

FIGURES ARE PRESENTED TO SHOW ERRORS IN BID MADE BY HANS PEDERSON.

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AWARD ATTITUDE IS SET

Structural workers estimate cost of proposed building to be \$341,000—Mr. LaRoche opposes retraction by city.

Hans Pederson, Seattle contractor, presented figures to the City Council yesterday to substantiate his claim that his engineer made mistakes in his bid for the public auditorium general contract, but his showing had no apparent weight.

By unanimous vote, the Council reaffirmed its action of last week, awarding the contract to Mr. Pederson. Mr. Pederson has indicated that his engineer was ill when compiling his bid and that he made several mistakes in figures.

It was suggested that when he finished the work he can show where he has lost money the Council might consider helping him out.

Mr. Pederson had R. O. Stanley, who is superintendent of the marble contract on the First National Bank building, and W. F. Kratz, of the Northwest Steel Company, make a tabulation of the cost of the proposed building.

City Attorney LaRoche said that to relieve the contractor in this case would be virtually the opening of the doors to the same sort of thing in the future.

He said every error pointed out could have been avoided by ordinary care and that if the city lets Mr. Pederson out of the contract the city will have to readvertise.

Whether or not Mr. Pederson will attempt to go through with the contract or will take legal action seeking the return of his certified check, his attorney, Harry Harbo, was unable to say last night.

The figures, Mr. Allen said, are being checked over to see whether or not Mr. Pederson can afford to go ahead with the contract.

SCENE IN PALESTINE PAGEANT WHICH OPENED LAST NIGHT IN WHITE TEMPLE.



BEDOUIN CHIEF (CLARENCE WRIGHT) TAKING COFFEE IN A CITY HOME.

FINE PAGEANT SEEN

Palestine Exhibit Opens With Oriental Splendor.

MAYOR EXTENDS WELCOME

Costumes Described by Dr. Allen Moore, Ghetto Stories Told by Miss Mollie Best and Rev. T. W. Lane, Presiding Officer.

With true Oriental setting and with elaborate ceremonial, the Social Service Exposition and Palestine Pageant in the White Temple opened last night.

Mayor Albee, in the name of the City of Portland, made the initial address welcoming the participants and the exhibits and commending them to his townfolk.

Rev. T. W. Lane, president of the Portland Ministerial Association, presided.

At the close of the addresses the Oriental procession made its appearance. To the sound of the cymbal, timbrel and other ancient instruments the picturesque company made its way up the aisles, chanting and clapping hands and preparing the way for the mysterious bride, who came last, heavily veiled.

Dr. Allen Moore gave an entertaining description of the costumes and of the significance of the various costumes. Many of the gowns or robes worn in the pageant are of great value, richly embroidered and of historic interest.

Stories Are Told. Miss Mollie Best told several Ghetto stories. Her dialect is charming, while her wit and quaint philosophy make her stories distinctive.

The woman's Christian Temperance Union has a booth that shows the vast amount of work done in scientific education by that organization. A unique attraction is the monstrous petition, over a mile long, with its millions of signatures, asking for prohibition.

The Danamans Gate, the Jaffe Gate, the tower of David and other historic places are depicted in scenery arranged to give a faithful representation of the original.

In an Oriental booth is seen the scroll containing the five books of the law of Moses, written by hand in Jerusalem. This and many of the other exhibits claimed the interest of a large representation of Jewish people and others, including a number of college students, who visited the pageant and exposition last night.

Beads Are on Display. A collection of beads is most interesting. There are pearls, ancient beads from Hebron, the city of Abraham; phylacteries used by orthodox Jews; relics from ancient cities, valuable articles that were excavated by geographical societies and students.

Instructive exhibits are shown by the Anti-Saloon League, the social service departments of the Presbyterian, Congregational, Baptist, Lutheran, Presbyterian, South, and other church boards. The Episcopal Church has an attractive display and the Federated Council of Churches is well represented.

These exhibits were explained by G. B. St. John, manager of the exposition, who was in charge of the religious exhibits at the Panama-Pacific Exposition.

Dr. Allen Moore speaks. Dr. Allen Moore, for many years a missionary in the Holy Land, gave a vivid description of scenes and incidents that far-away country and told amusing anecdotes that made his lecture of great interest.

In connection with the exhibit and program, Miss Mollie Best, story teller and magazine writer, will have story hours all this week, afternoon and night, and Miss Edith Wills, an artist.

TRAPPER BELIEVED LOST

Searchers Find Cabin Was Evidently Left January 17.

MEDFORD, Or., Feb. 28.—(Special.)—Eddie Hall, a young trapper living near Trail, has disappeared and friends fear he was lost in the snowstorm last January.

A searching party left Trail last Friday for Hall's cabin near Cow Creek. The cabin was found, but there was no trace of the owner. All the young man's effects, except his gun, were in the cabin, among them a diary which had as its last entry January 17: "Still snowing and blowing hard."

GALE IMPERILS SHIPS

Vessels Are Swept About by Storm in Tacoma Harbor.

TACOMA, Wash., Feb. 28.—(Special.)—Two schooners ran amuck in Tacoma harbor and a Tacoma lumber boat was hurled on the beach at Badah Point.

Neah Bay, in a violent wind storm which swept the sound and straits last night and this morning, high southerly westerly gales are forecast for tonight and tomorrow.

The schooner Irene was blown from the St. Paul & Tacoma Lumber Company's dock to Dash Point. Her crew was caught and prevented her being carried ashore.

While being docked at the Puzet Sound mill by a tug, the schooner Jane L. Sanford was carried way across the bay by the wind.

The lowest bid was that of the Vulcan Iron Works, which was awarded the contract for overhauling and repairing the big dredge Chinook. The figure of the successful bidder was \$26,352.46.

Colonel Potter telegraphed last night the result of bids opened yesterday for overhauling and repairing the dredge Colonel P. S. Michie, which is here. The lowest bid was that of the Vulcan Iron Works, which was awarded the contract for overhauling and repairing the dredge Chinook. The figure of the successful bidder was \$26,352.46.

BEAR MAKES GOOD TIME

Bear, Due From Southland Tomorrow, May Be Drydocked.

Reaching San Francisco at 12 o'clock yesterday the steamer Beaver, Captain Mason, ended the speediest trip southbound for the "Big Three" ships this year, being 45 hours on the way from Portland.

The probabilities are the Bear will be drydocked here this week. She is due to arrive tomorrow, having left the Golden Gate at 4 o'clock yesterday afternoon. The steamer's crew is said to have had all kinds of excuses at San Francisco because "Old Man Gloom," a dummy buried at sea Washington's birthday from the Bear, bobbed up again on the beach.

CREWS MEET AT HONOLULU

Men on Turbines Given First Chance to Get Together.

Officers and members of the crews of the steamships Great Northern and Northern Pacific, while in Honolulu harbor last week had their first opportunity to fraternize.

The twin ships lay at anchorage during the mid-Pacific festival, which formally closed Saturday night. They sailed shortly after midnight Saturday, the Northern Pacific steaming to Hilo and thence for San Pedro, while the Great Northern sailed direct for the Golden Gate, where she is due Thursday.

CUBA SENDS QUERY

Shippers Are Interested in Vessel-Building Here.

NEGOTIATIONS ARE BEGUN

Auxiliary Schooner Ruby, Under Construction at St. Helens for Lumber Trade, Sought by Far-Off Islanders.

It is a long way from Cuba to the Columbia River, even as a bird flies, but with the existing demand for tonnage with which to keep pace with the world's commerce Cuban interests have heard of the plant of the St. Helens Shipbuilding Company, and the auxiliary schooner Ruby, now building there, for which they have opened negotiations.

Captain William Wrightson, who contracted with the St. Helens Shipbuilding Company for the vessel, lives at Mobile, Ala., but is now here. He designed the ship for the Mobile-Cuban trade. She is to be ready about June, and will be a three-master with an auxiliary power plant, using a single-unit Bolinder engine of the semi-Diesel type, developing 150-horsepower. The schooner will have a length of 135 feet, beam of 35 feet, and depth of hold of 12 1/2 feet, her lumber-carrying capacity being 500,000 feet.

H. F. McCormick, of the St. Helens plant, said last night that the vessel is a sufficient number of carpenters at the yard, and that the auxiliary five-master schooner City of Portland would be launched on the latter part of March. W. R. Hewitt, consulting engineer of the McCormick fleet, to which the City of Portland will be added, is at St. Helens. The auxiliary schooner Ruby, is here after having spent a few days at the shipyard.

It is expected to be no letup in the demand for new wooden tonnage, and mariners are of the opinion that the latest design adopted on the Coast, the auxiliary schooner Ruby, will continue to prove popular after the war and the present skirmishing for vessels. Such a condition would work to the benefit of the Columbia River district, because of the desirable timber to be had for ship construction.

Recent deals closed here include the sale of the gasoline schooner Gazelle from R. A. Reid to J. E. Schaefer, a bill of sale for which has been filed at the Custom-House, also one for the propeller schooner, which the Shaver Transportation Company purchased from the Myrtle Point Transportation Company.

RAT-CATCHING CAMPAIGN ON

Federal Expert Starts Work in Tacoma Today on Intensive Plan.

TACOMA, Wash., Feb. 28.—(Special.)—H. W. Tinker, sent here by the Federal Health Bureau, will start tomorrow morning what the Government calls an "intensive" rat-catching campaign in the city and harbor districts. About 200 snap traps will be used. "By trapping in districts we know how well we are covering the territory," said William B. Pryor, Federal sanitary inspector. "When one district is cleaned, we move to another, and in that way we make an absolute clean sweep. We have found that to be the only way of making a sure job."

Mr. Pryor left Tacoma today for the Grays Harbor country, where another anti-rat campaign is to be started. Mr. Tinker will be in Tacoma a year, and will work under direction of Dr. Wall, city health officer.

BILL PROVIDES SNAKE SURVEY

Clearwater, St. Mary's and St. Joe Rivers Included Also.

OREGONIAN NEWS BUREAU, Washington, Feb. 28.—Under authority granted by the House of Representatives, a survey of Snake River from its mouth to Pittsburg landing, and of the Clearwater, St. Mary's and St. Joe rivers, has been authorized, as requested by Representatives Smith and McCracken. The survey not only will determine the extent of the Snake River, but also will determine how the improvement can be made to aid in the development of water power.

The committee also authorized a survey of St. Mary's and St. Joe rivers, in Idaho. No improvement is authorized by the rivers and harbors bill.

NEW PLAN WOULD AMEND SHIP LAW

Chamber Urges Admission of Foreign Craft to Coastal Trade by Paying Duty.

PLEA GOES TO CONGRESS

Present Statute Said to Create One-Sided Situation, Unfavorable to Shippers, When Tonnage Engages Offshore.

A duty on foreign-built ships entering the coastwise and intercoastal trade in the United States is the solution suggested by the Portland Chamber of Commerce to the problem of securing adequate shipping service and at the same time protecting the American shipbuilding industry.

This plan was worked out by the committee being laid before Senator Chamberlain and the Oregon delegation in Congress, and it is hoped that action upon the suggestion can be secured in a short time.

Under present laws only practically complete reconstruction will enable a foreign-built ship to enter the coastwise or intercoastal trade in this country. This law was made absolute, and is the only measure of protection that the American building industry has.

The shippers, however, complain that this law has no elasticity and that in an emergency there is no possible way of meeting the conditions. They hold, moreover, that while the American-built ship has the monopoly of the coastwise traffic, as soon as an inducement is offered for offshore trade, and the result has been a steady increase in the rates charged the coastwise shipper and a scarcity of tonnage that has been growing steadily more acute.

The plan of charging a duty on foreign-built ships is advanced by the Chamber as less radical and less severe against the American shipbuilder than the complete repeal of the existing laws that is being demanded by commercial bodies in many other sections.

Chairman Penell, of the navigation committee, was authorized at the last meeting of that committee to develop the argument for a duty and place it before the committee on the coastwise trade, said W. D. E. Dodson, secretary of the bureau of duty and commerce, yesterday. "In behalf of the duty on foreign craft it is a thought that will be made sufficient to cover the difference in wage in American shipyards as compared to foreign shipyards."

Then if a time shall arrive when the demand for American coastwise tonnage is very great, it may be met by paying the duty on foreign ships and entering them into the business.

Also it gives the producer and shipper, Chairman Penell said, a certain relief from a situation that is now entirely one-sided. While American ships are being built here, and are not well adapted to the offshore trade, at the present pace, their place for at least a limited amount of the coastwise movement could be taken by foreign foreign craft, which are not well adapted to the offshore trade.

Alfred Tucker, a member of the navigation committee and also a member of the Port of Portland board, advanced the argument of a duty before Senator Gallinger's merchant marine committee several years ago. At that time Senator Gallinger reported it as a thought of great interest, but it was never developed.

Mr. Tucker brought the idea before the navigation committee at its last meeting. Members of the committee think it has great possibilities and believe that it would be profitable to have a certain number of Congressmen it might solve some features of the merchant marine problem now before Congress.

GERMANY MAY BUY LUMBER

Firms Abroad Cast About for Market When War Is Terminated.

What is regarded as assurance on the part of Germans at home that the European war will be ended this Summer is the receipt of inquiry for certain lumber from the North Pacific Coast. In addition it is said steamship heads there are beginning to contemplate a resumption of services to various parts of the globe, including this Coast.

From the Columbia River select lumber moved in advance of the war to Germany and the decks of the big Hamburg-American liner Imperator were built of Oregon fir, while other decking was sent there, together with material for masts and rigging. Fir decking with spruce and larch are said to make up the principal materials for which there will be a market in Germany.

NAVAJO TRIP UNEVENTFUL

Captain Ahlin Compares Atlantic Journey to Camino's Voyage.

Writing from Ipswich, where he arrived February 8 aboard the Arrow line steamer Navajo, Captain Ahlin, who has many friends here, and is last remembered as master of the steamer Camino, has informed Frank Bolman that the voyage across the Atlantic was much more pleasant than his previous trip on the Camino, which was damaged in storms when carrying relief supplies to Belgium that were provided by California.

Following the sale of the Camino to New Yorkers last year Captain Ahlin returned to San Francisco and soon after was sent to Norfolk to take the Navajo, which left here in September with a barley cargo and was compelled to make her way via the Straits of Magellan because of the closing of the Canal.

SHIPPING BODY REORGANIZES

More Extensive and Efficient Classification Is Planned.

NEW YORK, Feb. 28.—A reorganization of the American Bureau of Shipping to meet increased demands for a more extensive and efficient classification of American shipping, in view of the present and prospective growth of the merchant marine, was decided on at a meeting here today.

A special committee, which has been investigating the subject, found that there is urgent need for an American classification on "broad lines of efficient, progressive business and technical ability and administration." Officials of the bureau said shipbuilding in this country and an increase of American registry would be encouraged.

Stevenson Taylor, of New York, was elected president of the bureau. A. C. Passano, of Detroit, was chosen first vice-president, Frank G. Walker, of Boston, second vice-president and secretary. John W. Cantillon was elected treasurer.

RUSSIAN SHIPMENTS

Marine Notes.

Until ready for sea again, the German steamer Bismarck was in the bay of the river since the European war began, is expected to be ready for sea again tomorrow.

Harbormaster Speer discovered a new use for an iron wheelbarrow yesterday, when he located a skin anchor, used in the means of a line made fast to a wheelbarrow, which had been used to haul a cable that had been missing from the St. Johns plant of the Portland Woolen Mill Company for a number of years.

United States Steamship Company Edwards and Wynn have ordered the launch of a new 100-ton motor launch, to be built by the American Shipbuilding Company, Seattle, Wash., for the company's service on the coast.

Next of the square-rigged lookers in the river is the British bark Holt Hill, which is expected to be ready for sea again tomorrow night about 50 miles off Yaquina Bay. She is expected to be ready for sea tomorrow night about 50 miles off Yaquina Bay.

Formal transfer of the responsibilities of the Second Portland District is to be made tomorrow by the Port of Portland. The change means that Colonel Potter will continue to look after the First District, and the new district, which is headed by Mr. Williams, also giving attention to the office of the Port of Portland.

"Captain" Budd, of the O. W. R. & N. fleet, has returned from the Interior. The steamer O. W. R. & N. fleet, which was in the Interior, has returned from the Interior. The steamer O. W. R. & N. fleet, which was in the Interior, has returned from the Interior.

From Philadelphia it is reported 61 steamships are under way to the coast, and 21 are under way to the coast. The steamer O. W. R. & N. fleet, which was in the Interior, has returned from the Interior.

ASTORIA, Or., Feb. 28.—(Special.)—The steamer schooner Bowdoin arrived this morning from San Francisco with freight for Astoria and Portland. The steamer schooner Bowdoin arrived this morning from San Francisco with freight for Astoria and Portland.

The U. S. destroyer Lawrence, en route from San Diego for Bremerton, stopped at Astoria last night for water and to land one of the officers, who proceeded to Portland. She sailed this afternoon, but after strong headwind. The Lawrence will leave tomorrow morning if the weather conditions are favorable.

The steam schooner Daisy Putnam will ship from Knappton to Portland to complete her cargo.

HOQUIAM, Wash., Feb. 28.—(Special.)—The steam schooner E. J. Freeman and San Jacinto sailed yesterday for San Francisco. The Daisy Putnam, under the command of Captain H. H. Hoquiam, and the Wilson River, will also sail for San Francisco.

The steam schooner Tamalpais arrived from San Francisco and will be loaded at the E. K. Wood mill to load.

The steam schooner Fair Oaks arrived from San Francisco and will be loaded at the E. K. Wood mill to load.

The steam schooner Bismarck completed her cargo at the E. K. Wood mill, Hoquiam, for San Pedro and sailed.

ABERDEEN, Wash., Feb. 28.—(Special.)—The steamer Willamette, which loaded at Astoria last night for Astoria, sailed today for San Francisco.

The steamer Fair Oaks and Coronado are expected from San Francisco tomorrow. The schooner resolute arrived in Melboune on February 22, and will be loaded at the E. K. Wood mill to load.

Eight windjammers now are en route to Grays Harbor from foreign parts. Most of them are expected to arrive at Grays Harbor on or about the 15th of the month.

MARINE INTELLIGENCE

STEAMER SCHEDULE. DUE TO ARRIVE.

Name From Date. Roonoke San Diego Feb. 28. Breakwater San Diego Mar. 5. E. K. Kiburn San Francisco Mar. 8. Northern Pacific San Francisco Mar. 9. DUE TO DEPART.

Name To Date. Willamette San Diego Feb. 28. Harvard San Diego Feb. 28. Breakwater San Diego Mar. 5. E. K. Kiburn San Francisco Mar. 8. Northern Pacific San Francisco Mar. 9. DUE TO DEPART.

Name From Date. Honolulu New York Mar. 15. Georgian New York April 1. DUE TO DEPART.

Name To Date. Willamette San Diego Feb. 28. Harvard San Diego Feb. 28. Breakwater San Diego Mar. 5. E. K. Kiburn San Francisco Mar. 8. Northern Pacific San Francisco Mar. 9. DUE TO DEPART.

Marcon Wireless Reports. (All positions reported at 8 P. M. February 28, unless otherwise stated.)

Whitamina, Honolulu for San Francisco, 500 miles north of San Francisco, February 27. Great Northern, Honolulu for San Francisco, 380 miles north of San Francisco, February 27. Bear, San Francisco for Portland, 20 miles north of Point Reyes.

Seattle, Seattle for Martinez, 248 miles from Martinez. Astorian, Powell River for Richmond, 240 miles north of Astoria. Peru, San Francisco for Bahia, at Champereno, February 27.

Portland, Portland for Seattle, 550 miles from Point Orient. Coronado, San Francisco for Aberdeen, 34 miles north of Astoria. Grace Dollar, Tacoma for San Francisco, 420 miles north of Seattle, off Point Retreat.

Movements of Vessels. PORTLAND, Feb. 28.—Arrived—Steamer Bowdoin, from San Francisco. Sailed—Steamer E. K. Kiburn, for San Francisco via Coos Bay and Eureka. Astoria, Feb. 28.—Arrived at 7:15 and left for Portland at 8:15. Sailed—Steamer E. K. Kiburn, for San Francisco. Sailed—Steamer E. K. Kiburn, for San Francisco.

RUB RHEUMATISM PAIN FROM SORE, ACHING JOINTS

Rub Pain Away With a Small Trial Bottle of Old "St. Jacob's Oil."

What's Rheumatism? Pain only. Stop drugging! Not one case in fifty requires internal treatment. Rub soothing, penetrating "St. Jacob's Oil" directly upon the tender spot and relief comes instantly. "St. Jacob's Oil" is a harmless rheumatism and sciatica liniment, which never disappoints and cannot burn the skin.

Limber up! Quit complaining! Get a small trial bottle from your druggist, and in just a moment you'll be free from rheumatic and sciatic pain, soreness, stiffness and swelling. Don't suffer! Relief awaits you. Old, honest "St. Jacob's Oil" has cured millions of rheumatism sufferers in the last half century, and is just as good for sciatica, neuralgia, lumbago, backache, sprains and swellings. Adv.

Steamer Beaver, from Portland, for San Pedro. Arrived at noon and sailed at 4 P. M. Steamer Corbin, from Portland, for San Pedro. Sailed at 4 P. M. Steamer E. K. Kiburn, from Portland, for San Francisco. Sailed at 4 P. M. Steamer E. K. Kiburn, from Portland, for San Francisco. Sailed at 4 P. M.

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MAN'S FREEDOM BRIEF

A. NAKANO, ACQUITTED OF MURDER, FACES NEW CHARGE.

Released on Writ of Habeas Corpus. New Warrant is for Assault With Intent to Kill.

After having been held in the County Jail on no legal pretext since Saturday night, the Japanese, A. Nakano, acquitted last week by a jury in the Circuit Court of the murder of a fellow-countryman, was released by Circuit Judge Morrow yesterday on a writ of habeas corpus. He was arrested as he left the courtroom by Deputy Constable McCulloch, armed with a newly-issued warrant charging assault with intent to kill.

Deputy District Attorney Collier admitted there had been a slip somewhere in that no charge had been placed against Nakano before