POOL HALL MEN'S VIEWS NOT ALIKE

Some Oppose Ordinance Preventing Cards as Move Against Smaller Places.

COUNCILMEN ARE NOT UNIT

Mr. La Roche Instructed to Draft New Measure Providing Separate Licenses, Either of Which May Be Revoked for Cause.

H. H. Pomeroy, of the Oregon Billiard-room Keepers' Association, is positive he can see legislation looming in the near future to oust poolrooms from the state. A large number of non-members of the association are unable to see it. Around the two points of view centered a lively fight before the City Council yesterday, when the Council had a special meeting to consider Commissioner Bigelow's proposed ordinance to prohibit card playing in the poolrooms.

Mr. Pomeroy appeared single-handed and fought for the passage of the ordinance. He declared that anti-poolroom legislation is sweeping the country and is due to cards in poolrooms. A dozen other poolroom proprietors said, "No, cards are O. K."

The Council, after two hours of deliberation, put the question over until later. In the meantime City Attorney LaRoche will work the proposed ordinance into different form. He will have it so worded that poolrooms and cardrooms will have separate licenses, either one of which may be revoked for cause.

Hostility is Anticipated.

"We can see the handwriting on the wall," said Mr. Pomeroy. "We have advice from all over the country to cut out the card tables from poolrooms. They have killed the business elsewhere and they will do it here. Eliminate cards and you will eliminate 90 per cent of the gambling in poolhalls. I have information from newspapers that they are going after us and that means our elimination. Now is the time to clean up and this ordinance is one in our interest. It will ultimately save our business from going where liquor went the first of this year."

"Keepers of pool halls can stop gambling if they want to," declared Fred Fritz. "I have a large establishment and many men and I can keep them from gambling. There is no reason why proprietors of smaller places cannot do the same."

"And let every pool-room proprietor make it his business to stop it in the place of his competitor," suggested Mayor Albee.

"Cards are responsible for the revocation of six pool-room licenses by the Council lately," said Mr. Bigelow.

"You are mistaken," said Mayor Albee. "Three were for permitting minors to frequent the places and permitting young men to use abusive language."

Opposing View Asserted.

J. C. Henderson said he did not consider the ousting of cards to be fair. "There is nothing wrong with them under proper supervision," he said.

"Look at the newspaper criticism," said Mr. Pomeroy. "I'll ask you, Mr. Henderson, do you boast of the business you are in?"

"Well," said Mr. Henderson, "I am not particularly proud of it."

"My version is that if we have a separate license for the cardroom we can control the situation," said Mayor Albee.

"I believe the solution of the problem," said Mr. Daly, "is to prohibit the use of checks, beans or matches in the games. That lessens the chance of gambling."

"How are you going to play pinochle, cribbage or solo without chips?" asked Mr. Baker.

"I believe in putting the pool halls on their good behavior," said Commissioner Dieck.

"I think there is a whole lot to what Mr. Pomeroy says," said Mr. Baker. "The saloon interests were warned of impending prohibition, but they could not see it. There is a growing feeling against pool halls."

FORGER SUSPECT TAKEN

MAN ACCUSED OF PASSING $1450 CHECK HELD IN CALIFORNIA.

Joe Dexter Will Be Brought Back to Face Charge of Stealing Pay for Carload of Cattle.

Joe Dexter, wanted in Portland on a charge of having forged a check for $1450 on the Bank of Kenton, was arrested in Marysville, Cal., yesterday, according to a telegram received at detective headquarters.

City Detective Archie Leonard left last night to bring the prisoner back to stand trial here.

The alleged forgery was on July 27, 1915, and since that time the police of the country have been on the lookout for Dexter.

The check was drawn in favor of E. C. Kilbourne, Seattle physician, and also owner of a stock ranch in Eastern Oregon. Dexter, a cook and commissary man, brought a carload of cattle from Dr. Kilbourne's ranch in Eastern Oregon to the Union Stockyards here. He then collected the money, a check for $1450.

The check was indorsed and passed on the Bank of Kenton. W. V. Burke, cashier, became suspicious, and gave Dexter only $350 in gold and the remainder in a cashier's check. This was the last definite trace of Dexter until he was arrested yesterday.

OPINION IS EXPLAINED

SUPREME COURT GIVES WRITTEN DECISION IN HUGHES CASE.

Intent of Law Held to Be That Office Should Seek Man, and Not Man Seek Office.

SALEM, Or., April 25.—(Special.)—Supplementing its oral decision of last week, the Oregon Supreme Court today, in an opinion written by Justice McBride, advanced reasons for its decision that the name of Justice Charles E. Hughes should be placed on the Oregon Republican primary ballot as a candidate for the nomination for President of the United States. The opinion was writtten in the mandamus proceedings brought by Wallace McCamant, of Portland, to compel Secretary of State Olcott to place Justice Hughes' name on the primary ballot despite the justice's expressed wish to the contrary.

"The idea of the people in enacting it," Justice McBride says in his opinion, "seems to have been that the 'office should seek the man,' rather than that the man should seek the office by petition, request or acceptance, as provided in the original direct primary law."

The court points out that the act of 1915 provides for placing the name of a candidate for President on the ballot at his request. "It is suggested, however," the court declares, "that the provision in the act of 1915, requiring that the names of such candidates for party nominations for President and Vice-President shall be printed on the official ballot, in itself precludes the idea that the name of the person can be printed upon the ballot without his consent, or, as in this instance, contrary to his wishes. This contention is neither borne out by the commonly accepted definition of the word 'candidate,' by authorities, or by any fair construction of the act now under discussion."

CLEAN-UP ORDERS OUT

LIEUTENANTS WILL ORGANIZE EACH DISTRICT FOR CAMPAIGN.

Assistant Fire Marshals Will Make Inspection to Help in Directing Where Work Should Be Done.

Final instructions to the 200 or 300 lieutenants who will direct the clean-up campaign in Portland, May 1-15, were issued last night at a great meeting at the Chamber of Commerce, and the rest of this week will be devoted to organization of each district, ready for the launching of the work early Monday morning.

Lieutenants in each district plan to organize each block to handle its individual problems in the general work. The plan provides for the most thorough clean-up campaign that Portland has ever seen.

Fifty thousand copies of the general plan, as outlined to the lieutenants last night by Jacob Kanzler, of the Civic Bureau of the Chamber, will be sent out among the families of the city at once, and these will be supplemented the latter part of the week by 60,000 additional leaflets of instructions, which will be distributed from house to house by the firemen in each district.

Forty assistant fire marshals will make a whirlwind inspection of the city 48 hours before the clean-up and will give advice as to what needs to be done in each district.

Arrangements have been made with junk dealers of the city for the sale of much of the rubbish, and price lists will be published in the pamphlet to be sent out.

Arrangements also have been made with Timms, Cress Company for the purchase from the children of bright tin cans at the rate of 20 cents per hundred pounds.

TRIAL MARKED BY TILTS

DEFENSE IN LOUIE WING CASE SAYS LEE YET IS GUILTY.

In Direct Question to Chinese on Stand, by Deputy Prosecutor, Interpreter Is Ignored by Witness.

With occasional tiffs between Attorney Dan J. Malarkey and Deputy District Attorney John Collier and eccentricites of Chinese witnesses enlivening the monotony of translated testimony, the trial of Louie Wing, alleged Bing Kung gunman, for the murder of Leong Yin Luck, a Hop Sing, in the tong war of February, last, yesterday dragged through the fourth day.

When Deputy District Attorney Collier added to one of his questions during the morning cross-examination, "You knew which way you were goin?" Attorney Malarkey objected to the examination, and was sustained by Circuit Judge Morrow.

In the afternoon Attorney Malarkey drew a rebuke from the court. Mr. Malarkey, on re-direct examination, had referred with some heat to the sneering tone of the deputy District Attorney in questioning and proceeded to assert that the cross-examination had been unfair.

Judge Rebukes Attorney.

"You shall not examine a witness with imputations against opposing counsel," declared Judge Morrow, interrupting the attorney. "Strike that question out, Mr. Reporter."

The defense continued to put on its case yesterday. M. Maida and Chen Sings were the witnesses, by whom Attorney Malarkey endeavored to establish an alibi for Louie Wing. The man the defense accuses of responsibility for the death of Leong Yin Luck is Lee Yet, member of the Bow Leong Tong, which was affiliated with the Bing Kungs during the war. Lee Yet cannot be found.

Chen Sings, on the stand, testified that he had known Lee Yet for six years, had worked with him in Alaskan canneries and had recognized him the night of the shooting as the slayer. Chen Sings said he was not a member of a tong.

"You don't know anything about tongs when a murder case is on, do you?" queried Deputy District Attorney Collier, to which the witness answered with a negative.

Shooting Is Witnessed.

Chen Sings saw the shooting at Third and Alder streets.

"Were you scared?" asked Attorney Collier.

"I was scared inside, but I was not scared outside," was the cryptic reply, translated. "Very scared inside." He did not run, he said.

Prosecutor Collier became quite chummy with the witness. In getting him to point out locations on a map displayed for the jury, Deputy Collier spoke direct to the Chinese, who, at one time, did not wait for the question to be translated, but pointed out a position desired with smiling eagerness.

Louie Wing will be put on the stand today.

LAND BILL IS REPORTED

Amendment Recognizing Oregon Rights Is Adopted.

OREGONIAN NEWS BUREAU, Washington, April 25.—The House public lands committee today favorably reported the bill permitting public land states to relinquish to the Government scattered school sections within forest reserves and to take in exchange compact bodies of Government land either within or outside of forest reserves.

On motion of Representative Sinnott, the bill was amended to meet the objections raised by Attorney-General Brown, of Oregon, and recognizes the right of Oregon to get other satisfactory Government lands in lieu of school sections surrendered in the forest reserves.

The exchange agreement heretofore made by the state of Idaho is ratified by the bill, and another amendment gives the state of Washington the right to select forest reserve lands in lieu of school sections heretofore lost by reason of adverse settlement or because the lands were included in other than forest reservations.

MOKEL SUES STATE OFFICIAL ON LETTER

$50,000 Damages for Defamation of Character Asked of W. H. Lytle.

BAD MEAT SALE CHARGE

State Veterinarian's Statement Relative to Tubercular Cattle Is Quoted in Complaint, Outcome of Fight for Postmaster.

George R. Mokel, the protege of the Honorable Frank Stott Myers, who was recommended for the postmastership of North Portland by Senators Chamberlain and Lane March 24, began to bite back at his detractors yesterday, when he filed suit for $50,000 damages for alleged defamation of character against W. H. Lytle, state veterinarian.

Emphatic protest against the confirmation of Mr. Mokel as postmaster went up from the business center of the stockyards and packing district on the Peninsula. State Veterinarian Lytle assisted the movement by an open letter to O. M. Plummer, secretary of the Union Stockyards. It was this letter that roused Mr. Mokel to legal action.

The letter openly accused Mr. Mokel of selling diseased meat and the introduction of tubercular cattle into the state. Mr. Mokel is the Mr. Mokel of the George R. Mokel Cow Company.

Letter Quoted in Complaint.

An excerpt from the objectionable letter, quoted in the complaint filed by Attorneys Woodward & Orth in the Circuit Court yesterday, follows:

"In answer to your letter of April 11, regarding our experience with one George R. Mokel, will say that I, personally, know that he has knowingly sold cattle affected with tuberculosis to buyers throughout the state, and that he has, to the best of my knowledge, been instrumental in bringing tubercular cattle into the state for the purpose of selling to unsuspecting buyers.

"He has been closely in league with the party, James Dorsey, of Gilberts, Ill., whom the Federal Bureau of Animal Industry has now under indictment for the interstate movement of diseased animals. I, personally, do not think George R. Mokel would be a fit person to hold any public position."

The letter was written April 12. The statements in it are false and defamatory, charges Mr. Mokel, and were made with intent to injure Mr. Mokel and his business reputation and credit, all to the sum of $50,000.

Senators Recommend Mokel.

Mr. Mokel jointly was recommended to the United States Senate by Senators Chamberlain and Lane through the efforts of Postmaster Myers, of Portland, though there were seven other candidates for the position. Business men of the North Portland district telegraphed their disapproval and went so far as to threaten to refuse to allow the postoffice to remain in its present quarters, on property owned by them, if Mr. Mokel is confirmed.

V. D. Crosby, incumbent, was indorsed strongly for the position by North Portland business men. The postoffice in North Portland has no connection with the Portland postoffice and is outside the city limits. The position of Postmaster there pays $2100 a year. The candidates are Messrs. Mokel and Crosby, William Folsom, J. C. Brown, A. J. Dillon, William M. Caudy, J. C. Lonergan and J. W. Grussi.

UNIONS NOT SATISFIED

EMPLOYERS' DEMANDS FOR WORKING HOURS OPPOSED.

Laborers Said to Have Given Ultimatum at San Francisco, With May 1 as Strike Date.

Private messages reaching here indicate that a conference at San Francisco yesterday between employers and representatives of marine unions did not terminate satisfactorily, it being understood the men were practically agreeable to the new wage scale but objected to the proposal of managers of Puget Sound and Alaska lines that the present working hours be retained.

G. L. Blair, general manager of the San Francisco & Portland Steamship Company, who has been here looking after repairs to the steamer Rose City, left last night for San Francisco to attend the conference, so that the principal fleet on the Coast will be represented at future sessions.

It is understood that the steamship interests have offered oilers, coal passers and wipers $5 a month increase, the same as allowed sailors, cooks and waiters. The engine-room crews originally demanded $10 more a month.

As to the northern lines, it is said the union men stand firm for a continuation of the same watches in port as obtain at sea, while the managers argue for the existing scheme, all hands turning to in port and the usual watches being stood when the ships are under way.

The demands were made with the ultimatum that a noncompliance would result in a strike along the Coast, May 1. In such event steamshipmen would expect difficulty trying to fill out crews owing to the strict provisions of the new seamen's act.

SURPRISE GIVEN SALTS

CAPTAIN OLIVER P. RANKIN HOLDS UNIQUE POSITION.

Portland Man, Graduate of Original Portland High School, in Command of Two Steamers.

Captain Oliver P. Rankin, fondly referred to by prideful friends as a "Portland boy" because this city is his real home and also because he was graduated from the original Portland High School, likewise because he won his way as about the youngest navigator on the Pacific Coast when he was given command of the steamer Rose City, yesterday made a higher jump and accomplished what wise and sagacious salts would acclaim is impossible, being master of two deep-water vessels at the same time.

It is a fact, nevertheless. Captain Rankin is today master of the steamer Rose City, the overhauling of which is being completed at the dock of the Vulcan Iron Works preparatory to resuming service on the Portland-California route early next month, and he is also master of the five-masted auxiliary schooner City of Portland, being finished at the yard of the St. Helens Shipbuilding Company.

For the edification of the uninitiated it might be set forth in passing that from the San Francisco & Portland Steamship Company, owning the Rose City, Captain Rankin draws his stipend, while as master of the City of Portland he simply acquiesced in his usual courteous mein to serve in name only as master so the vessel could be documented yesterday at the Custom-House, as Captain Johnson, master of the steamer Klamath, selected as the permanent skipper of the motor schooner, was detained in arriving from San Francisco.

Incidentally, without detracting from the honor of the dual responsibilities of Captain Rankin, it is of interest to note that the Rose City or City of Portland cannot turn a wheel today, as neither is ready for sea, hence there is not the slightest danger that the master might attempt to start both for the Pacific simultaneously.

The enrollment of the City of Portland, with the metropolis of Oregon as her home port, establishes another milestone in the maritime advancement of this port. The schooner Wm. H. Marston, controlled by Harry Pennell, of the St. Johns Lumber Company, is registered here, also the barks Berlin and Levi G. Burgess, owned by the Alaska-Portland Packers' Association, so with the City of Portland claiming this as her home port, the fleet is growing.

Official measurements have been made of the new schooner, which has a length of 276 feet, beam of 48.3 feet, depth of hold of 19.1 feet, while she is of 1791 tons gross and 1649 tons net register. She will load lumber early in May for Australia.

CUSTOMS HOUSE ASKED

ASTORIA WANTS HEADQUARTERS OF DISTRICT CHANGED.

Mr. Hawley Also Is Requested to Provide for 30-Foot Channel for Yards on Young's Bay.

ASTORIA, Or., April 25.—(Special.)—The Port of Astoria Commission at its meeting today requested Representative Hawley to introduce a measure in Congress changing the location of the headquarters of the customs district of Oregon.

The Commissioners of the Port of Astoria believe its rightful place is at the mouth of the Columbia River, where all ocean-going vessels first enter the harbor.

The Commission also sent a telegram to Mr. Hawley asking him to request the engineers' department to provide for the survey and early dredging of a 30-foot channel in Young's Bay.

In support of this request it was set forth that there had recently been established two large shipbuilding plants that would require deeper water in the channel to accommodate their business, and that a $1,000,000 graving dock was contemplated near the McEachern shipyards that would demand the full and free use of Young's Bay as a harbor.

Nothing further was done today relative to the construction of the proposed river steamers, excepting that the Commissioners agreed to defer awarding any contracts for a short time to see if the parity rate matter cannot be adjusted without a fight. The Kerr Turbine Company, which submitted the lowest bid on the machinery for the steamers, notified the Commission that its bid will remain open for acceptance 30 days. Commissioner Sanborn urged that contracts for the steamers be let at once, saying the steamer line will be of more benefit than the parity rates, but the other members did not agree with him.

SHIP PAINTING ATTRACTIVE

Car-Shop Force Adds Finish to Interior Work on Rose City.

Walls and ceilings in the saloon, social hall and captain's cabin of the liner Rose City are being enameled by a crew from the Albina shops of the O.-W. R. & N.

The Rose City hauled up from Municipal Dock No. 1 to a berth at the Vulcan Iron Works yesterday. The steel plates of her hull above the waterline have been chipped as smooth as when new and so free of paint that plates, covering what were gun ports in the days when she was the transport Lawton, are exposed to view.

Before leaving for San Francisco last night, G. L. Blair, general manager of the "Big Three," gave out a tentative schedule for the vessels so the Rose City can be returned to the run without a lengthy break in service. At present the Bear and Beaver are sailing on a weekly schedule, leaving here Saturday afternoons, and after the departure of the Beaver May 6, the change takes place with the Rose City leaving May 10; Bear May 13; Beaver May 19; Rose City May 24 and Bear May 29, so the former five-day sailings will be in vogue again.

CHINOOK IS ABOUT READY

Digger Leaves This Week to Begin 1916 Dredging at Entrance.

Chief Engineer "Bill" Marhoff has been in charge of the engineroom of the dredge Chinook, of Uncle Sam's fleet, exactly 14 years, and he said yesterday that the vessel was in better condition than at any time since she was converted into a digger from a transport.

She was floated from the Port of Portland drydock yesterday after having sternbearings replaced and propellers shipped, and will leave down Friday to ply at the entrance to the Columbia 16 hours a day from May 1 to June 1 and then 24 hours will be a working day, with three crews.

Portlander Dies at Callao.

Andrew Elliott, of Portland, who signed on the steamer Tampico here February 9 as a fireman, died at Callao March 20, says a message received by Collector of Customs Burke, who is making an effort to locate the man's wife. Information reaching here is that a watch and other personal effects and wages are in the possession of the American Consul at Callao.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	Apr. 26
F. A. Kilburn	San Diego	Apr. 28
Northern Pacific	San Francisco	Apr. 28
Beaver	Los Angeles	May 3
Breakwater	San Diego	May 6

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. to L. A.	Apr. 26
J. B. Stetson	San Diego	Apr. 26
Yale	S. F. to L. A.	Apr. 28
Northern Pacific	San Francisco	Apr. 29
Bear	Los Angeles	Apr. 29
F. A. Kilburn	San Diego	Apr. 30
Willamette	San Diego	Apr. 30
Yosemite	San Francisco	May 4
Beaver	Los Angeles	May 6
Breakwater	San Diego	May 8

Columbia River Bar Report.

NORTH HEAD, Wash., April 25.—Condition of the bar at 5 P. M.: Sea, smooth; wind, southeast, 4 miles.

Aggie Carnival Queen Chosen.

OREGON AGRICULTURAL COLLEGE, Corvallis, April 25.—(Special.)—Miss Irene Brandles, of Portland, was today elected queen of the athletic carnival to be held as a part of the junior week-end exercises the first week in May. The king of the carnival will be elected by the student body next week. Miss Brandles is a senior in home economics and one of the most popular members of Alpha Chi Omega.

BALBOA PAYS MORE

San Ramon, for Portland, Turns Back for Better Rate.

ALL STEAMERS IN DEMAND

Lumbermen Declare Bids Cannot Be Made on Specifications of Delivery Because of Uncertainty of Bottoms.

Turned back after being listed for Portland, the steamer San Ramon has been taken to load a cargo at Balboa, proceeding there from Mazatlan. A telegram received yesterday indicated she will obtain a most attractive rate, and would not be free again to come here until May 25, when she is due to leave San Francisco, northbound.

As the vessel was to have loaded lumber here for San Pedro on a basis of at least $6.25 a thousand feet, and the time of her expected arrival would have given her about three trips in May, it is reasoned that the west coast charter was decidedly more attractive.

With no steamers available yesterday for spot loading, lumbermen said there were virtually no rates quoted, vessels not being immediately obtainable at any price. An idea of results of the existing demand is shown in the fact that steamers taken on account of the C. A. Smith Lumber Company, at Marshfield, are paid $5.25 for the short haul from Coos Bay to San Francisco, and, besides, the lumber is loaded in units and discharged largely in the same manner, so the vessels escape cargo-handling charges. The steamer Nann Smith, owned by the Smith interests, was taken for an Oriental voyage, so, with only the Adeline Smith remaining on the run, outside vessels have been chartered to fill in.

The situation is such that some firms are unable to bid on specifications received for large amounts of lumber, delivery being specified, and even small carriers here recently, such as the Alcatraz and Brunswick, are not to be had, as they are owned by redwood interests and are temporarily out of the market to ply between Eureka and the Golden Gate.

The steamers Olympic and J. B. Stetson leave today for the south with capacity loads, and it is promised that some of the carriers that have made one or two trips to Grays Harbor and Puget Sound again will be on the Columbia River trade next month; but with no additional tonnage returning from the Atlantic via the canal as yet, there seems to be no increase prospective to the regular fleet.

DRUNKENNESS NOT PROVED

Pilot's Expressive Denial Leads to Minor Penalty on License.

Captain Harry A. Symes, former pilot of the fireboat Geo. H. Williams, whose retirement from the city service resulted in an investigation by United States Steamboat Inspectors Edwards and Wynn into alleged charges of drunkenness and improper language, has been informed by the inspectors that the charge of drunkenness was not sustained. As to improper language, the inspectors held that it was sustained and Captain Symes' license was suspended for 10 days.

Captain Symes said yesterday he was naturally moved to express himself forcibly when he was accused of using liquor, so from his heated retort grew the accusation of improper language.

New Agent for Turbiners.

W. D. Powell, ticket agent at the North Bank station, has been appointed traveling passenger agent for the Great Northern Pacific Steamship Company, with headquarters in Portland, effective May 1. He will have jurisdiction over the territory west of Winnipeg, St. Paul and Omaha, succeeding H. M. Burns, resigned to engage in other business.

Great Northern Sails.

The steamship Great Northern got away on time from Flavel yesterday, carrying 100 passengers for California points and 1422 tons of freight. Canned salmon, cheese, potatoes and shooks and shingles constituted the major portion of the cargo.

North Bend Lease Under Way.

NORTH BEND, Or., April 25.—(Special.)—L. J. Simpson, of the Simpson Lumber Company, is authority for the statement that negotiations are on with Standish & Hickey, of San Francisco, for the lease of a portion of the company's waterfront at Old North Bend, where the company has a sawmill that has been idle for the past two years. One of the improvements would be the establishment of a shipyard, it is stated.

Merchantmen Listed for War.

News received yesterday through the Associated Press that Navy officers at Vallejo, Cal., had been ordered to inspect all privately owned vessels on the Coast with a view to determining their availability in time of war as auxiliaries, recalls that during threatened trouble with Mexico before the same steps were taken. The Bear, Beaver, Rose City, Geo. W. Elder, Roanoke and others plying from here at the time were listed, and many others would be used of the Coast fleet if necessary.

Marine Notes.

To begin a fill at the site of a steel shipbuilding plant fostered by the Northwest Steel Company and the Willamette Iron & Steel Works, near the foot of Sheridan street, the dredge Portland was shifted there yesterday from the lower harbor and begins operations today. The fill is to be made in a month, according to an estimate.

Carrying a full load the steamer Twin Cities got away last night for Lewiston and other points above The Dalles.

With supplies for Grays Harbor and Destruction Island light stations the tender Heather sailed yesterday from Astoria.

Engineer Lock, of the Alaska Railroad Commission, who has returned to the city, reports that the tug Anne W., purchased from the Hosford Transportation Company by the Commission, reached Anchorage in fine shape and at times on the run assisted the tug Crosby towing a barge.

Approval has been given by the chief of engineers at Washington for the issuance of a call for bids to supply 4000 tons of coal and 70,000 barrels of fuel oil for use at the north jetty and dredges engaged on lower river work. Tenders are expected to be asked for in two weeks.

Bound for Coos Bay the gasoline schooner Tillamook was cleared yesterday with 150 tons of cargo and the steamer Sue H. Elmore, for Tillamook, had 25 tons.

Captain A. B. Tabell, formerly in the Elmore fleet, yesterday cleared the gasoline craft Glacier for Cordova, Alaska. She is a new vessel, recently built here, and flies the flag of the Canoe Pass Packing Company.

R. A. Caples has been signed as master of the steamer Ottawa, relieving O. S. Justis, who transferred his sea bag to the Metlako.

To load additional grain the British bark Inverlogie is to shift this morning from the North Bank dock to Irving dock.

Cleaning and painting the hull is part of the overhauling programme for the Port of Portland tug Wallula, which was lifted on the St. Johns drydock yesterday and will be placed in the best of condition for future service, though she is to remain idle until shipping resumes.

Stuart Mason, engineer of the Port of Portland launch Marie, has been named to assume charge of all gasoline plants operated by the Alaska Railroad Commission and will leave for the North Friday. E. W. Wright, manager of the Port, has not named his successor.

News From Northwest Ports.

MARSHFIELD, Or., April 25.—(Special.)—The Coos Bay bar is smooth today, and the Government dredge Michie started on the work of dredging the bar. It is likely there will be favorable weather from now on so that the dredge can work continuously. For the first time in a long time there are no boats in the harbor, and none crossed in or out today.

The Adeline Smith, Cleone and Coquille River, which were in the lower bay yesterday, got out last night.

ASTORIA, Or., April 25.—(Special.)—Carrying freight and passengers from Portland and Astoria, the steamer Breakwater sailed today for San Francisco, San Pedro and way ports.

The gasoline schooner Patsy arrived from Coast points with freight for Portland.

Completing their cargoes of lumber at Westport, the steam schooners Santa Barbara and F. S. Loop sailed during the night for San Francisco.

GRAYS HARBOR, Wash., April 25.—(Special.)—The keel of the steamer Idaho, the second vessel to be built by Wilson Bros. here, is being laid at the Andrew Peterson yards. The Idaho will be 200 feet long and a sister ship of the Oregon, now being built here.

The steamer Doris arrived today and, after discharging a large quantity of freight, proceeded to the A. J. West mill to load for San Pedro.

The steamers Daisy Freeman and Helene arrived. The Freeman is loading at Wilson Bros.' mill and the Helene at the Panama-Eastern mill in Hoquiam, both for California.

The steamer Carlos will clear in the morning for San Pedro from the Donovan mill.

The schooner King Cyrus shifted from the Lindstrom repair yards tonight and will commence loading a cargo for Australia tomorrow morning.

The steamer Svea is due in the morning.

Marconi Wireless Report.

(All positions reported at 8 P. M., April 25, unless otherwise designated).

Hyades, Seattle for Honolulu, 1844 miles from Cape Flattery, April 24, 8 P. M.

Matsonia, San Francisco for Honolulu, 1939 miles from San Francisco, April 24, 8 P. M.

Puebla, Hongkong for San Francisco, 1253 miles from San Francisco, April 24, 8 P. M.

Floridian, San Francisco for Yokohama, 902 miles from San Francisco, April 24, 8 P. M.

Umatilla, Seattle for San Francisco, two miles north Point Arena.

Multnomah, Grays Harbor for San Francisco, 65 miles south of Blunts Reef.

Atlas, Richmond for Honolulu, 322 miles from Richmond.

Lurline, San Francisco for Honolulu, 924 miles from San Francisco lightship.

Adeline Smith, Coos Bay for San Francisco, 91 miles north of San Francisco.

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

Drake, Richmond for Vancouver, 96 miles north of Richmond.

Klamath, Grays Harbor for San Pedro, 22 miles south of Point Sur.

Centralia, San Pedro for San Francisco, 45 miles west of San Pedro.

Roanoke, Corinto for San Francisco, 45 miles south of San Diego.

Jim Butler, Tacoma for San Francisco, 132 miles south of San Pedro.

Lucas, Point Wells for El Segundo, at El Segundo.

Buck, Seattle for Point Orient, 468 miles from Seattle.

Willamette, San Francisco for Portland, 500 miles north of San Francisco.

Coronado, San Francisco for Aberdeen, 25 miles north of Cape Mendocino.

El Segundo, towing barge 91, Richmond for Seattle, 225 miles from Seattle.

Great Northern, Grays Harbor for San Francisco, 128 miles south of the Columbia River.

Speedwell, Bandon for Coos Bay, six miles north of Coquille River.

Grace Dollar, Portland for San Francisco, 620 miles north of San Francisco.

Breakwater, Portland for Coos Bay, 97 miles south of the Columbia River.

Mills, Martinez for Meadow Point, 400 miles from Meadow Point.

Bear, San Francisco for Portland, 160 miles south of the Columbia River.

Movements of Vessels.

ASTORIA, April 25.—Sailed at 11 A. M., steamer Breakwater, for San Diego, via way ports. Sailed at 1:20 P. M., steamer Great Northern, for San Francisco.

San Francisco, April 25.—Sailed at midnight, steamer Nehalem, for Portland. Arrived at noon, steamer W. F. Herrin, from Portland. April 24.—Sailed at 6 P. M., steamer Bear, from San Pedro for Portland.

San Pedro, April 25.—Sailed at 11 A. M., steamer F. A. Kilburn, from Portland and way ports, for San Diego. Arrived—Steamer Temple E. Dorr, from Portland.

Astoria, April 24.—Sailed at 7:30 P. M., steamer F. S. Loop; at 9 P. M., steamer Santa Barbara, for San Francisco.

Seattle, Wash., April 25.—Arrived—Steamers Governor, from San Diego; Humboldt, from Southeastern Alaska. Sailed—Steamers Wolverine, for Cordova; Batouche, for Southwestern Alaska; Spokane and Redondo, for Southeastern Alaska; Admiral Dewey, for San Francisco; Queen, for San Diego.

Chutofaranna, April 24.—Arrived—Steamer Colusa, from San Francisco.

Manila, April 24.—Arrived—Steamer Persia Maru, from San Francisco.

Yokohama, April 22.—Sailed.—Steamer Ixion, from Hongkong for Puget Sound. April 24.—Sailed—Steamer Yeltai Maru, for Puget Sound.

San Francisco, April 25.—Arrived—Steamers Alvarado, from Callao; Rainier, from Port Gamble; Argo Maru (Japanese), from Hongkong; Wilhelmina, from Honolulu; W. F. Herrin, from Astoria; Gaviota, from Willapa; Los Angeles, from Port Angeles. Sailed — Steamers Nehalem, for Astoria; Peru, for Ancon; Colonel E. L. Drake, for Vancouver; Providencia, for Santa Rosalia; schooner Prosper, for Bristol Bay.

Tides at Astoria Wednesday.

	High.	Low.
7:58 A. M.	7.3 feet	2:24 A. M. 3.0 feet
9:12 P. M.	7.8 feet	2:43 P. M. 0.6 foot

Vessels Cleared Yesterday.

Gasoline schooner Glacier, ballast, for Cordova.

American steamer Sue H. Elmore, general cargo, for Tillamook.

Gasoline schooner Tillamook, general cargo, for Coos Bay.

Read The Oregonian classified ads.

WOMAN AVOIDS OPERATION

Medicine Which Made Surgeon's Work Unnecessary.

Astoria, N. Y. — "For two years I was feeling ill and took all kinds of tonics. I was getting worse every day. I had chills, my head would ache, I was always tired. I could not walk straight because of the pain in my back and I had pains in my stomach. I went to a doctor and he said I must go under an operation, but I did not go. I read in the paper about Lydia E. Pinkham's Vegetable Compound and told my husband about it. I said 'I know nothing will help me but I will try this.' I found myself improving from the very first bottle, and in two weeks time I was able to sit down and eat a hearty breakfast with my husband, which I had not done for two years. I am now in the best of health and did not have the operation." — Mrs. JOHN A. KOENIG, 502 Flushing Avenue, Astoria, N. Y.

Every one dreads the surgeon's knife and the operating table. Sometimes nothing else will do; but many times doctors say they are necessary when they are not. Letter after letter comes to the Pinkham Laboratory, telling how operations were advised and were not performed; or, if performed, did no good, but Lydia E. Pinkham's Vegetable Compound was used and good health followed.

If you want advice write to Lydia E. Pinkham Medicine Co. (confidential), Lynn, Mass.

Tea, Coffee and Children

It would be difficult for any parent to find a physician of modern education who would contend that coffee and tea are not harmful, especially to growing children.

The fact remains, however, that many parents give these beverages to their little folks and allow their use in older children at a time when physical and mental development is the most rapid.

The drug, caffeine, in coffee and tea retards growth and interferes with school progress. Disturbances of eyesight, headaches, nervousness, irritability, indigestion and other ills appear in many, seemingly without cause, and the damage often occurs at the most impressionable period of life.

No parent should permit the use of coffee and tea in the growing young; for the men and women of tomorrow will be what the parent of today makes the children by wise upbringing.

Children as well as adults need an invigorating, warm drink, and in a growing number of homes it has been found that the most wholesome table beverage is

INSTANT POSTUM

This pure food-drink, made of prime wheat and a bit of wholesome molasses is readily prepared at the table, a cup at a time.

A level teaspoonful of Instant Postum in a cup of hot water, with cream and sugar added, makes an attractive, healthful drink, and its pleasant flavour wins children and usually the parents.

"There's a Reason"

Grocers everywhere sell Instant Postum.