ten Sessions.

That chief credit for having been the original propagandist of the Celilo Canal, which will be opened with formal ceremonies May 5, should be given to E. E. Lytle, well-known Portland railroad man who built both the Columbia Southern Railroad and the Pacific Railroad & Navigation Company's road to Tillamook, is the statement of Eastern Oregon people familiar with the early efforts to overcome transportation difficulties at Celilo.

It is stated that Mr. Lytle is the father of the Celilo Canal for it was by his efforts that the Celilo Portage Road was built and because of the service this short railway was to the people of the interior the Government saw the logic of building a canal for steamers around the Celilo rapids.

"It was at the Legislative session of 1903," said one closely acquainted with Mr. Lytle's work for the portage road, "that the appropriation of $160,000 for the building of the portage road was finally secured after the project had been held up for ten sessions.

"Mr. Lytle went to the Legislature at the request of Eastern Oregon members and explained the portage road project. It was stated in opposition that the work could not be completed for $160,000 but Mr. Lytle overcame this argument by offering to make good from his own pockets any deficit remaining if that sum were voted.

"Eastern Oregon, seeing its advantage because of the demand for exposition transportations at the session, pressed its demand and won the $160,000. Mr. Lytle lent A. E. Hammond, chief engineer of the Columbia Southern, Mr. Lytle's railroad, for building the portage road and a saving of $22,000 was made in the original appropriation.

"So great was the benefit to the people generally that the Government finally started work on the Celilo Canal, the completion of which will be celebrated in May, just 20 years after the opening of the Cascade Locks and canal, which was on May 5, 1896. E. E. Lytle may justly be said to be the real father of the project."

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Geo. W. Elder	Eureka	In port
Bear	Los Angeles	Mar. 13
Yucatan	San Diego	Mar. 14
Breakwater	Coos Bay	Mar. 14
Rose City	Los Angeles	Mar. 18
Beaver	Los Angeles	Mar. 18
Roanoke	San Diego	Mar. 21

DUE TO DEPART.

Name.	For	Date.
Yosemite	San Diego	Mar. 13
Multnomah	San Diego	Mar. 13
Harvard	S. F. to L. A.	Mar. 13
Geo. W. Elder	Eureka	Mar. 14
Yale	S. F. to L. A.	Mar. 15
Celilo	San Diego	Mar. 16
Great Northern	San Francisco	Mar. 17
Yucatan	San Diego	Mar. 17
Bear	Los Angeles	Mar. 17
Willamette	San Diego	Mar. 17
Breakwater	Coos Bay	Mar. 18
Rose City	Los Angeles	Mar. 22
Beaver	Los Angeles	Mar. 22
Roanoke	San Diego	Mar. 24
Northland	Los Angeles	Mar. 25
Klamath	San Diego	Mar. 25
San Ramon	San Francisco	Mar. 25

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glengyle	London	Mar. 14
Glenlochy	London	Apr. 2

Name.	For	Date.
Glengyle	London	Mar. 19
Glenlochy	London	Apr. 16

Movements of Vessels.

PORTLAND, March 12.—Arrived—Steamers Geo. W. Elder, from Eureka and Coos Bay; Celilo, from San Francisco. Sailed—Seamer Rose City, for San Francisco and San Pedro.

Astoria, March 12.—Arrived and left up at midnight—Steamer Geo. W. Elder, from Eureka and Coos Bay. Arrived down during the night—British ship Bay of Biscay and French bark Germaine. Arrived at 2 and left up at 3 A. M.—Steamer Celilo, from San Francisco. Sailed at 6 A. M.—Steamer Saginaw, for San Francisco. Sailed at 7 A. M.—Steamer Shoshone, for San Pedro; at 7:10 A. M.—Steamer Johan Poulsen, for San Francisco. Arrived at 4 P. M.—Barkentine John C. Meyer, from Grays Harbor.

San Francisco, March 12.—Sailed at 10 A. M.—Steamers Yucatan, for Portland; Beaver, for San Pedro; at 1 P. M.—Steamer Santa Barbara, for Portland. March 11.—Sailed at 10:30 P. M.—Steamer Bee, for Portland.

Seattle, March 12.—Arrived at 3 A. M.—Steamer Ohioan, from Portland.

Tacoma, March 12. — Arrived — Steamer San Ramon, from Portland.

Point Lobos, March 12.—Passed at 7 A. M.—Steamer W. F. Herrin, from Monterey, for Portland.

Victoria, March 12. — Sailed—Japanese steamer Azumusan Maru, for Portland.

Redondo, March 11.—Sailed—Steamer Solano, from Columbia River, for San Pedro.

Astoria, March 11.—Left up at 8 P. M.—Steamer Yosemite. Arrived at 10 P. M.—Russian ship Pampa, from Lyttleton.

Sydney, N. S. W., March 12.—Arrived—Steamer Hornet, from Victoria, B. C.

Manila, March 11. — Arrived—Steamer Hazel Dollar, from Tacoma.

San Francisco, March 12.—Arrived—Steamers Olson and Mahony, from Seattle; Coronado, from Grays Harbor. Sailed—Steamers Bessie Dollar (British), for Nanaimo; Santa Maria, for Honolulu; Dakotan, for Honolulu via Seattle; Doris, for Aberdeen; Santa Barbara, for Astoria; Grays Harbor, for Tacoma.

Seattle, Wash., March 12.—Arrived—Steamers Glengyle (British), from London via Orient; Congress, from San Diego; Admiral Schley, from San Francisco; Ohioan, from New York; bark Giltre (Norwegian), from Valparaiso. Sailed—Steamer Governor, for San Diego.

Marconi Wireless Reports.

(All positions reported at 8 P. M. March 12 unless otherwise designated.)

San Jose, San Francisco for Balboa, 1217 miles south San Francisco March 11.

San Juan, Balboa for San Francisco, 1200 miles south San Francisco March 11.

Willamette, San Pedro for San Francisco, 15 miles east Point Concepcion.

Speedwell, Coos Bay for San Diego, 25 miles south San Pedro.

Santa Clara, San Pedro for San Francisco, 15 miles west Santa Barbara.

Atlantic, Genoa Bay for New York, 655 miles south San Francisco.

Aroline, San Francisco for San Pedro, 10 miles west Santa Barbara.

Tides at Astoria Saturday.

High.	Low.
11:21 A. M....8.3 feet	5:42 A. M....2.3 feet 6:09 P. M..—0.1 foot

Columbia River Bar Report.

NORTH HEAD, March 12.—Condition of the bar at 5 P. M.: Sea, smooth; wind, south 18 miles.

Figures compiled by the Austro-Hungarian and German consulates in New York show that 550,000 reservists of their countries who registered themselves for service are unable to obtain transportation.

UNCALLED - FOR ANSWERS

ANSWERS ARE HELD AT THIS OFFICE FOR THE FOLLOWING ANSWER CHECKS AND MAY BE HAD BY PRESENTING YOUR CHECKS AT THE OREGONIAN:

A—462, 633, 635, 637, 638, 639, 641, 654.
B—607, 638, 639, 646, 648, 653.
C—636, 637, 645, 651.
D—636, 650.
E—607, 630, 644, 651, 653, 655.
F—617, 628, 632, 633, 635, 637, 640, 642, 646, 647, 650, 651, 652, 655.
G—625, 627, 637, 641, 642, 646, 648, 649, 650, 652.
H—627, 637, 639, 640, 643, 654, 687.
J—626, 631, 635, 641, 651, 655.
K—474, 626, 639, 648, 652, 653.
L—631, 633, 633, 634, 636, 643, 645, 647, 651.
M—609, 614, 649, 650, 654, 655.
N—40, 602, 607, 641, 645.
O—580, 641, 643, 649, 651, 654.
P—632, 640, 641, 652.
R—639, 640, 649, 650, 652.
S—414, 569, 635, 636, 638, 640, 644, 648, 649.
T—360, 625, 633, 637, 644, 645, 647, 648, 649, 650, 652, 653, 655.
V—610, 639, 640, 643, 648, 650.
W—646, 648, 649, 650, 654.
X—210, 635, 637, 638, 646, 651, 653, 654, 656.
Y—612, 628, 630, 636, 638, 648, 649, 654, 655.
AB—612, 631, 637, 638, 645, 647, 655.
AC—687, 617, 625, 635, 636, 642, 644, 646, 647, 651, 652, 655.
AD—612, 628, 640, 644, 646, 647, 648, 650, 651, 652, 654, 655.
AE—639, 641, 645, 652, 657.
AF—465, 634, 636, 645, 651.
AG—611, 614, 626, 627, 637, 638, 644, 645, 646, 653, 654.
AH—462, 464, 637, 645, 648, 654, 655.

Face Eruptions Have Deep Significance

Often They Indicate Impurities Deep in the Tissues.

The results shown by S. S. S. in clearing the skin reveal how searchingly and how deeply this famous blood purifier attacks blood troubles. Facial eruptions are more often significant of impaired nutrition resulting from faulty elimination of body wastes.

Most people realize this to be true. And yet it is a difficult matter to convince such people they should avoid those harmful drugs such as mercury, iodide of potash, arsenic and so on. S. S. S. gives just as good effect without the destructive results, because it is more searching. It goes deeply into the circulation wherever the blood flows, but it does not remain to clog the system. And its effect is complete and thorough as indicated by blood tests. One of the strange things today is that so many people are wedded to the notion that mercury is the one antidote. It is not so. There is in S. S. S. a product of nature that is rated one of the most potent principles known for the complete elimination of blood troubles.

Wherever you go there are people who know this to be true from their own experience, for it has been clearly shown there is one ingredient in S. S. S. as essential to health if the blood be impure as the nourishing elements of the grains, sugars and salts of our daily food. Get a bottle of S. S. S. today of any druggist, but insist upon S. S. S., accept no substitute. And if your case is peculiar or of long standing, write to the Medical Adviser, The Swift Specific Co., 101 Swift Bldg., Atlanta, Ga.

AJ—627, 639, 640, 641, 644, 652.
AK—350, 630, 634, 634, 643, 648, 650, 653.
AL—617, 633, 637, 639, 643, 644, 646, 647, 650.
AM—627, 635, 638, 639, 640, 641, 645, 647, 649, 650.
AN—609, 627, 632, 633, 637, 638, 639, 647, 649, 650, 654, 657.
AO—630, 631, 639, 640, 649, 652, 654, 658.
AP—625, 636, 652.
AR—641, 647, 648, 649, 650, 654, 657.
BC—461, 563, 609, 637, 639, 645, 654.
BD—632, 636, 637, 639, 645, 655.
BF—604, 635, 644, 647, 649, 654, 692.

If the above letters are not called for within six days, the same will be destroyed.

MEETING NOTICES.

THE ACACIA CLUB will have open night Saturday, March 13, at 7:30 o'clock. Billiards, pool, cards, library and "500" to be enjoyed. All E. A., F. C. and Master Masons invited. Prize.
A. H. M'COWAN, President.

OREGON LODGE, NO. 101, A. F. AND A. M.—Special communication this (Saturday) evening at 7 o'clock. Work in M. M. degree. Visiting brethren cordially invited. By order of the W. M.
LESLIE S. PARKER, Sec.

WASHINGTON LODGE, NO. 46, A. F. AND A. M.—Special communication this (Saturday) evening, 7 o'clock, E. 8th and Burnside. S. C. degree. Visitors welcome. Order W. M.
J. H. RICHMOND, Sec.

IONIC COURT, NO. 1, Order of the Amaranth—Stated meeting this (Saturday) evening at 8 o'clock, Masonic Temple.
ALICE C. GIBBS, Secretary.

REDMEN—The funeral of the late Past Sachem J. M. Blake, North Plains, Sunday, March 14, 10 A. M. Car leaves Second and Stark sts. at 8 A. M. All Redmen attend. Round trip 75 cents.

DIED.

PETTIT—At Inglewood, Cal., March 10, Mary W. Pettit, aged 73 years, wife of the late Asahel H. Pettit, mother of Mrs. B. O. Woods, of this city; Mrs. J. C. Applewhite, of Clarkston, Wash., and Dr. J. A. Pettit, of this city. The remains will arrive on the Shasta Limited Saturday, March 13. Funeral notice in a later issue.

ENGLEMAN—At 207 Gilbert street, Lents, Wilhelmina Engleman, aged 85 years. Remains are at the funeral parlors of A. D. Kenworthy & Co., 5804 Ninety-second street, southeast, Lents. Funeral notice later.

FUNERAL NOTICES.

MOORE—March 10, at the residence, 493 Magnolia street, Charles J. Moore, aged 47 years, beloved husband of Mrs. Anna Moore and brother of Joseph L. Moore, of Astoria, Or. Funeral will take place from the above residence Saturday, March 13, at 9 A. M. Services at the Cathedral, corner Fifteenth and Davis streets, at 10 o'clock. Friends invited. Remains will be shipped to Keokuk, Iowa.

FISCHER—At the residence, 134 Vermont street, March 11, Bertha Elizabeth Fischer, aged 26 years, 8 months, 9 days, beloved wife of Louis Fischer. Funeral from Holman's funeral parlors 8:30 A. M. today (Saturday), March 13, thence to St. Lawrence Church, Third and Sherman streets, where services will be held at 9 A. M. Friends invited. Interment Mount Calvary Cemetery.

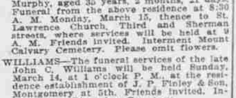
MURPHY—At the family residence, 631 Fourth street, March 12, George Joseph Murphy, aged 35 years, 2 months, 21 days. Funeral from the above residence at 8:30 A. M. Monday, March 15, thence to St. Lawrence Church, Third and Sherman streets, where services will be held at 9 A. M. Friends invited. Interment Mount Calvary Cemetery. Please omit flowers.

WILLIAMS—The funeral services of the late John C. Williams will be held Sunday, March 14, at 1 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Interment at Riverview Cemetery.

LALOND—The funeral services of the late Moses Lalond will be held today (Saturday) at 11 A. M., Concluding services private at Mount Scott Park Cemetery Crematorium.

FREY—The funeral services of the late Arthur B. Frey will be held today (Saturday) at 10 A. M. at Mount Scott Park Cemetery Crematorium.

FUNERAL DIRECTORS



The only residence undertaking establishment in Portland with private driveway. Main 9. A 1599.
J. P. FINLEY & SON,
Montgomery at Fifth.

MR. EDWARD HOLMAN, the leading funeral director, 220 Third street, corner Salmon. Lady assistant. A 1511, Main 507.

F. S. DUNNING, INC.,
East Side Funeral Directors, 414 East Alder street. East 52, B 2525.

A. R. ZELLER CO., 592 WILLIAMS AVE. East 1088, C 1088. Lady attendant. Day and night service.

DUNNING & M'ENTEE, funeral directors, Broadway and Pine. Phone Main 430, A 4558. Lady attendant.

BREEZE, Sunnyside Funeral Parlors. Auto hearse. 1026 Belmont st. Tabor 1258, B 1252.

R. T. BYRNES, Williams ave. and Knott. East 1115, C 1943. Lady attendant.

P. L. LERCH, East 11th and Clay streets. Lady assistant. East 781.

SKEWES UNDERTAKING COMPANY, 3d and Clay. Main 4152, A 2321. Lady attendant.

FLORISTS.

MARTIN & FORBES CO., florists, 347 Washington. Main 269, A 1269. Flowers for all occasions artistically arranged.

CLARKE BROS., designers and decorators; fresh cut flowers, great variety. Morrison, between 4th and 5th. Main or A 1805.

PEOPLE'S FLORAL SHOP, 2d and Alder. Designs and sprays. Marshall 5922.

MAX M. SMITH, Main 7215, A 2121. Selling building.

A. C. F. BURKHARDT, 190 N. 23d—Funeral designs and cut flowers, Main 1359, A 7831.

AMUSEMENTS.

HEILIG Broadway, at Taylor
Main 1, A 1122

BARGAIN PRICE
MAT. TODAY 2:15
Lower Floor, 50c Balcony, 50c, 35c Gallery, 25c

LAST TIME TONIGHT, 8:15
Favorite Musical Play
Chocolate Soldier
Evenings—$1.00, 75c, 50c, 35c, 25c

7 NIGHTS Beginning TOMORROW
Bargain Mat. Wed., Special Mat. Sat.
Powerful Dramatic Success,
"TODAY"
Splendid Cast, including
ARTHUR BYRON.

Evenings, lower floor, 11 rows $2, 7 rows $1.50; balcony $1, 75c, 50c; gallery 50c. Wed. Mat., $1 to 25c, Sat. Mat., $1.50 to 25c.

SEATS NOW SELLING.

BAKER THEATER
Main 2, A 5360.
Geo. L. Baker, Mgr.

Mat. today, last time tonight. Baker Players with Dorothy Shoemaker and Edmund Elton in Margaret Anglin's famous success, "THE AWAKENING OF HELENA RICHIE" A tremendous hit. Evening prices: 25c, 50c, 75c; box seats $1. Sat. Mat., 25c, 50c; box, 75c. Next week, starting tomorrow matinee—"Tess of the Storm Country."

Orpheum
Main 6, A 1020. Broadway, at Stark.
BLANCHE RING AND HER COMPANY.
Lamberti, Master Musician
Bonita, the Equine Detective
Burdella Patterson, Posings
Barabas and Grohs
Alf and Dainty Gladys Goulding
Moore and Jenkins
San Francisco Exposition in Pictures.
MATINEE EVERY DAY.

PANTAGES
MATINEE DAILY 2:30
THE MARCO TWINS,
THE FIVE MUSICAL NOSSES,
4—OTHER BIG-FEATURE ACTS—4
Boxes and first row balcony reserved by phone Main 4636, A 2236.

11th-Street Playhouse

Morrison and 11th sts. (Old Baker). Back again! The Kingpin motion-picture of them all, "Tillie's Punctured Romance," with Marie Dressler, Charlie Chaplin, Mabel Normand. Positively the greatest comedy hit ever created. Over 1½ hours of hilarity. The big three Star Keystone. See it. See it again. All this week. Continuous 1 P. M. till 11 P. M., every day. Admission 10 cents, all seats.

SCHOLARSHIP FUND BENEFIT
The Newly Married Couple
Presented by
University of Oregon
Dramatic Class
LINCOLN HIGH SCHOOL AUDITORIUM
Saturday, March 13, 8:15 P. M.

Student tickets 25 cents. General admission 35 cents. Tickets for sale by students. Reservations 10c additional for students, 35 cents for adults, may be made at Sherman, Clay & Co., Saturday.

Reached by Mount Scott and Cazadero Cars. Both Telephones.

Mount Scott Park Cemetery and Crematorium
Most Modern in America.
Originators and Leaders of High-Class Cemetery Service in Portland.
Under Perpetual Care.

Ideally located on picturesque Mount Scott, "where nature's peaceful quietude lends an influence to soften sorrow."
LARGE, PERMANENT, PARKLIKE.

CLASSIFIED AD. RATES

Daily and Sunday.

	Per Line
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad six or seven consecutive times	56c

The above rates apply to advertisements under "New Today" and all other classifications except the following:

Situations Wanted—Male,
Situations Wanted—Female,
For Rent, Rooms, Private Families,
Board and Rooms, Private Families,
Housekeeping-Rooms, Private Families.

Rate on the above classifications is 7 cents a line each insertion.

On "charge" advertisements charge will be based on the number of lines appearing in the paper, regardless of the number of words in each line. Minimum charge, two lines.

The Oregonian will accept classified advertisements over the telephone, provided the advertiser is a subscriber to either phone. No prices will be quoted over the phone, but bill will be rendered the following day. Whether subsequent advertisements will be accepted over the phone depends upon the promptness of payment of telephone advertisements. Situations wanted and Personal advertisements will not be accepted over the telephone. Orders for one insertion only will be accepted for "Furniture for Sale," "Business Opportunities," "Rooming-Houses" and "Wanted to Rent."

The Oregonian will not guarantee accuracy or assume responsibility for errors occurring in telephone advertisements.

Advertisements to receive prompt classification must be in The Oregonian office before 9 o'clock at night, except Saturday. Closing hour for The Sunday Oregonian will be 7:30 o'clock Saturday night. The office will be open until 10 o'clock P. M., as usual, and all ads received too late for proper classification will be run under the heading "Too Late to Classify."

Telephone Main 7070. A 6095.

OREGON HUMANE SOCIETY
67 GRAND AVE., N.
Between Davis and Everett.
Phones East 1423, B 2515. Open Day and Night.

Report all cases of cruelty to this office. Lethal chamber for small animals. Horse ambulance for sick or disabled animals at a moment's notice. Anyone desiring a pet may communicate with us.

NEW TODAY.

WE WILL BUILD AND FINANCE
HOMES

Flats and Apartments in any part of the city costing from $2000 to $20,000; payments like rent.
Call and see us.
F. E. BOWMAN & CO.,
Room 1, Commercial Club Building.

BUSINESS PROPERTY AND CLOSE IN RESIDENCES
MORTGAGE LOANS
5½%·EDWARD E. GOUDEY·7%
MORTGAGE LOANS
NORTHWESTERN BANK BUILDING

MORTGAGE LOANS
ANY AMOUNT AT CURRENT RATES
JOHN E. CRONAN
902 SPALDING BUILDING

CITY AND FARM LOANS
On Improved Properties in Any Amount at Current Rates.
HARTMAN & THOMPSON, BANKERS,
Corner Fourth and Stark Streets.

West Side, 50x125, east frontage, 12th st., between Salmon and Main; no reasonable offer refused. Owner, Wm. Hahn, 233 11th st. Phone Main 6511.