FUSS OVER HEALTH JOB RENDS COUNCIL

When Fumigator Is Let Go, Retaliation Is Sought by Plan to Cut Pay of Marcellus.

MAYOR SHOULDERS BURDEN

Dismissal of Ira Beeman Is Declared to Be Result of Cutting Budget. Mr. Albee Refuses Reinstatement, Despite Any Action.

Ira T. Beeman, fumigator of the City Health Bureau, was dropped from the service yesterday. Commissioners Daly, Bigelow and Baker attributed the dismissal to City Health Officer Marcellus and made a move to oust him instead of Mr. Beeman.

Mayor Albee asserted positively that he and not Dr. Marcellus was responsible for the dismissal, and he invited the Council trio to seek retaliation on him instead of on Dr. Marcellus.

Around these unusual happenings at the City Hall centered a life-sized Councilmanic row, with prospects of more lively doings in the near future.

Salary Cut for Marcellus Is Plan.

After the smoke of a heated fuss had cleared in the Council chamber the records showed that the Council majority had adopted a motion instructing City Attorney LaRoche to prepare an ordinance to cut the salary of Health Officer Marcellus from $2600 to $1800 a year.

They also showed that Mr. Beeman still remained discharged. The Marcellus salary ordinance will be before the Council either tomorrow or next Wednesday.

Mayor Albee declares that Mr. Beeman was discharged because the Council in adopting the budget for 1916 lately cut the health appropriations down so that one man had to be dropped. The Mayor said Mr. Beeman was selected as the man to go, and that he (the Mayor) made the selection and took full responsibility.

Reasons Not Given for Discharge.

The Mayor said he had reasons for making the dismissal but that in the letter of discharge sent to Mr. Beeman he had not set these out, merely stating in the letter that his dismissal was because of curtailment necessary in the budget.

Commissioners Baker, Daly and Bigelow took the position that Mr. Beeman was dismissed because he was a friend of theirs and that as they were responsible for the budget cutting it was a matter of retaliation. Mayor Albee declared before the Council that this was positively not the case, but that Mr. Beeman was dismissed for cause.

The Mayor said the dismissal was not due to Dr. Marcellus but to information and reports which he as Mayor had previously received against Mr. Beeman.

Investigation Is Suggested.

Commissioner Baker wanted an investigation of the whole subject, and the Mayor said the Council could make any investigation it saw fit but that Mr. Beeman was "out of the city family and would remain so as long as anyone had to be dropped from the health service." The Mayor said positively that he would not reinstate Mr. Beeman and let out anyone else in the bureau.

Retaliation was started by Commissioner Daly when he moved to instruct the city attorney to draft an ordinance cutting the salary of the city health officer to $1800 a year.

"Will you tell the Council what is behind your motion?" asked Mayor Albee.

Incompetency Is Charged.

"Yes," said Mr. Daly. "I am convinced that the present health officer is incompetent. He showed this when the Council eliminated two inspectors and the health officer discharged Mr. Beeman, who is not an inspector, with the idea of transferring a friend of his to Mr. Beeman's position. It shows the rankest kind of discrimination."

"It is not, however," retorted Mayor Albee. "The readjustment in the Health Bureau was made necessary by the Council's budget. Dr. Marcellus and I discussed every man in the bureau, and in our judgment and in my judgment Mr. Beeman was the man we could best spare.

"Now, to take your spite out on Dr. Marcellus is ridiculous. I'm in charge of the bureau. If you want retaliation take it out on me and not on Dr. Marcellus. The same conditions have come up in other departments and the commissioner in charge has done just as I have done in this case, yet with never a murmur from the rest of the Council."

Mr. Beeman's Work Defended.

"You'll find," said Mr. Daly, "that young Beeman is the most efficient man in the bureau. He is out at all times of the night working, and he takes his life in his hands in dealing with disease. He is entitled to consideration. I know Beeman works while other inspectors are standing around the City Hall loafing. It looks to me like nothing more than a plan of Dr. Marcellus to hand it back to the Council to get even for our action on the budget. It is the rankest injustice."

"I take it that you believe what you say," said Mayor Albee.

"I certainly do," said Mr. Daly.

"Well," said the Mayor, "you are believing what isn't so. I'm not depending on what I believe—I'm acting on what I know."

"If the Council had allowed the additional appropriation for a man in the Health Bureau would Beeman have been fired?" asked Mr. Baker.

Investigation Is Urged.

"If we had not had to let out a man at this time we would not have dropped Mr. Beeman," replied Mayor Albee. "Bear in mind that Mr. Beeman has thanked me upon several occasions for keeping him and giving him another chance. I ask you in all courtesy and decency and justice, who has the right to rearrange a bureau, the Council or the Commission in Charge?"

"It seems in this case," that Dr. Marcellus has done it," said Mr. Daly.

"He positively has not," said the Mayor. "It was done by me."

"Why not take the whole thing under investigation, including Dr. Marcellus?" asked Mr. Bigelow.

"You can investigate anything you please," retorted the Mayor.

"What charges have you against Mr. Beeman?" asked Mr. Baker.

"I have made no public charges," said the Mayor. "None are necessary."

Action Declared Not Spiteful.

"It seems that Mr. Beeman is being punished for something we have done," said Mr. Baker.

"I give you my word it is not so," said the Mayor. "I'm in a positive position to know whereof I speak. It has not been for any spiteful reasons.

"It is not the first time Mr. Beeman has asked to have another chance and it is not just once that he has thanked me for giving him another chance. Another thing, somebody has to be dropped in the Bureau. Whoever it is will hurt. It is up to me under all courtesy, decency and justice to say how I shall run my department."

"It seems to me that the main reason Dr. Marcellus has for discharging Beeman is political. I believe he has a letter showing that Mr. Beeman worked for candidates in the state election."

Political Aspect Contradicted.

"That has nothing to do with his dismissal," said the Mayor. "It's only worth is to show perhaps that Mr. Beeman was attending to other matters besides his work. Let me tell you again, so there will be no mistake, that Marcellus is not the man to take out your retaliation on. Take it out on the man who is responsible. That is myself and I'll tell you you won't help Beeman any by trying to cut Dr. Marcellus' salary."

"It is not a case of retaliation," said Mr. Baker. "I admit that Mr. Beeman is my friend and I want to help him, and I believe he is competent. I thought maybe our little probe into the proposition might cause an investigation."

"Why don't you ask for one, then," said the Mayor. "I'll tell you one thing, though, you will not get results by driving through somebody else."

Retaliation Charge Repeated.

"Yes," retorted Mr. Baker, "and you can't get results by trying to drive through us. It looks like a case of retaliation against the friends of Mr. Beeman, to me."

"It is not," said the Mayor.

"I've heard certain things that if I could verify I'd favor dismissing Dr. Marcellus," said Mr. Bigelow.

"Yes," said the Mayor, "and I've heard things that if they could be verified would entitle every member of this Council to hang."

"Isn't it unusual to cut off a man with only four hours' notice?" asked Mr. Baker.

"That goes to show that you can't always believe what you hear or what is told you," said the Mayor. "I distinctly told Mr. Beeman that I would ask the Council to give him 15 days' vacation or even 30 days' with pay, before his dismissal finally took place."

Mayor Repeats His Stand.

"This is all Greek to me," said Commissioner Dieck. "It seems the whole thing has been kept in the dark. It seems to me, though, that there was no fuss of this kind when Mr. Baker recently ousted Mr. Christensen from the free employment bureau. It was an identical case: If someone in the health bureau had to be dropped it seems to me to be discretionary with the Commissioner in charge as to whom it should be."

"I will say," said the Mayor, "that had it not been that somebody had to go at this time Mr. Beeman might not have been dismissed. Another thing, I want it understood that Mr. Beeman is not in the service now and will not be as long as anyone in the health bureau has to be discharged. You won't save Beeman by getting rid of Dr. Marcellus."

Commissioner Daly renewed his motion that the city attorney prepare an ordinance to cut Dr. Marcellus' pay and it was seconded by Mr. Baker and adopted by the vote of these two and Mr. Bigelow.

"Just remember," said the Mayor, as the meeting broke up, "that Mr. Beeman is out of the service. Don't forget also that I have been thanked by Mr. Beeman for the opportunities I have given him in the past for another chance after he had confessed certain things to me."

HILL LINER PUTS BACK

GIANT MINNESOTA'S MACHINERY DISABLED OFF SOUTH COAST.

Vessel Carries 16,000 Tons of Foodstuffs for London and Days Under American Flag Are Short.

SAN FRANCISCO, Dec. 1.—The Hill liner Minnesota, bound for London with grain on her farewell voyage under American registry, is putting back to San Francisco because of disabled machinery, according to a wireless message received here today.

She left Seattle, Wash., November 14 with leaking boilers, and is now off the west coast of Lower California.

She will reach here probably Sunday or Monday.

The Minnesota is the largest freighter flying the American flag. When she passed down the coast from Seattle, November 19, Captain Garlick sent a wireless message of farewell to the people of San Francisco, which said:

"The Great Northern steamship Minnesota, the finest ship that ever sailed the sea, is now passing down by your beautiful city, bound for a foreign country, never again to return with Old Glory floating from her stern."

It was reported at the time that the vessel would be sold after she discharged her cargo of 16,000 tons of foodstuffs. She left Seattle with a supply of coal sufficient to carry her through to London.

59 Lumbers Cargoes Clear.

ASTORIA, Or., Dec. 1.—(Special.)—During the month of November 24 vessels loaded at the mills in the Lower Columbia River district, and their combined cargoes amounted to 19,749,975 feet of lumber. Thirty-two of those vessels, carrying 17,668,514 feet of lumber, went to Coast points, while two vessels, with cargoes of 2,081,461 feet of lumber, are en route to foreign ports. In the same period 25 vessels loaded 6,632,776 feet of lumber in the upper river district, making a grand total of 26,382,751 feet of lumber that was shipped in cargoes from the Columbia River last month.

Marine Notes.

Carrying 710,000 feet of lumber, the steamer Johan Poulsen was cleared yesterday for San Francisco.

Captain L. C. Dirt, Jr., was in command of the tank steamer Argyll this trip, he having relieved Captain B. Rolling. The vessel arrived yesterday.

On the steamer Yosemite, which reached the river yesterday afternoon from San Francisco, are 600 tons of general cargo for the Parr-McCormick line.

To prosecute the removal of snags from the channel as far as Harrisburg, the Government steamer Mathloma left Oregon City yesterday.

On the departure of the North Pacific steamer Roanoke last night for California she carried a fair passenger list and capacity cargo.

After a voyage of 32 days from the Columbia River, the barkentine Lahaina, Captain Carlsen, arrived at Sydney yesterday with a lumber cargo loaded here, and thereby beated the barkentine Pusko, Captain Pedersen, in a race to the Antipodes. The Lahaina left the Columbia October 10, two days after the Pusko went to sea. The latter was bound for Melbourne.

Latest of the engagements made for grain loading is that of the British ship Talus, taken by Bind, Ralph & Company, at 115 shillings. The vessel reached Sidney November 9 and loads coal there for San Francisco, then works grain here or on Puget Sound.

Regarding the Japanese steamer Bankoku Maru having put into Honolulu Tuesday, when bound from Portland for Shanghai with a lumber cargo, news was received yesterday by the China Import & Export Company, her charterers, that she was damaged by a tug line and made the Hawaiian harbor for repairs.

C. L. Roadruck, of Irrigon, Dies.

SALEM, Or., Dec. 1.—(Special.)—C. L. Roadruck, of Irrigon, Or., died tonight at the home of his daughter, Mrs. David Wright, this city, at the age of 57. He was a native of Indiana and had resided in Oregon since 1902. Surviving him are a widow and three daughters, Mrs. David Wright, Salem; Mrs. Joyce Hayes and Miss Goldie Roadruck, of Irrigon.

PORT BODY SILENT

Commissioners Noncommittal on President's Successor.

DIFFERENCES ARE HINTED

Tax Levy of 1 Mill Is Voted to Raise $314,000, Amount of Budget Estimates for Expenses of Next Year.

Port of Portland Commissioners are as noncommittal these days as to the probable successor of S. M. Mears, president of the Board, who has resigned, as are parents regarding Christmas presents intended for their offspring.

There was a special meeting of the Commission at 11 o'clock yesterday, and, while the purpose of the gathering was to fix the tax levy—1 mill being voted—it was assumed that some attention would be given the matter of naming the seventh member of the organization. It was not mentioned. Furthermore, it is believed the body is not a unit in the choice of a candidate.

To settle on one to be elected at the next regular meeting, which will be held a week from tomorrow, the Commissioners are expected to get together soon and thresh over the qualifications of the respective candidates, of which there have been two or three seriously mentioned.

The levy of 1 mill is one-tenth below that made last year, and is intended to raise $314,400. In calling the meeting to order, President Mears said the levy should be lower than last year, if possible, and that he thought 1 mill, as agreed on at the last meeting, should be sufficient. Commissioner Pease moved for the adoption of the 1-mill programme and, with the second of Commissioner Patterson, it was carried unanimously.

Estimated Value Is Given.

It was said that County Assessor Reed estimated the assessed valuation of property in the Port of Portland district at $318,000,000, which exceeds the territory of the City of Portland, in which the assessed valuation has been estimated at from $304,000,000 to $305,000,000.

In the budget for the year the Port of Portland has estimated that $246,540 will be required for the dredging department, which includes salaries of the superintendent and his force, the operation of the dredge Portland for six months and the dredges Columbia, Willamette and Tualatin for 12 months, also the steamers Wenonah, McCraken and Pronto as dredge tenders and the launch Marie for 12 months.

For the towage department $68,200 is wanted for the operation of the steamer Ocklahama and tugs Wallula and Oneonta; also provision made for the payment of pilotage if required and miscellaneous expenditures. In the main administration column $12,000 is set aside for general expense, $4000 for legal expense and $1800 for commissary and dock expenditures. Interest on bonds and for the sinking fund, to complete the construction of the dredge Tualatin and repay a loan of $59,000 made from the sinking fund when tax collections were insufficient, make a grand total of $429,640.

Estimated Income Presented.

In estimating income, other than that to be derived from the levy, is shown $50,000 in earnings from the towage department, $15,000 from the delinquent tax list, $30,260 due from the Standard American Dredging Company for the lease of the dredge Columbia and a surplus from the present year of $80,000, a total of $125,260, which leaves $314,400 to be derived from the new levy.

E. W. Wright, manager of the Port, was authorized to obtain bids on a new electric searchlight for the steamer Ocklahama, the present light having failed a number of times, and recently was responsible for the steamer striking the French ship Andre Theodore, while going alongside, damaging the ship to the extent of $75. Bids are also to be obtained on an additional motor for the drydock plant with which to operate a band saw and planer, one motor in use in the shop not being strong enough, and the woodworking machinery is to be shifted to another shed.

HOLIDAY FREIGHT IS WANTED

Marshfield Complains of Delay in Steamer Line's Shipment.

MARSHFIELD, Or., Dec. 1.—(Special.)—The Business Men's Association of Coos Bay, consisting of retail and wholesale merchants, has asked the Portland Chamber of Commerce and the State Business Men's Association to use some influence with the North Pacific Steamship Company that will result in having large quantities of freight, now in the company's warehouse in Portland, forwarded here.

The Christmas season is at hand, and those who have been waiting one and two weeks for holiday goods are becoming anxious to receive them. The local agent of the steamship company has no word of whether there is any intention on the part of the company to relieve the situation or not.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name	From	Date.
Beaver	Los Angeles	In port
Northern Pacific	San Francisco	In port
Rose City	Los Angeles	Dec. 2
Geo. W. Elder	San Diego	Dec. 2
Bear	Los Angeles	Dec. 8
F. A. Kilburn	San Francisco	Dec. 8
Roanoke	San Diego	Dec. 12

DUE TO DEPART.

Name	From	Date.
Northern Pacific	San Francisco	Dec. 2
Beaver	Los Angeles	Dec. 2
Yale	S. F. for S. D.	Dec. 2
Yosemite	"Francisco	Dec. 4
Harvard	S. F. for S. D.	Dec. 4
Multnomah	San Diego	Dec. 4
Rose City	Los Angeles	Dec. 4
Celtic	San Diego	Dec. 5
Geo. W. Elder	San Diego	Dec. 5
J. B. Stetson	San Diego	Dec. 8
Willamette	San Diego	Dec. 8
F. A. Kilburn	San Francisco	Dec. 10
Bear	Los Angeles	Dec. 12
Wapama	San Pedro	Dec. 14
Roanoke	San Diego	Dec. 15
Klamath	San Diego	Dec. 20

Portland-Atlantic Service.

DUE TO ARRIVE.

Name	From	Date.
Santa Cecelia	New York	Dec. 2
Iowan	New York	Dec. 10
Panaman	New York	Dec. 20
Kentuckian	New York	Feb. 12
Georgian	New York	Mar. 3

DUE TO DEPART.

Name	For	Date.
Santa Cecelia	South America	Dec. 7
Panaman	Honolulu	Dec. 22
Kentuckian	Honolulu	Feb. 16
Georgian	Honolulu	Mar. 8

Movements of Vessels.

PORTLAND, Dec. 1.—Arrived—Steamers Johan Poulsen, Yosemite and Argyll, from San Francisco. Sailed—Steamers Daisy Gadsby, for San Francisco; Roanoke, for San Diego, via way ports.

Astoria, Dec. 1.—Arrived and left up during the night, steamer Olympic, from San Pedro. Arrived at 3 and left up at 7:30 A. M., steamer Wellesley, from Redondo. Sailed at 6 A. M., steamer Hornet, for Tacoma. Arrived at 9 A. M., steamer Atlas, from San Francisco. Arrived at 1 and left up at 2:20 P. M., steamer Yosemite, from San Francisco. Arrived at 2 P. M., steamer Northern Pacific, from San Francisco. Sailed at 2 P. M., steamer Santa Barbara, for San Francisco. Arrived down at 2:30 P. M., steamer F. A. Kilburn.

San Francisco, Dec. 1.—Arrived—Steamer Navigator and schooner Monterey; at midnight, steamer Grays Harbor, from Portland.

Nov. 30.—Sailed, at 6 P. M., steamer Santa Cecilia, from New York for Portland; at 7 P. M., steamer Multnomah; at 11 P. M., steamer Santa Monica, for Portland. Arrived, at 7 P. M., steamer Wm H. Murphy, from Portland.

Sydney, Dec. 1.—Arrived—Barkentine Lahaina, from Portland.

Monterey, Dec. 1.—Arrived—Steamer W. F. Herrin, from Portland.

San Francisco, Dec. 1.—Arrived—Steamers Grays Harbor, from Columbia River; Brooklyn, from Bandon; Saginaw, Eagle Harbor; Minnesotan, from New York; Baja California (Norwegian), Junin; Daisy Putnam, from Columbia River. Sailed—Steamers Asuncion for Ketchikan; Quevi, for Seattle; Rose City for Portland Matsonia, for Honolulu.

San Francisco, Dec. 1.—Arrived—Steamer Mouna, from Sydney.

Seattle, Wash., Dec. 1.—Arrived—Steamers Enterprise and Umatilla, from San Francisco; Northland, from Southeastern Alaska. Sailed—Steamer Similoa, for West Coast.

Marconi Wireless Reports.

(All positions reported at 8 P. M., December 1, unless otherwise indicated.)

City of Para, Balboa for San Francisco, 1311 miles south of San Francisco, November 30.

Aroline, San Pedro for San Francisco, 22 miles east of Point Concepcion.

Geo. W. Elder, San Diego for San Pedro, nine miles south of San Pedro.

Hattie Luckenbach, San Francisco for San Pedro, 70 miles from San Pedro.

Buck, Monterey for Balboa, 283 miles south of Monterey.

Speedwell, Coos Bay for San Francisco, 342 miles north of San Francisco.

Congress, Seattle for San Francisco, seven miles south of Blanco.

Multnomah, San Francisco for Portland, 42 miles north of Blunts Reef.

Chanslor, Linnton for Monterey, 340 miles south of the Columbia River.

Aztec, Brisbane for San Francisco, 479 miles out, November 30.

Great Northern, San Francisco for San Pedro and Honolulu, 1495 miles from San Pedro, November 30.

Drake, San Francisco for Honolulu, 30 miles from Richmond.

Asuncion, Richmond for Ketchikan, 41 miles north of Point Reyes.

Herrin, Monterey for Linnton, 15 miles north of Monterey.

Centralia, San Francisco for Eureka, 10 miles south of Point Arena.

Rose City, San Francisco for Portland, 15 miles south of Point Arena.

Queen, San Francisco for Seattle, 10 miles north of Point Arena.

Matsonia, San Francisco for Honolulu, 99 miles out.

Kilburn, Portland for Coos Bay, 40 miles south of the Columbia River.

Porter, Seattle for San Francisco, 482 miles north of San Francisco.

News From Oregon Ports.

ASTORIA, Or., Dec. 1.—(Special.)—The Port of Astoria Commission has obtained an option on a sternwheel steamer of about 300 tons freight capacity, which it plans to place on the run between Astoria and points on the Upper Columbia River. A marine surveyor has been employed to examine and report on the vessel, and until this report is filed the name or the price are withheld.

Bringing fuel oil for Astoria and Portland, the tank steamer Atlas arrived from California.

The steam schooner Hornet, after discharging freight at Astoria and Portland, sailed for Tacoma to load lumber.

The steam schooner Santa Barbara sailed for San Francisco with a cargo of lumber from Westport.

Bringing freight for Astoria and Portland, the steam schooner Yosemite arrived from San Francisco.

The steam schooner Wellesley arrived from San Francisco and went to Westport to load lumber.

With freight and passengers from Portland and Astoria, the steamer F. A. Kilburn sailed today for San Francisco, via Coos Bay and Eureka.

The steamer Northern Pacific arrived today from San Francisco with a list of passengers and a heavy freight.

COOS BAY, Or., Dec. 1.—(Special.)—The gasoline schooner Reamer, which had been harbound at Rogue River for the past week, arrived this afternoon at 4:15.

The steamer Speedwell sailed for San Francisco and San Diego this afternoon at 3 o'clock with lumber from Bandon and North Bend.

Sailing today at 7:20, the steam schooner Westerner carried lumber from the C. A. Smith mills for San Francisco.

Reporting a fine voyage, the steamer Adeline Smith arrived in port this morning at 5, bringing 12 passengers.

The steamship F. A. Kilburn is due tomorrow from Portland with much-needed freight.

The Southern Pacific towboat Flier sailed at 9 this morning for the Umpqua River.

The gasoline schooner Rustler sailed this morning with freight for Rogue River points, leaving at 7:30.

For the first time in several weeks, the tiny gas schooner Relief, from the Siuslaw River, arrived to transport freight to Florence and Glenada.

Entered Yesterday.

American steamer Argyll, cargo of oil, from Port San Luis.

American steamer Beaver, general cargo, from San Francisco and San Pedro.

American steamer Johan Poulsen, ballast, from San Francisco.

Cleared Yesterday.

American steamer Argyll, ballast, for Oleum.

American steamer Beaver, general cargo, for San Pedro and San Francisco.

American steamer Johan Poulsen, 710,000 feet of lumber, for San Francisco.

Tides at Astoria Thursday.

High	Low
8:45 A. M.....8.2 feet	2:05 A. M.....2.2 feet
9:36 P. M.....6.1 feet	3:42 P. M.....1.3 feet

Columbia River Bar Report.

NORTH HEAD, Dec. 1.—Condition of the bar at 5 P. M.: Sea, smooth; wind, east, 20 miles.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 1.—Maximum temperature, 46 degrees; minimum, 39 degrees. River reading at 8 A. M., 8.6 feet; change in last 24 hours, 1 foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1915, 13.82 inches; normal rainfall since September 1, 12.22 inches; excess of rainfall since September 1, 1915, 1.59 inches. Total sunshine December 1, 5 hours, 5 minutes; possible sunshine, 8 hours, 54 minutes. Barometer (reduced to sea-level) at 5 P. M., 29.93 inches.

THE WEATHER.

STATIONS	Maximum Temp.	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	56	0.00	..	SE	Cloudy
Boise	42	0.00	..	S	Clear
Boston	44	0.00	..	W	Clear
Calgary	48	0.00	..	NW	Clear
Chicago	38	0.01	14	W	Pt. cloudy
Denver	44	0.02	..	SW	Clear
Des Moines	28	0.00	10	NW	Clear
Duluth	22	0.00	14	W	Clear
Eureka	54	0.00	12	SE	Cloudy
Galveston	68	0.32	10	NE	Cloudy
Helena	22	0.00	10	SW	Clear
Jacksonville	72	0.00	10	N	Clear
Kansas City	40	0.00	12	NW	Cloudy
Los Angeles	80	0.00	..	W	Pt. cloudy
Marshfield	52	0.00	..	SW	Cloudy
Medford	50	0.00	..	NW	Cloudy
Minneapolis	28	0.00	12	NW	Clear
Montreal	34	0.00	..	NW	Cloudy
New Orleans	66	0.00	..	E	Cloudy
New York	42	0.00	14	SW	Cloudy
North Head	50	0.00	20	E	Cloudy
North Yakima	38	0.00	..	NW	Clear
Phoenix	78	0.00	..	N	Clear
Pocatello	30	0.00	..	N	Pt. cloudy
Portland	40	0.00	..	SE	Pt. cloudy
Roseburg	44	0.00	..	NW	Cloudy
Sacramento	56	0.00	..	E	Rain
St. Louis	50	0.00	16	NW	Cloudy
Salt Lake	44	0.00	..	NE	Pt. cloudy
San Francisco	52	0.00	..	NE	Cloudy
Seattle	56	0.00	12	S	Rain
Spokane	34	0.00	..	E	Clear
Tacoma	50	0.00	..	W	Cloudy
Tatoosh Island	48	0.00	44	E	Cloudy
Walla Walla	50	0.00	..	NW	Cloudy
Washington	40	0.00	..	S	Pt. cloudy
Winnipeg	10	0.00	..	S	Clear

WEATHER CONDITIONS.

A storm of marked energy is approaching British Columbia and warnings for same were ordered at 7 A. M. at the entrance to the Strait of Fuca and extended at 6:40 P. M. to include the display station at Blaine, Anacortes and Bellingham. The highest wind so far reported is 44 miles, east, at Tatoosh Island. This storm has caused light rain in extreme Northwestern Washington and cloudy and threatening weather elsewhere along the Pacific Coast as far south as Fresno. A large high-pressure area is central over Kansas and the barometer is relatively low over Lake Huron. Light rain has fallen in the Lower Mississippi Valley and snow has occurred in the Upper Ohio Valley and the Lower Lakes Region. The changes in temperature since yesterday have been unimportant except that it is slightly warmer in Florida.

FORECASTS:

Portland and vicinity—Rain; southeasterly winds.

Oregon and Washington—Fair east, rain west portion, southeasterly winds reaching gale force along the north coast.

Idaho—Fair.

EDWARD A. BEALS, Forecaster.

WATER FOR 100,000 ACRES IS PROPOSED

Land Owners on Deschutes Are Planning to Bond and to Seek Federal Help.

CHAMBER ASKED TO AID

Oregon Irrigation Congress Also Is to Be Appealed To for Indorsement and Election Set at Earliest Possible Date.

To irrigate 100,000 acres of fertile land in the Little and Big Agency Plains in Crook and Jefferson counties is the plan that residents of that district are proposing to the Portland Chamber of Commerce, with the view of obtaining indorsement of the project at the forthcoming session of the Oregon Irrigation Congress in Portland.

The land holders propose to take advantage of the district bonding act passed by the last Legislature, and now are circulating petitions to authorize an election. It is calculated, however, that after all legal requirements are complied with it will not be possible to hold the election before early in March.

Meanwhile, though, an active campaign is being waged to bring this enterprise to the favorable attention of the business interests of Portland, of the state officials and of the railroads operating up the Deschutes Valley.

Paul C. Bates, of Portland, who holds a small interest in a tract of land included in this area, has been active on behalf of the movement. He has negotiated with L. C. Gilman, president of the Oregon Trunk Railway, and with J. P. O'Brien, general manager of the O.-W. R. & N. Company, and hopes to secure their active co-operation. The land is only a short distance from these lines.

Mr. Bates also has held several conferences with George E. Hardy, executive secretary of the Chamber of Commerce, and with other business men. It is probable that the Chamber soon will send a delegation to Madras to co-operate with the people living there on plans for the early reclamation of the land.

A. D. Anderson, a prominent farmer on the tract, has been in correspondence with Mr. Bates and with other Portand people, and is active in the task of circulating petitions and carrying out other details necessary to enable the settlers to have the land bonded under provisions of the state act.

It is estimated that the cost of bringing the land under water will not exceed $55 an acre.

In the event the land owners in this district elect to bond themselves for the purpose of irrigating the tract, it is proposed to ask the Federal Government to expend an amount equal to that spent by the district itself.

This project is known locally in Crook County as the north unit, and has been passed on favorably, as to its engineering feasibility by both the engineers of the reclamation service and the state engineering department.

It comprised approximately 100,000 acres and lies east of the Deschutes River, north of the Crooked River and south of Trout Creek.

SAFEBLOWERS BUNGLE JOB

Robbers at Orenco Get $1.50 From Store, Nothing From Postoffice.

ORENCO, Or., Dec. 11.—(Special.)—Robbers broke into Emmott & Jones' store here last night, some time after midnight, and rifled the cash register, obtaining $1.50, and then attempted to blow open the safe of the Orenco postoffice, which is located in the store.

Apparently the dynamite was exploded prematurely, as the safe door was only partly damaged and the thieves, failing in their attempt to dislodge the big door, took to their heels. No clew to their identity was found today.

Crazed Gresham Dog Killed.

GRESHAM, Or., Dec. 1.—(Special.)—A dog which belonged to Mrs. John Hamlin was killed Saturday evening because it showed signs of hydrophobia. The animal was a household pet and had been all right until Saturday morning, when it began to show signs of some strange malady, which, on being closely watched, proved to be hydrophobia. While it is not thought likely that other dogs in this vicinity are affected, they will be watched for dangerous symptoms.

Gresham Calls for Volunteers.

GRESHAM, Or., Dec. 1.—(Special.)—A call has been issued for volunteers to assist in graveling North Main street, from the Mount Hood Railroad to the grounds of Union High School No. 2, on Saturday afternoon, December 4. The gravel has been donated by the county and several individuals already have promised teams to help haul the gravel. There are no good sidewalks on North Main street and the muddy roads are disagreeable now during the rainy weather.

Portland to Chicago

Without Change of Cars Via the

"Milwaukee"

In connection with the O-W. R. & N. Co. through SPOKANE to BUTTE, MINNEAPOLIS, ST. PAUL, MILWAUKEE and CHICAGO

Leaving Portland daily at 7:00 P. M. from Union Depot—connecting at Spokane with the COLUMBIAN, which also carries observation car and through sleeper to

SIOUX CITY via ABERDEEN and MITCHELL, S. D.

For information—tickets—reservations—call or write

E. K. GARRISON
District Freight and Passenger Agent

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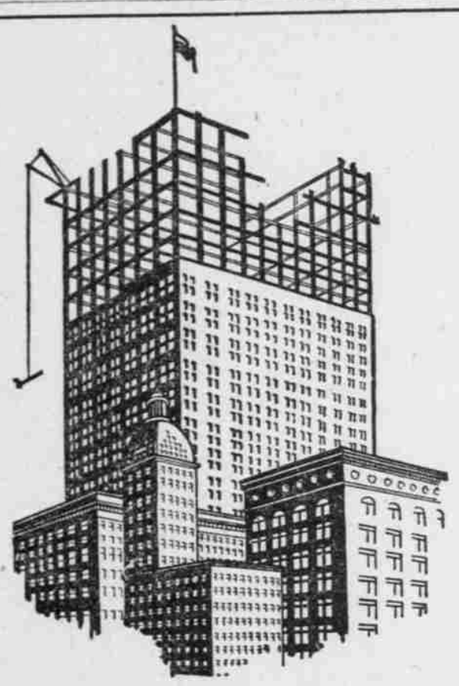

Building For Years to Come

In the erection of modern buildings the primary thought is for endurance.

The same thought should be given to building our own body and brain—but few give it. This building process requires certain essential food elements of brain, bone, nerve and muscle capable of enduring the severe tests of work and time.

Grape-Nuts

FOOD

is scientifically made of whole wheat and malted barley, and supplies, in splendid proportion, all the nutritive values of the grains, including their vital mineral salts, which are all-important for life and health, but lacking in much of the food that goes to make up the ordinary diet.

A daily ration of Grape-Nuts food is good "building" for sound health of years to come.

"There's a Reason"

Sold by Grocers everywhere.

A SPOONFUL OF SALTS RELIEVES ACHING KIDNEYS

We Eat Too Much Meat, Which Clogs Kidneys, Says Noted Authority.

If Back Hurts or Bladder Bothers, Stop All Meat for a While.

When you wake up with headache and dull misery in the kidney region it generally means you have been eating too much meat, says a well-known authority. Meat forms uric acid which overworks the kidneys in their effort to filter it from the blood and they become sort of paralyzed and loggy. When your kidneys get sluggish and clog you must relieve them, like you do your bowels; removing all the body's urinous waste, else you have headache, sick headache, dizzy spells; your stomach sours, tongue is coated, and when the weather is bad you have rheumatic twinges. The urine is cloudy, full of sediment, channels often get sore, water scalds and you are obliged to seek relief two or three times during the night.

Either consult a good, reliable physician at once or get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia and has been used for generations to clean and stimulate sluggish kidneys, also to neutralize acids in the urine so it no longer irritates, thus ending bladder weakness.

Jad Salts is a life saver for regular meat eaters. It is inexpensive, cannot injure and makes a delightful effervescent lithia-water drink.—Adv.

STOMACH UPSET?

Get at the Real Cause—Take Dr. Edwards' Olive Tablets.

That's what thousand of stomach sufferers are doing now. Instead of taking tonics, or trying to patch up a poor digestion, they are attacking the real cause of the ailment—clogged liver and disordered bowels.

Dr. Edwards' Olive Tablets arouse the liver in a soothing, healing way. When the liver and bowels are performing their natural functions, away goes indigestion and stomach troubles.

If you have a bad taste in your mouth, tongue coated, appetite poor, lazy, don't-care feeling, no ambition or energy, troubled with undigested food, you should take Olive Tablets, the substitute for calomel.

Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil. You will know them by their olive color. They do the work without griping, cramps or pain.

Take one or two at bedtime for quick relief, so you can eat what you like. At 10c and 25c per box. All druggists.

The Olive Tablet Company, Columbus, O.—Adv.

PUT CREAM IN NOSE AND STOP CATARRH

Tells How To Open Clogged Nostrils and End Head-Colds.

You feel fine in a few moments. Your cold in head or catarrh will be gone. your nostrils and let it penetrate air passages of your head will clear and you can breathe freely. No more dullness, headache; no hawking, snuffling, mucous discharges or dryness; no struggling for breath at night.

Tell your druggist you want a small bottle of Ely's Cream Balm. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head; soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly.

It is just what every cold and catarrh sufferer needs. Don't stay stuffed-up and miserable.—Adv.

To Have Perpetually Wavy, Curling Hair

Perpetually wavy, curling hair is now within the means of every woman to possess. All one need do is to get a few ounces of plain liquid silmerine at any drug store and apply a little of it occasionally. This is remarkably effective in producing a beautiful curliness and satiny gloss which bear no evidence of artificial making. It is neither sticky nor greasy, and it will not streak, stain or injure hair or scalp in the least.

After one trial, the scorching, hair-destroying curling iron will never more be used. The best way to apply the silmerine is with a clean tooth brush, drawing this through the hair from root to tip. If this is done before retiring, a look into the mirror in the morning will afford a most agreeable surprise.—Adv.