MARINE RATES JUMP

Sailing Vessel Offered at 87s 6d, Steamer at 100s.

ENGAGEMENT MADE AT 80S

Exporters Chary of Taking Vessels at Prevailing Prices, Thinking Some War Move May Put Tariffs on Toboggan.

Grain freights are stronger and shipowners are steadily advancing quotations with the result that two sailing vessels were offered yesterday, one at 87s 6d, and the other at 90 shillings, while a steamer was proffered at 100 shillings for the United Kingdom and options of three continental ports. The highest previous fixture was at 85 shillings, paid Monday for the Norwegian bark Lindfield.

A year ago sailors were being taken at 27s 6d and there was no advance until war was imminent. For an interim of several weeks exporters and owners alike were unprepared to enter into compacts for future business and then when the matter of war risks was gradually worked out and commerce once more moved in fairly even volume, the upward climb of freights began in earnest and there has been no pause.

The recent charter of the British ship Galgate, reported at 75 shillings, is now declared to have been at 78s 6d. The transaction was recorded a week ago and the market is almost 10 shillings higher now. The engagement of three steamers for Portland loading at 80 shillings is viewed as reasonable in view of the latest demands of owners for 100 shillings and it is assumed that the three fixtures were made in advance of the spurt. Their identity has not been announced and being taken for September-October loading it is possible they will not be named for weeks, the steamers to come here depending probably on which vessels the owners can order this way most conveniently during the next few weeks.

The situation is the most puzzling Pacific Coast grain exporers have dealt with in the history of shipping, and in spite of the lack of sufficient tonnage in prospect and conjecture as to the outcome of hostilities abroad, some are wary about engaging vessels, in view of the possibility that some move may free large merchant fleets.

The British steamer Epsom, now loading here, shifted yesterday from the Portland Flouring Mills Company's dock to Montgomery dock and continued working. She will make another move or two before getting away for England next week. Damage sustained by the steamer Mackinaw, when a fire broke out aboard Saturday after she left the Golden Gate, is said to have resulted in less damage than was at first supposed and she will proceed here shortly to load grain for M. H. Houser, to Gato, Australia.

ITALIAN PORTS YET OPEN

Portland Shipments Move From Genoa Despite War Cloud.

Special advices reaching Alfred Tucker, Portland manager for Meyer, Wilson & Co., yesterday indicate that as yet the East Asiatic line has not been compelled to exclude Italian ports from its itinerary because of Italy's participation in the European war, though it was generally accepted here a week ago that the region could not continue to furnish American markets in the face of the hostile situation.

Mr. Tucker was informed by telegraph that the liner Bintang sails from Genoa June 17 with considerable cargo for Portland and that the Indian loads at Copenhagen, Gothenburg and Christiania the latter part of June or early in July. San Francisco's offerings of return freight continue so heavy that the company will not route ships farther north, so goods brought from the other side will be transhipped from the Golden Gate here on coasters. With the operation of the Olsen line shortly it is confidently thought that Portland will be made a regular port of call.

COOS BAY CHANNEL DRIES UP

Work Costing Several Thousand Dollars Undone in Few Days.

MARSHFIELD, Or., June 2.—(Special.)—The Port of Coos Bay recently expended several thousand dollars in opening the canal between Coos Bay and North Inlet landing and the job was contracted to be done so that three feet of water would be assured at mean lower low water. From the inlet proper to North Inlet landing is a distance of four miles and this waterway had been the avenue over which all the railroad material used in the Beale Lake and Tenmile region was routed. The Port Commission ordered a straightening of the channel between the bay and the inlet, a mile in distance.

The job has been finished but two weeks and at low water the newly-dug channel is dry for a distance of 500 feet in the middle of the cutoff. There is heavy traffic over the route and the port will order a new amount of dredging to maintain the desired three feet at low water, which would give service at any stage of tide.

JOHN ENA CROSSING OCEAN

Francois D'Ambois at Honolulu With Fire in Coal Cargo.

Headed here to take on a new crop wheat cargo, the American ship John Ena got under way from Kobe Tuesday, says a message to the Merchants' Exchange. The vessel is coming direct and is said to be in ballast. She was among the carriers fixed first to join the grain coterie and is the only American listed in the sailing fleet for this business.

News also arrived yesterday that the French bark Francois d'Ambois, bound from Newcastle for San Francisco with coal and which is slated to come here after discharging to work a grain cargo for Australia, under charter to Balfour, Guthrie & Co., put into Honolulu Tuesday with a fire in the after hold. It is said that part of her fuel load will be discharged at the Hawaiian port so she can proceed to San Francisco in safety.

PORT CONFERENCES ARE SET

International Head of Longshoremen Due on Coast Next Week.

Officers of longshoremen's organizations are hopeful that the coming session at Pacific Coast cities between employers and members of the labor bodies, the latter headed by T. V. O'Connor, president of the International Longshoremen's Association, will result in an amicable adjustment of all questions and the granting of increases at certain ports, so that the Coast scale will be as nearly on the same minimum basis as conditions will permit.

Mr. O'Connor is to be at Seattle Monday, accompanied by A. J. Modsen, of this city, secretary-treasurer of the Pacific Coast District, International Longshoremen's Association, and possibly other officers of the Northwest unions. The Vancouver, B. C., situation will be gone over and Mr. O'Connor will come here after the Northern conferences are finished. In California it is understood that John Kean, of San Francisco, president of the Pacific Coast district, will conduct meetings with employers and at all places the execution of new agreements is anticipated.

TEAL IS HELD IN CANAL

Steamer Pomona Goes to Yard Today for Extensive Overhauling.

High winds on the Upper Columbia again delayed the steamer J. N. Teal, which was due yesterday from Lewiston, and was said to have entered the Celilo Canal Tuesday night, and was there last evening, as far as could be learned. Owing to her detention, The Dalles-Columbia line officials announced that the steamer Inland Empire would be dispatched from Portland at 7 o'clock this morning for Lewiston. She has a good cargo.

The steamer Pomona, of the Yellow Stack fleet, goes to the yard of the Portland Shipbuilding Company this morning for a thorough overhauling that will require a month. The vessel was built for a draft of 14 inches, but at present draws about 21 inches, and when repairs are made to the hull, and it is allowed to dry thoroughly, there will be a decided change in what she draws. There is reported to be some improvement apparent in the Upper Willamette trade since the locks were thrown open; also channel conditions are better, and the Pomona will go into active service when she again is in the water.

FUEL OIL IS GOING DOWN

Government Offered Contracts at 25 Cents a Barrel Reduction.

Uncle Sam can save 25 cents a barrel for fuel oil in most cases over a contract entered into last year at $1 a barrel, for bids opened yesterday at the office of Colonel McKinstry, Corps of Engineers, U. S. A., were on a basis of 75 cents, delivered alongside a dock, or 80 to 82 cents if lightered in a barge alongside the vessel taking the fuel. For eight months the price has been down, and, while the Government can take advantage of the reduction at present, a prolongation of the war may force prices lower, it is said.

The Standard Oil Company and Union Oil Company each bid 75 and 80 cents on 100,000 barrels, or a total of $77,000, while the Associated Oil Company bid 75 cents alongside docks and 82 cents if barged, increasing the total to $78,500. The Standard interests are expected to get the contract. The material is for the use of the barge dredge Chinook on the bar and diggers engaged in the river channel, besides steamers used by the engineers.

KENNEWICK HAS WAREHOUSE

Building to Accommodate Increase in Freight Shipments.

KENNEWICK, Wash., June 2.—(Special.)—Work was started yesterday on the erection of a warehouse at the Kennewick docks. Freight shipments to and from Kennewick have increased to such an extent since the opening of the Celilo Canal and the inauguration of regular boat service from Portland and Lewiston that a warehouse became a necessity. The Port Commission authorized the building and will have control of it, although the Columbia River Towing Company furnished the material and superintended the erection.

The boats of the Dalles-Columbia line have been hauling record cargoes, and towns along the upper river have been giving good support to the boats.

Marine Notes.

Until the crest of the freshet is passed and it is felt assured that the depth of water will not be in excess of 10 feet above zero, the government dredge Wahkiakum will be held at the Government moorings, where she was shifted Saturday from the lower river. The Multnomah is dredging there to make a fill and when the work ends she will be overhauled, so as to start out in company with the Wahkiakum.

Oakland is the destination of the steamer San Jacinto, which was cleared yesterday with a lumber cargo measuring 500,000 feet and which left down. The Daisy, which shifted from Knappton to St. Helens Tuesday night, returned to Knappton last evening to finish.

There was a new cluster of piling driven yesterday at the upper end of Swan Island and just below the Portland Flouring Mill Company's property, also a single piling driven for a range light, and beacons will be shifted to those structures in a few days when dredging in that cut has been finished.

"Captain" Ed Budd, commodore of the O.-W. R. & N. fresh water fleet, ordered the steamer Lewiston out of commission on the Snake River last night, and that she remain at Riparia. Master Mechanic William Lovell left for Riparia and Lake Coeur d'Alene in connection with the steamers of the company.

Carrying a fair cargo for Coast cities the gasoline schooner Tillamook, of the Elmore line, left down last night from Pine-street dock. The gasoline schooner Alwenada is in her berth there, loading for Yaquina Bay.

Bringing New York cargo the American-Hawaiian liner Nevadan left San Francisco for Portland yesterday. She is a sister ship of the Nebraskan, which figured in dispatches from abroad last week, when she was reported to have been damaged through being struck by a German torpedo.

In charge of Norman C. Bray, a party of surveyors from the office of Colonel Morrow, Corps of Engineers, U. S. A., left the city yesterday for Tillamook, where they will conduct a survey of the channel from the bar to Bay City. The dredge Oregon is expected to be sent there from Grays Harbor to improve the road.

DAILY CITY STATISTICS

Marriage Licenses.

WILLIAMSON-RAMSELL—Charles Blake Williamson, legal, 1150 Union avenue, North, and Lucile Ramsdell, legal, 659 Hancock street.

STEARNS-EVA—Noble D. Stearns, 24, Aberdeen, Wash., and Grace Rankin Eva, 24, 1017 Tibbetts street.

RICHARDS-WOODHAM — John Carroll Richards, 31, Tacoma, Wash., and Dollie Ethel Woodham, 25, 4022 Sixty-seventh street, Southeast.

OLSON-RAYMOND—Frank E. Olson, 24, 374 East Eighth street, North, and Mary S. Raymond, 22, 6304 Forty-third street, Southeast.

LOGAN-JENNE—John William Logan, 22, 994 Alberta street, and Vi Del Jenne, 22, 2048 Multnomah street.

YOUNEY-JACKSON—Fred W. Youney, 29, 290 Eleventh street, and Florence E. Jackson, 20, same address.

SVENDSEN-CHRISTENSEN—Svend Peter Svendsen, 21, 1014 Savier street, and Dorrit Christensen, 19, 427 Shaver street.

LEARNED-PLETTENBERG — Frederick H. Learned, legal, 437 East Fifty-third street, and Irma B. Plettenberg, legal, 249 East Thirty-ninth street.

DUNN-ADLEM—Charles Aaron Dunn, legal, 261 Thirteenth street, and Ruth Adlem, legal, 584 East Broadway.

CHRISTY-ROYAL—Philip C. Christy, 22, Tenino, Wash., and Muriel Royal, 22, Hotel Del Mae Joe, city.

ANDREWS-KIDWELL—Samuel W. Andrews, legal, Oswego, Or., and Fonta Kidwell, legal, Portland Hotel.

Births.

SHEPHERD—To Mr. and Mrs. Alexander Shepherd, route No. 1, Portland, May 29, a son.

THORNTON—To Mr. and Mrs. Frank J. Thornton, 1021 Glenn ave., May 31, a daughter.

ROBINSON—To Mr. and Mrs. Charles A. Robinson, 1277 East Seventh street North, May 23, a son.

STEALBLOCK—To Mr. and Mrs. Arthur C. Kieiblock, 424 Bellview avenue, May 24, a son.

DOUGLASS—To Mr. and Mrs. John F. Douglass, 475 Vanderbilt street, May 18, a son.

FISHER—To Mr. and Mrs. Milton H. Fisher, 1028 Arnold street, May 19, a daughter.

REDMAN—To Mr. and Mrs. Alex Redman, 329 East Forty-fifth street South, May 26, a daughter.

ABBOTT—To Mr. and Mrs. Arthur Abbott, 666 Glisan street, May 16, a son.

PETERSON—To Mr. and Mrs. Gustaf Peterson, 149 Gibbs street, May 18, a daughter.

JOHNSON—To Mr. and Mrs. M. C. Johnson, Ridgefield, Wash., May 4, a daughter.

SHELLEY—To Mr. and Mrs. R. S. Shelley, 146 East Twenty-second street North, May 18, a daughter.

KUNZ—To Mr. and Mrs. Albert Kunz, East Twenty-first street, May 29, a son.

ALASKA LINE PERMITTED

SOUTHERN PACIFIC ALSO MAY OPERATE SHIP TO HAWAII.

Railroad's Oil Vessels Plying Between California and Oregon and Washington Ports Must Be Sold.

OREGONIAN NEWS BUREAU, Washington, June 2.—Although practically all the oil sold by the Southern Pacific Company in Portland and Seattle and neighboring markets is shipped by water, the possibility that shipments might be made by rail induced the Interstate Commerce Commission to order the railroad corporation to dispose of its water carriers by July 15—those carriers plying from California to Linnton, Or., and to Puget Sound. The same decision, however, permits the company to operate its own ships to Alaska and to Honolulu.

As to Southern Pacific steamers carrying oil to Alaska and Hawaii, the Commission says:

"It does not appear that there is or may be competition between petitioner's rail lines and its steamers in their operation to Alaskan ports. If petitioner does not participate, by its rail line on in connection with other lines, in transportation of oil from California to a port of transshipment to Alaska, and it does not appear that it does, the continued operation of its oil steamers between the loading ports and ports of Alaska, carrying oil destined to Alaska, is not, and will not be in violation of the provisions of section 5 of the act to regulate commerce, as amended by the Panama Canal act."

News From Oregon Ports.

ASTORIA, Or., June 2.—(Special.)—E. M. Cherry, Lloyds' agent, received a cablegram from Lloyds' today asking that orders be given the Russian ship Endymion, on her arrival off the mouth of the river, to proceed to Hastings mill, B. C. The Endymion sailed from Adelaide, Australia, on May 15.

The steamer F. A. Kilburn arrived today from San Francisco, via Eureka and Coos Bay, with freight and passengers for Astoria and Portland.

The steam schooner Daisy Gadsby arrived from Portland during the night and went to Knappton to finish her cargo.

COOS BAY, Or., June 2.—(Special.)—Captain James Mehaffey, engineer in charge, announced immediate surveys of the bars on the Siuslaw, Coquille and Coos Bay will be made to determine what is necessary in the way of dredging. Dredging is now going on on both branches of Coos River and snagging is to be an important part of the Summer work on these arms of Coos Bay.

The steamer Nann Smith is due from San Francisco Thursday morning.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From.	Date.
Breakwater	Coos Bay	In port
Beaver	Los Angeles	In port
F. A. Kilburn	San Francisco	In port
Northern Pacific	San Francisco	June 3
Geo. W. Elder	Eureka	June 6
Rose City	Los Angeles	June 6
Santa Clara	San Francisco	June 8
Bear	Los Angeles	June 11
Roanoke	San Diego	June 12

DUE TO DEPART.

Name.	For.	Date.
F. A. Kilburn	San Francisco	June 3
Northern Pacific	San Francisco	June 4
Celilo	San Diego	June 4
Yale	S. P. to L. A.	June 4
Breakwater	Coos Bay	June 4
Harvard	S. P. to L. A.	June 5
Beaver	Los Angeles	June 6
Wapama	San Diego	June 6
Multnomah	San Diego	June 8
Geo. W. Elder	San Diego	June 9
Klamath	Honolulu	June 10
Santa Clara	San Francisco	June 10
Northland	Los Angeles	June 10
Willamette	San Diego	June 10
Santa Barbara	San Francisco	June 10
Rose City	Los Angeles	June 11
Yosemite	San Diego	June 12
Bear	Los Angeles	June 16
Roanoke	San Diego	June 16
J. B. Stetson	San Diego	June 19

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From.	
Pennsylvanian	New York	In port
Nevadan	New York	June 6
Santa Clara	New York	June 10
Montanan	New York	June 16
Isthmian	New York	July 1
Hawaiian	New York	July 13
Honolulan	New York	July 25
Panaman	New York	July 25

DUE TO DEPART.

Name.	For.	Date.
Pennsylvanian	New York	June 4
Nevadan	New York	June 8
Santa Clara	New York	June 15
Montanan	New York	June 18
Isthmian	New York	July 6
Hawaiian	New York	July 16
Honolulan	New York	July 19
Panaman	New York	July 28

Movements of Vessels.

PORTLAND, June 2. — Arrived, steamer F. A. Kilburn, from San Francisco, via Eureka and Coos Bay. Sailed, steamer Rounoke, for San Diego, via way ports.

Astoria, June 2.—Arrived at 11 and left up at 11:50 A. M., steamer F. A. Kilburn, from San Francisco, via Eureka and Coos Bay.

San Francisco, June 2. — Sailed at 1:30 A. M., steamer Multnomah, for Portland. Arrived at 9 A. M. and sailed at 5 P. M., steamer Yosemite, from Portland, for San Diego, via way ports. Sailed at 11 A. M., steamer Northern Pacific, for Flavel, at 1 P. M., steamer Nevadan, from New York, for Portland, via way ports. Arrived at noon, steamer Argyll, from Portland.

Kobe, June 1. — Sailed, American bark John Ena, for Portland.

Aberdeen, June 2.—Arrived, steamer J. B. Stetson, from Portland.

Astoria, June 1.—Sailed at 5 P. M., steamer J. B. Stetson, for Aberdeen.

New York, June 2.—Arrived—Steamer Mary Olsen, from Bellingham.

Havre, May 7.—Arrived—Lowther Castle, from Tacoma, via Norfolk.

Antofagasta, May 31.—Arrived—Steamer Coalinga, from San Francisco.

Seattle, Wash., June 2.—Arrived—Steamers Humboldt, from Southeastern Alaska; Dolphin, from San Francisco; Admiral Watson, Northwestern, from Southwestern Alaska; Prince George (British), from Prince Rupert. Sailed—Steamers Victoria, for Nome; City of Seattle, for Southeastern Alaska; Admiral Dewey, Captain A. F. Lucas, for San Francisco; Alliance, for Kuskokwim; Prince George (British), for Prince Rupert.

San Francisco, June 2.—Arrived—Steamers Wilmington, from Port Angeles; Admiral Farragut, and Lyman Stewart, from Seattle; Yosemite and Argyll, from Astoria; Henry T. Scott, towing barge Acapulco, from Nanaimo; ship Ville du Havre (French), from Newcastle, Australia; schooner Ellen A., from Unga; Bertha Dolbeer, from Northwest Harbor, Alaska. Sailed — Steamers Multnomah and Nevadan, for Portland; Tampico, for Tampico; Nome El Lobo (British), for Peru; Northern Pacific, for Astoria; Congress, for Seattle.

Hongkong, June 2.—Sailed, steamer Tacoma, for San Francisco; sailed May 31, Mexico Maru, for Seattle.

Balboa, June 2.—Arrived—Steamer Iowan, from Portland, Oregon, for Charleston and New York, and proceeded.

Cristobal, June 2.—Arrived—Steamer Araluen, from Cardiff, for San Francisco.

Marconi Wireless Reports.

(All positions reported at 8 P. M., June 2, unless otherwise designated.)

Lobos City, Alaska, Sailed for San Francisco, 15 miles east of Point Concepcion.

Minnesota, San Pedro for New York, 102 miles south of San Pedro.

Carlos, San Francisco for San Pedro, off Santa Barbara.

Mills, Newport News for Seattle, 1029 miles south of Seattle.

Sherman, Olympia for San Francisco, 594 miles west of Honolulu, June 1.

Hyades, Honolulu for San Francisco, 888 miles out.

Hilonian, Seattle for Honolulu, 759 miles from Cape Flattery, June 1.

Yosemite, San Francisco for San Pedro, off Pigeon Point.

Multnomah, San Francisco for Portland, 15 miles north of Point Arena.

Willamette, Tacoma for San Francisco, 10 miles south of Point Arenas.

Chanslor, Monterey for Linnton, two miles from Monterey.

Congress, San Francisco for Seattle, 10 miles south of Point Arena.

Wilhelmina, San Francisco for Honolulu, 91 miles out.

Bear, Portland for San Francisco, 133 miles north of San Francisco.

Santa Clara, Eureka for San Francisco, off Cape Mendocino.

Northern Pacific, San Francisco for Flavel, off Punta Gorda.

Herrin, Gaviota for Linnton, 483 miles north of Gaviota.

Wapama, San Francisco for Seattle, 35 miles south of Cape Blanco.

Northland, Port Angeles for San Francisco, five miles south of Cape Flattery.

W. S. Porter, Everett for San Pedro, off Tatoosh Island.

Humboldt, 24 miles from Seattle.

Queen, Seattle for San Francisco, 25 miles north of Cape Blanco.

El Segundo, Richmond for Portland, four miles north of Cape Mears.

S. V. Luckenbach, New York for San Francisco, 276 miles south of San Francisco.

Tides at Astoria Thursday.

High.	Low.
4:45 A. M. ...7.8 feet	11:42 A. M. ...0.0 foot
9:17 P. M. ...7.6 feet	

All Germs Ordered To Beat it!—Git!

Searching Influence of a Remedy That Works Wonders.

The introduction of S. S. S. is at once a command to blood impurities to find a way out.

And what are blood impurities? They may be the hypersecretions found in the mucous linings of the body; they may be acid accumulations known as rheumatism; they may be boils, pimples, eczema, acne and stubborn, indolent sores.

But examined closely, they are all germs that have gotten the upper hand and it requires the flushing influence of S. S. S. to drive them out. And out they go when S. S. S. begins to circulate in the blood. It only requires five minutes to begin this influence, for it is a fact that in this limited time S. S. S. may be traced in the urine, in the perspiration, in the efflorescence from the lungs to show that it is at work. Germs, mind you, are of various kinds, but all are foreign to health and S. S. S. is no respecter of destructive germs, it drives them all out, of whatsoever name they go by. Just get a bottle of S. S. S. of any druggist and soon you will observe a decided change. And if yours is a stubborn case, write to the Medical Adviser, care of The Swift Specific Co., 107 Swift Bldg., Atlanta, Ga. He is a regular physician, proud of his name by virtue of his distinguished family and is recognized as a foremost physician on his own merit.

GORDON FALLS IS GIFT

SCENIC PARK SITE OF 380 ACRES PRESENTED BY S. BENSON.

Philanthropist Announces Abandonment of Plan to Buy Multnomah Falls for Municipality.

The City of Portland now owns the beautiful Gordon Falls on the Columbia Highway and 380 acres of land surrounding the falls. S. Benson, capitalist and philanthropist, yesterday presented the City Council with an abstract and deed for the tract which he purchased in 1913 for $21,000. It is valued now at $50,000.

In appreciation of his gift the Council adopted a resolution officially naming the tract Benson Park, and extending hearty thanks to Mr. Benson for his gift.

The presentation was made by E. E. Coovert, attorney for Mr. Benson. At the time of presentation the Council was urged to confer with the Oregon delegation in Congress relative to obtaining title to 240 acres of land adjoining the Gordon Falls tract on the south and east. The land is held by the Federal Government and Mr. Coovert expressed the opinion that title can be procured. Mr. Benson was at the Council meeting when the gift was presented.

For the present Mr. Benson has abandoned his plan of acquiring Multnomah Falls for presentation to the city. This, he says, is because of the failure of Circuit Judge McGinn to appoint a guardian ad litem for Jennie M. Griswold, owner of the tract. This has delayed the condemnation proceedings now under way.

Attorneys for Miss Griswold say she is a dependent and is incompetent, and that the city is taking an unfair advantage of her to condemn the property which she owns. In view of the attitude of Judge McGinn and of other facts entering into the case Mr. Benson said yesterday that he has abandoned, at least temporarily, the plan of acquiring Multnomah Falls.

The Gordon Falls tract is one of the most beautiful along the Columbia River. The 380 acres in the tract includes half a mile of waterfront along the Columbia and extends back into the mountains to the Punch Bowl.

It is proposed to change the Larch Mountain trail from Multnomah Falls to lead alongside Gordon Falls across the property given the city by Mr. Benson.

EMPLOYES TO SEE SHIPS

Great Northern and Sister to Be Visited by North Bank Parties.

All agents, clerks and minor officials of the North Bank and affiliated railroads will be given full opportunity of acquainting themselves with the new steamers, Great Northern and Northern Pacific, which are operated by the North Bank interests between the mouth of the Columbia and San Francisco.

The men are to be taken on personally conducted tours to Astoria and Flavel, where they will inspect not only the steamships but the terminals and the facilities for transferring freight and passengers. The first party will be taken down today to see the steamer Northern Pacific. Its members will be recruited from agents on the Oregon Electric and will include W. P. Powers, traveling freight and passenger agent; J. W. Ritchie, agent at Salem; H. R. Knight, agent at Eugene; F. S. Appleman, agent at Corvallis; J. S. Logan, agent at Albany, and J. E. Farmer, agent at Forest Grove.

JUNK ORDINANCE IS PASSED

Daily Record of Purchase Hoped to Put Stop to Thefts.

By unanimous vote the City Council yesterday passed an ordinance requiring junk peddlers to make daily reports to the police of all purchases of railroad brass, plumbing fixtures or supplies, electrical fixtures or supplies and supplies used in steam-heating. The measure was proposed by the special agents association.

It is said junk peddlers have been purchasing stolen property and it is hoped by the new ordinance to put a stop to this.

Boy, 10, Can't Find His Mother.

Pete Lunow, a 10-year-old boy, was sent in from Hillsboro to find his mother yesterday and in the afternoon he was taken to the Detention Home as a "lost boy," for he had been unable to find her. The mother's name is Mrs. William Barsick, and the address given when he was sent from Hillsboro was 147 East Clay street. Investigation showed that no person of that name had ever lived there. Aside from the fact that his stepfather was a barber, Pete could not give any information to help locate his mother.

Warsaw Movie House Bombarded.

WARSAW, Russian Poland, via London, June 2.—A bomb from a German aeroplane thrown down at Warsaw today struck a crowded moving-picture theater. The missile pierced the roof, and in exploding killed six persons and wounded 25 others, mostly women and children.

LAFFERTY & MARSTERS

A. W. Lafferty and A. C. Marsters, candidates for City Commissioners, will speak tonight as follows:

Eight o'clock at Williams avenue and Russell street; 8:20 at Mississippi avenue and Russell street; 8:40 at Albina and Killingsworth avenue; 9:15 at Sixth and Washington street.

City measures will be discussed. Joker in jitney ordinance will be exposed. Action of City Council in abandoning publicity pamphlet will be condemned and restoration of same demanded.

Reasons will be given why Portland Railway, Light & Power Company is spending thousands of dollars to pass jitney ordinance on June 7—same being but a forerunner of the complete extermination of the jitneys or the seeking of an exclusive franchise by the same men who own the Portland Railway, Light & Power Company.

Proof will be submitted that the Portland Railway, Light & Power Company for the year 1914 collected in Portland over $16,000 a day and sent east as net profits over half its gross collections, or over $8030 a day. Its own financial statement to its owners will be read.

If you cannot hear these men speak, but wish to encourage the jitneys, vote 113 no. Do this even though you favor regulation. For if the ordinance be defeated, the Council may next day pass any reasonable regulation. But if it be passed the injury is beyond recall.

THE JITNEY SAFETY FEDERATION,
736 Pittock Block.
(Paid Adv.)

TOO LATE TO CLASSIFY.

WANTED for general housework; experienced woman, willing to go to beach, fond of children. Main 8284, 1028 Raleigh street.

COATMAKER, vestmaker, pantsmaker, 835-6 Morgan bldg.

DAY-OLD chicks, Ladd strain Plymouth Rocks. Woodlawn 2012.

PORTLAND BUSINESS DIRECTORY

ABSTRACT OF TITLE.
PROMPT SERVICE at reasonable prices. Pacific Title & Trust Co., 7 Ch. of Com.

ACCORDION PLEATING.
ACCORDION, knife and box pleating, picoting, hemstitching, braiding, embroidering. Eastern Novelty Mfg. Co., 82½ 5th st. Mail orders promptly attended to.

K. STEPHAN—Hemstitching and scalloping, accord, side pleat, buttons covered, goods sponged, mail orders. 388 Alder. M. 9573.

ASSAYERS AND ANALYSTS.
MONTANA ASSAY OFFICE, 142½ 2d. Gold, silver and platinum bought.

ATTORNEYS.
HALL & FLIEDNER, lawyers; consultations free. 208-9 Fliedner bldg. Mar. 3507.

J. SILFORD NELSON, lawyer, removed 618 Pittock blk. Main 7591. Consultation free.

CARPET WEAVERS.
NORTHWEST RUG CO.—Rugs from old carpets, rag rugs. 188 E. 8th. Both phones.

CELLULOID BUTTONS, BADGES.
THE IRWIN-HODSON COMPANY, 387 Washington st. Main 812 and A 1254.

CHIROPODISTS.
William, Estelle and William, Jr., Deveny, the only scientific chiropodists in the city. Parlors 302 Gerlinger bldg., S. W. corner 2d and Alder. Phone Main 1301.

CHIROPODY and pedicuring, Mrs. M. D. Hill, Office Fliedner bldg. Main 3478.

CHIROPRACTIC PHYSICIANS.
Dr. Poulson, specialist in paralysis, nervous, chronic diseases. 350 Pittock blk. M 8414.

DR. M'MAHON, 6th year. Chronic cases taking time. 31 treatments, $10. 121 4th st.

CLEANING AND PRESSING.
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