339 DEGREES ARE GIVEN AT O. A. C.

Dr. Bryan, Speaking Before Record Crowd, Predicts Return to the Land.

WALDO PRIZES AWARDED

Agriculture Is Most Popular of Courses Offered, 170 Taking Subject — Many Graduates Have Obtained Positions.

OREGON AGRICULTURAL COLLEGE, Corvallis, June 7.—(Special.)—In the midst of the greatest attendance of visitors ever present at the commencement exercises at the Oregon Agricultural College, 339 students were graduated today. Of this number 270 received the degree of bachelor of science, 18 the degree of master of science, three the graduate in pharmacy degree and one, Miss Natalie Peabody, of Castle Rock, Wash., received a diploma from the school of music.

In addition, 37 vocational students in agriculture, home economics, commerce and the mechanic arts, having completed the required two-year courses, won certificates of graduation.

Dr. Bryan Delivers Address.

Dr. Enoch A. Bryan, ex-president of the Washington State College, delivered the commencement address, taking as his subject "The Agricultural Revolution." Dr. Bryan dwelt on the factors which have contributed to the sweep of population to the cities and said that the present generation is on the eve of seeing the great tide turn toward the land, because of the economic conditions which prevail.

"A counter current has already begun," said Dr. Bryan. "It showed itself first in a movement toward agricultural education and a scientific agriculture, and it is you who are graduating today in agriculture and in home economics who will see the widest possibilities in this new trend of economic conditions and will be called on to aid in its advance in the Northwest, an advance which cannot fail to be quickened into new life by the training which you will apply to it."

The Waldo prizes, given by Mrs. Clara Waldo, of Portland, a member of the board of regents, were awarded to one woman from each class, who according to a joint faculty and student committee has best combined scholarship, literary activity, leadership and qualities of womanhood. Miss Geraldine Newins, of Patchogue, N. Y., received the senior prize. Miss Martha Pechen, of Hillsboro, was selected from the junior class. Miss Marie Howells, of Medford, and Miss Christine Abbott, of Roseburg, were selected from the sophomore and freshman classes.

Godfrey R. Hoerner, of Seattle, won the Shakopean cup, given each year to that member of the graduating class who, during his entire college course, has excelled all others in his class in forensics.

Masons Attend Exercises.

A large delegation of Masons who are attending the meeting of the grand lodge and grand chapter in Albany this week today were guests of the college and of the Corvallis Masonic Lodge and attended the commencement exercises.

Music was furnished by the college orchestra and by Professor Hellier Collens and Mrs. Baum-Gaskins, of the school of music, and by Elizabeth Hamilton Stowers, contralto soloist. President Kerr conferred the degrees.

Agriculture has proved the most popular course among the graduates this year, 107 having completed their college work in some branch of that subject. Agronomy is the most popular agricultural course, having 30 graduates. Horticulture claimed 20 and general agricultural courses were followed by 19.

The remaining agricultural graduates selected courses as follows: Dairy husbandry, 16; animal husbandry, 11; agricultural education, three; poultry husbandry and landscape gardening, each two; entomology, agricultural chemistry, plant pathology and bacteriology, each one. The school of home economics was second in the number of graduates with 81.

It was announced that 24 of the graduates in home economics have accepted positions as teachers or dietitians. There were 17 graduates in commerce and ten in pharmacy. Forestry and logging engineering graduates numbered eight.

All of the 18 students receiving the master of science degree were students in agriculture, with the exception of two in home economics.

219 Men, 110 Women Graduated.

It was announced that 35 students receiving the bachelor's degree had transferred to Oregon Agricultural College from other colleges and universities in 11 states. The number of men in the graduating class was 219. There were 110 women. The average age of the graduates was 23 years.

Oregon is listed as the home of 222 of the graduates and every county with the exception of Gilliam, Grant, Lincoln and Tillamook is represented. An unusually large number of the graduates are from the East and Middle West. Washington leads all states other than Oregon in the number of students in the graduating class with 29 and California is second with 23.

There were 39 of the class registered from Multnomah County. Benton County was second, having been designated as the home of 34 of the graduates. Other counties were represented as follows: Marion, 19; Linn, 15; Lane, Yamhill and Umatilla, each 10; Polk and Union, each 9; Clackamas and Jackson, each 7; Wasco, Washington, Wheeler and Clatsop, each 4; Wallowa, Josephine and Morrow, each 3; Coos, Douglas, Harney, Klamath, Malheur and Sherman, each 2, and Columbia, Crook, Hood River, Baker and Lake, each 1.

PERSONAL MENTION.

Mrs. E. Hoffman, of Tacoma, is at the Eaton.

R. E. Lynch, of St. Helens, is at the Oregon.

C. O. Ballou, of Boise, is at the Oregon.

R. R. Turner, of Roseburg, is at the Imperial.

R. B. Butler, of Kelso, Wash., is at the Eaton.

Howard W. Turner, of Madras, is at the Perkins.

C. L. Lindsay, of Elmore Park, is at the Cornelius.

Mrs. C. C. Bashor, of Kelso, Wash., is at the Eaton.

Roland G. Gamwell, of Bellingham, is at the Portland.

Hans Kruger, of Marshfield, is registered at the Eaton.

Mr. and Mrs. L. Goldsmith, of Seattle, are at the Portland.

W. E. Smith, of Pendleton, is registered at the Perkins.

C. P. Lewis, of Roseburg, is registered at the Imperial.

John A. Ditter and Mrs. Ditter, of Sublimity, are registered at the Perkins.

O. B. Robertson, of Condon, is registered at the Cornelius.

Mr. and Mrs. E. J. Mayer, of Klamath Falls, are at the Imperial.

Dr. and Mrs. P. J. Pilkington, of Astoria, are at the Portland.

Mr. and Mrs. W. C. Knighton, of Salem, Or., are at the Seward.

Mr. and Mrs. Charles Bernard, of The Dalles, are at the Perkins.

Mr. and Mrs. B. L. Reynolds, of Redmond, Or., are at the Cornelius.

Benjamin Brick, merchant of Salem, Or., is registered at the Portland.

Mrs. Robert Fitzsimmons, of Los Angeles, is registered at the Seward.

Mr. and Mrs. Guy C. Jacobs are registered at the Imperial from Eugene.

Mr. and Mrs. George M. Tuttle, of Centralia, Wash., are at the Oregon.

Captain Olaf Anderson and Mrs. Anderson, of Astoria, are at the Seward.

Fred J. Johnson, Mayor of Astoria, is registered with Mrs. Johnson at the Seward.

George F. Rodgers, capitalist and manufacturer of Salem, Or., is registered with Mrs. Rodgers at the Oregon.

Born—To Mr. and Mrs. J. E. Buckingham, 507 Highland Court, on Tuesday, June 6, an eight and one-half pound baby boy.

Mr. and Mrs. R. E. Paddock and party, who motored to Portland from Walla Walla, Wash., for the Rose Festival, are at the Cornelius.

GOVERNORS TO CONVENE

WESTERN EXECUTIVES TO MEET AT SALT LAKE JUNE 26.

Programme Being Arranged by Governor Withycombe, Who Is Secretary of Conference.

SALEM, Or., June 7.—(Special.)—Nine Governors of Western states, and probably three ex-Governors, including ex-Governor West of Oregon, will be present when the Conference of Western Governors convenes at Salt Lake City June 26, according to announcement today of Governor Withycombe. Governor Withycombe is secretary of the Western Governors' Conference and now is arranging the programme for the sessions.

The Western Governors' Conference will be followed by the National conference of state executives, its sessions being scheduled for June 27, 28 and 29. Governor Withycombe said today that to a certain extent the programmes of the two conventions would overlap, as several of the Western Governors will speak before the National conference.

Exclusive of the Western states, the Governors of the following states will be present: Alabama, Kansas, Mississippi, Connecticut, Kentucky, New Hampshire, Virginia, Illinois, Minnesota and Oklahoma.

The tentative programme as arranged by Governor Withycombe for the Western Conference will include an address of welcome by Governor Spry of Utah, and an acknowledgment by Governor Lister of Washington, president of the Western conference. Governor Boyle of Nevada will discuss "Public Lands and Water Power"; Governor Carlson of Colorado, "State and Federal Aid in Land Settlement"; Governor Alexander of Idaho, "State Administrative Problems"; Governor Hunt of Arizona, "State Administrative Problems"; ex-Governor Hawley of Idaho, "The West and Its Water Power."

Governor Withycombe will read a paper entitled "Practical Preparedness for the Pacific Northwest."

FILING ACT TEST BEGUN

H. M. PATTON DEMANDS CERTIFICATE OF NOMINATION.

Paying of Fee to Get on Ballot, Instead of Filing Petition, Is Contended to Be Illegal.

SALEM, Or., June 7.—(Special.)—To test the constitutionality of the Olson law passed by the last Legislature, wherein candidates are given the option of filing by petition or by paying a fixed fee, H. M. Patton, of Portland, today made a formal demand on Governor Withycombe that he issue him a certificate of nomination by the Republican party for the office of State Senator from Multnomah County, and that he refuse to grant certificates either to Gus C. Moser, A. W. Orton, Conrad P. Olson, S. B. Huston or R. S. Farrell.

In his demand Mr. Patton contends that none of the above named candidates were legally nominated since they filed by paying a fee instead of by petition as he did.

Governor Withycombe has notified Mr. Patton, through his attorney W. T. Hume, that he would refuse to grant his request when Secretary Olcott should transmit to him for signing the certificates of election for Messers Moser, Orton, Olson, Huston and Farrell.

In a letter accompanying Mr. Patton's demand upon the Governor, his attorney, Mr. Hume, said that the demand was made for the purpose of laying a foundation on which to apply to the Oregon Supreme Court for a writ of mandamus to test the constitutionality of the 1915 act relating to primary nominations.

HIGH VETERAN TO VISIT

PAST COMMANDER TO ATTEND OREGON ENCAMPMENT.

Charles G. Burton Probably Will Be Speaker Before Grand Army Members at Eugene.

EUGENE, Or., June 7.—(Special.)—Charles G. Burton, of Nevada, Mo., past commander of the Grand Army of the Republic, will be the guest of the Department of Oregon at the encampment to be held in Eugene June 14, according to a message received today by Edwin A. Kreamer, secretary of the general encampment committee.

Mr. Burton was National commander of the Grand Army in 1907. His proposed visit to the Oregon Department is in connection with plans for the National encampment to be held in Kansas City in September. He will probably be a speaker on the state encampment programme.

At the weekly Chamber of Commerce luncheon today the people of Eugene were urged by speakers to take part in the Flag day parade and to assist in the entertainment of the veterans of the Civil War.

Flight Is Successful.

One of the Festival features yesterday was a pretty aeroplane flight by Lieutenant T. T. Maroney, of the Washington Naval Militia, over the downtown sections of the city. The hydro arose from the river near the Broadway bridge about 12:30 and alighted in the Willamette near the Albina ferry about 20 minutes later. The aviator later in the day gave another spectacular flight.

CONFERENCE FAILS TO SETTLE STRIKE

San Francisco Union Leaders "Stand Pat"—Nonunion Men to Be Used Today.

STRIKEBREAKERS ON HAND

Gang of 500 Is Assembled and Quartered on Barges—Employers Say They Will Begin Work This Morning.

STRIKE SITUATION ON DAY OF CONFERENCE.

Seattle—Secretary of Labor advises union that alien sailors will not be allowed to do work of longshoremen on wharves.

Crockett, Cal.—Nonunion men under guard unload sugar from steamer Manoa.

Astoria—Agreements signed by shippers are forwarded to union executive committee at San Francisco.

Marshfield—Two lumber plants and shipyard are being forced to close by lack of shipping to handle business.

San Francisco—Union leaders reiterate determination to remain on strike until demands are granted. Employers threaten general employment today of strikebreakers.

Portland—River steamboatmen have small fight with strikebreakers. Coastwise shipping cargoes are still tied up.

SAN FRANCISCO, June 7.—The Pacific Coast district board of the International Longshoremen's Association announced at the conclusion of a meeting here today that there would be no cessation of the strike which has tied up shipping in all Pacific Coast ports until the union demands were complied with. It had been anticipated that the meeting might lead to a settlement of the strike.

The formal statement of the union officials reads:

"We are ready to perform the work of any or all employers in all ports on the Pacific Coast, provided our wage scale and working rules are complied with, and further, provided that said employers agree to pay such wages and observe such working rules in all ports on the Coast."

In commenting on the statement, J. J. Foley, president of the Pacific district, who has been conducting the strike in San Francisco, declared it meant simply that the longshoremen would "stand pat" on their demands. Reassuring reports as to the progress of the strike have been received, he said, from all of the Pacific ports. The following cities were represented at the meeting by executive members of the longshoremen's organization: San Pedro, San Francisco, Marshfield, Portland, Seattle, Everett, Vancouver and Victoria, B. C.

The announcement of the longshoremen means that the suggestion of the employers that they return to work pending the efforts toward mediation on the part of Deputy Immigration Commissioner White, of Seattle, is to be ignored.

The Waterfront Employers' Union, which includes in its membership most of the large deep-sea and coastwise steamship companies out of San Francisco and the Northern Pacific ports, has threatened to commence the general use of strikebreakers tomorrow.

"Work will begin in the morning," was the declaration of R. C. Thackara, secretary of the employers' union.

Upwards of 500 strikebreakers are said to have been recruited by the employers in preparation for moving cargoes tomorrow. A hundred or more were at work yesterday and today unloading sugar from the steamer Manoa at the dock of the California & Hawaiian Sugar Refining Company at Crockett, Cal. With a few other exceptions, no deep-sea cargoes have been loaded or unloaded since the inception of the strike, on June 1.

No efforts have been made to use gangs of strikebreakers elsewhere, the remainer of the 500 being "bunked" in readiness on barges near the Oakland long wharf of the Southern Pacific Company.

PORTLAND HAS SMALL FIGHT

Longshoremen Quiet, but River Steamboat Men Row.

Today marks the beginning of the second week of the strike of longshoremen and steamboat workers for advanced wages and certain changes in working conditions, and prospects of a settlement seem to hinge solely on the conferences being held at San Francisco between union representatives and employers.

Portland longshoremen are hopeful that a settlement will ensue. Yesterday all was quiet along the waterfront district. Among the steamboat union men a few clashes were the only incidents, two of the crew of the steamer Sarah Dixon being attacked on North Second street, when on their way uptown singly. Officers of the company said neither was injured beyond a bruised nose for one and a few scratches for the other.

The Yellow Stack steamer Grahamona, the crew of which had an encounter with strikers at Salem Tuesday night, arrived late last night and her officers said the clash was not serious. The attackers hurled rocks and Captain Bluhm, Mate Seguin and a deckhand were struck.

Steamboat operators declare they are obtaining all men needed for operating their vessels.

No cargo was discharged yesterday from the steamer Bowdoin, lying at Couch-street dock, from which 1000 barrels of asphalt were unloaded Tuesday. Cargo aboard is expected to remain untouched pending the outcome of the San Francisco meeting. The steamer Rose City sails at 3 o'clock this afternoon for California ports with a fair list of passengers, no cargo being carried.

MILLS CLOSE AT MARSHFIELD

Lack of Shipping Hits Lumber and Shipyard Plants.

MARSHFIELD, Or., June 7.—(Special.)—Coos Bay tonight commenced to feel the effects of the longshoremen's strike when the Buehner Lumber Company mill at Porter closed down indefinitely and threw 50 men out of work. The mill had signed the longshoremen's scale, but could not load lumber. The North Bend Mill & Lumber Company plant at North Bend will close tomorrow night, according to Manager George Stephenson, who said they would be closed at least a week.

The North Bend Mill has no further room for lumber and one day's run will fill the docks. The North Bend shingle mills have several million shingles on hand and will have to close down by Sunday night, unless the strike situation is relieved at once.

The Kruse & Banks shipyard, it was stated tonight, will also have to suspend by Sunday night, as they have a contract in North Bend, and with both mills closed they will be unable to obtain ship timbers. The yard has two vessels under construction.

ALIEN SAILORS ARE BARRED

Government Will Not Allow Them to Work on Wharves.

SEATTLE, June 7.—Union longshoremen at Everett, Wash., today began to load 1,300,000 feet of lumber for the United States Railroad on the barge W. H. Smith for shipment to Alaska. The longshoremen's district executive board, in session at San Francisco, granted permission, at the request of the Alaska engineering commission.

A telegram was received today at longshoremen headquarters from Secretary of Labor Wilson stating that the Unitetd States Immigration Service would not permit alien sailors to leave their ships to go on the wharves to work as longshoremen, and further stating that he would take the matter up with the Seattle immigration service officials at once.

The telegram was in reply to one the longshoremen sent the Secretary informing him that Japanese and Chilean sailors were being used as strikebreakers at Seattle, Tacoma and other Sound ports. The Secretary's telegram says that the Government will not permit alien sailors to do work other than that covered by the ship's articles.

The Humboldt Steamship Company, operating the steamship Humboldt between Seattle and Southeastern Alaska, signed the longshoremen's scale today, and union men began to unload the Humboldt's cargo.

Union shipwrights and joiners today refused to build bunks on a barge moored at pier D, for the purpose of accommodating strikebreakers being assembled by the Waterfront Employers' Union. This refusal was followed by a sympathetic strike against employers involved in the longshoremen's strike.

STRIKEBREAKERS ARE USED

Nonunion Men Unload Sugar Cargo at California Port.

CROCKETT, Cal., June 7.—Strikebreakers brought here to unload the Matson Navigation Company's steamer Manoa went to work again today under the protection of armed guards. Crockett's striking longshoremen offered no resistance.

Last night the strikebreakers were quartered aboard a river steamer and in the Town Hotel after a half day of work unloading sugar from the Manoa at the dock of the California-Hawaiian Sugar Refinery.

G. M. Rolph, brother of Mayor James Rolph, Jr., of San Francisco, and general manager of the sugar company here, said two union stevedores returned to work today. He has twice offered the men higner wages than they demand, he said, but refused to concede the closed shop demand.

SAN FRANCISCO, June 7.—The Matson Navigation Company today continued to unload perishable fruit from the steamer Matsonia, with a force of office clerks and company officials, without any trouble from San Francisco longshoremen.

NAVY MEN BOOST PORTLAND

"Black Gangs" Appreciate Anchorage in Fresh Water.

Officers and men of the battleship Oregon and cruiser South Dakota, who have billets in the "black gangs," have become boosters for Portland harbor, not alone because of the depth of water, absence of strong current, freedom from stiff winds and general snug moorings available, but owing to the abundance of fresh water that can be pumped aboard for steaming purposes, thereby cutting down the amount condensed.

In fact they prefer to take the water from the river rather than cause the Harbor Patrol force the trouble of running a line of hose from shore to supply Bull Run. For drinking purposes the latter is in high favor, as it has been with all naval ship crews visiting here. As the South Dakota has been on Puget Sound, and the Oregon in San Francisco Bay, salt water conditions have been contended with, necessitating fresh water hauling, or condensing.

HONOR PAID MR. CEDERBERGH

Departing Norwegian Representative Local Delegate on European Trip.

Endre M. Cederbergh, Norwegian Consul at Portland for years and who is returning to Norway for an indefinite stay, has been presented with credentials by the Chamber of Commerce as its accreditel representative on the American-Norwegian Chamber of Commerce business men's excursion, which leaves New York aboard the Norwegian steamer Bergensfjord June 24.

Mr. Cederbergh will leave Portland Monday, accompanied by Mrs. Cederbergh. A. H. Lamm has been appointed to act here during his absence.

Under the auspices of the Chamber of Commerce a dinner was tendered Mr. Cederbergh Tuesday night and a loving cup presented.

ASTORIA OFFERS FORWARDED

Shipper's Agreement Goes to Union Executive Committee.

ASTORIA, Or., June 7.—(Special.)—The offer of local shippers to sign agreements granting the advance in wages asked by the longshoremen has been forwarded to the executive committee of the longshoremen's association, which is meeting in San Francisco. That body is expected to act on the matter so that its ruling will be received tomorrow.

In the meantime, conditions here are about the same as they have been since the beginning of the strike. No cargo is being loaded or unloaded with the exception of a few instances. Forty men from the crews of the vessels have done the work.

FIRE BREAKS OUT ON STEAMER

Engine-Room of G. C. Lindauer Is Damaged by Blaze.

SAN FRANCISCO, June 7.—Fire broke out today in the engine-room of the small steamer G. C. Lindauer, lying at a wharf waiting to discharge a load of lumber. It was extinguished with small loss.

Wilson Bros. & Co., agents for the boat, said the origin of the fire was unknown to them.

FRESH BREEZE ALONG COAST

Tanker Loses Day Contending With Northerly Wind and Big Swell.

It is not easy for inlanders, basking as they have for a few days beneath tranquil skies, gentle zephyrs and with perfect temperatures, to appreciate conditions at sea in which the northwest wind whirled down the coast with such strength as to detain the big ships of the Coast fleet. But such has been the case, narrates Captain Alex Kirkwood, sailing master of the "Rockefeller yacht," the tanker Atlas.

It was 10:30 o'clock when the Atlas made the final revolution of her wheel at Willbridge yesterday, ending her trip from the California oil district, and she was just 26 hours behind her usual time, all due to bucking into a stiff northwester and big swells.

REPAIRS ARE UNDER ESTIMATE

County Receives Bill for Rehabilitating Grahamona.

Repairs to the steamer Grahamona, which was damaged by the draw of the Morrison bridge recently, will cost the county $2129.93, the bills being presented to the County Commissioners yesterday by the Oregon City Transportation Company. This amount is about $1500 less than the original estimate.

The bill of the transportation company alone, which included cost of material for the repairs and $40 a day for loss of time during the period the ship was inactive totaled $1281.11, and that of the Joseph Supple shipyard for the labor was $848.82.

M. Welch, superintendent of bridges and ferries, put his "O. K." on the bills yesterday, but the Board did not authorize the payment until a formal recommendation had been prepared by Mr. Welch.

BILLINGS REACHES SYDNEY

Honolpu to Drydock Here and Coates Works Last of Lumber Cargo.

Delivery of another lumber cargo for Comyn, Mackall & Co. was made at Sydney from the Columbia River yesterday with the arrival there of the schooner George E. Billings. The vessel got away from the river April 1.

The schooner Honolpu, which crossed in Monday from Callao and reached the harbor yesterday, is to be drydocked at St. Johns today for cleaning and painting before putting to sea again with a cargo of lumber.

Though delayed for a few days in finishing her cargo at Wauna on account of the strike of longshoremen, the schooner A. F. Coates is ready for sea and was towed to Astoria yesterday.

San Pedro Union Has Own Police.

SAN PEDRO, Cal., June 7.—Order continued here today among the longshoremen who have been on strike for a week. That the strikers were intent on preventing trouble has become evident by the work of the union "police" in taking charge of all intoxicated members found on the streets.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
F. A. Kilburn	San Diego	In port
Rose City	Los Angeles	In port
Great Northern	San Francisco	In port
Breakwater	San Diego	Ind'ft.
Northern Pacific	San Francisco	June 9
Bear	Los Angeles	June 9
Beaver	Los Angeles	June 14

DUE TO DEPART.

Name.	For	Date.
F. A. Kilburn	San Diego	Indeft.
Breakwater	San Diego	Indef't.
Great Northern	San Francisco	June 8
Rose City	Los Angeles	June 8
Yale	S. F. to L. A.	June 9
Wapama	San Diego	June 9
Beaver	Los Angeles	June 10
Klamath	San Diego	June 10
Northern Pacific	San Francisco	June 10
Harvard	S. F. to L. A.	June 10
Bear	Los Angeles	June 18

Movements of Vessels.

PORTLAND, June 7.—Arrived—Steamer Atlas, from San Francisco; schooner Honolpu, from Callao. Sailed—Schooner A. F. Coats, from Wauna for Hilo.

Astoria, June 7.—Arrived at 12:35 P. M.—Steamer Great Northern, from San Francisco. Arrived down at 2:45 P. M., schooner A. F. Coats. Arrived at 2:45 and left up at 4 P. M.—Steamer W. S. Porter, from Port San Luis.

SAN FRANCISCO, June 7.—Sailed at 1 P. M.—Steamer Bear, from San Pedro for Portland. Arrived at 3 P. M.—Steamer Northern Pacific, from Flavel, June 6—Arrived at 9 P. M.—Steamer Oleum, from Portland.

Seattle, June 6.—Tug Henry J. Biddle, from Anchorage for Portland, was 10 miles off Sisters Light at 8 P. M.

SYDNEY, June 7.—Arrived—Schooner Geo. E. Billings, from Columbia River.

Astoria, June 6.—Arrived at 9 and left up at 11:30 P. M., steamer Atlas, from San Francisco.

Seattle, June 7.—Arrived—Steamers Humboldt, from Southeastern Alaska; Northwestern, from Southwestern Alaska; Aroline, from Anchorage.

San Francisco, June 7.—Arrived—Steamers Westerner, from Santa Rosalia; Northern Pacific, from Astoria. Sailed—Steamers Congress, for Seattle; Bear, for Portland.

Yokohama, June 6.—Arrived—Steamer Buye Maru, from San Francisco; Pennsylvania, from San Francisco.

Balboa, June 5.—Sailed—Steamer J. A. Moffett, for San Francisco.

Marconi Wireless Reports.

(All positions reported at 8 P. M., June 7, unless otherwise indicated.)

Lurline, Honolulu for San Francisco, 1994 miles from San Francisco June 6.

Sheridan, Manila for San Francisco, 1605 miles from San Francisco, June 6.

Congress, San Francisco for Seattle, off Point Arena.

Willamette, Grays Harbor for San Francisco, 30 miles south of Point Arena.

Bear, San Francisco for Portland, off Point Arena.

Queen, Seattle for San Francisco, nine miles south of Mendocino.

Drake, Point Wells for El Segundo, 250 miles north of San Francisco.

Mills, Matinee for Seattle, 255 miles south of Seattle.

News From Northwest Ports.

GRAYS HARBOR, Wash., June 7.—(Special.)—The steamers Hoquiam, Siwa and Fair Oaks are expected to arrive tomorrow from San Francisco, while the Doris and Daisy Gadsby are due the latter part of the week from San Pedro.

The steamer Daisy Putnam cleared for San Francisco from the Eureka mill with the recently launched steamer Daisy Matthews in tow. Machinery will be installed in the Matthews at San Francisco.

The steamer Multnomah will clear tomorrow after being in port four days, or twice as long as usual.

The schooner Expansion has shifted to the Anderson-Middleton dock from the Lindstrom yards and will start loading this week if longshoremen can be secured.

COOS BAY, Or., June 7.—(Special.)—The gasoline schooner Patsy arrived in port from Portland at 7 o'clock, bringing merchandise. The Patsy was permitted to discharge a portion of her cargo today at the Ocean dock.

GARDINER, Or., June 7.—(Special.)—The gasoline schooner Parsifal arrived in port yesterday with a general cargo of freight for the stores of Gardiner and Reedsport.

ASTORIA, Or., June 7.—(Special.)—The tug Goliah sailed this evening for Puget Sound with the dredge Tacoma in tow.

The crew of the schooner A. F. Coats has finished loading that vessel at Wauna, and she was brought down by the tug Wallula this afternoon. The Coats will probably sail tomorrow for the Hawaiian Islands.

Bringing a cargo of fuel oil for Astoria and Portland, the tank steamer Atlas arrived during the night from California.

The steamer Great Northern arrived this afternoon from San Francisco, bringing passengers and baggage, but no freight or express.

The tank steamer W. S. Porter arrived this afternoon from California, bringing a cargo of fuel oil for Portland.

Marine Notes.

That the river will attain a stage of 16.5 feet here Saturday is the prediction of District Forecaster Beals, whose reports yesterday showed gains in the Snake and Columbia, the most being an increase of 1.2 feet at The Dalles. As the stage there was 26.3 feet and what is known as the flood stage is 40 feet above zero, the rise so far is not material.

Leaving San Francisco at 1 o'clock yesterday afternoon the "Big Three" liner Bear is due here tomorrow afternoon with a number of passengers.

It is reported from San Francisco that United States Inspectors Guthrie and Dolan are to make their decision in a few days on the Roanoke case, the vessel having foundered recently south of the Golden Gate, and the story circulated was that she was overloaded. As the Roanoke operated between Portland and California harbors until a short time before she went south to ply between San Francisco and Mexican and Central American ports, her loss with 47 lives, only three being rescued, caused general regret.

Tides at Astoria Thursday.

	High.	Low.
5:13 A. M.	6.4 feet	0:06 A. M. 3.4 feet
6:37 P. M.	7.4 feet	11:57 A. M. 1.4 feet

Vessels Entered Yesterday.

American steamer Atlas, cargo of oil, from San Francisco.

Vessels Cleared Yesterday.

American steamer Atlas, ballast, for San Francisco.

Columbia River Bar Report.

NORTH HEAD, June 7.—Condition of the bar at 5 P. M.—Sea, smooth; wind, northwest, 30 miles.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

Low Fares East

Round-trip Summer excursion tickets on sale daily from June 1, to Middle West and to East-States and Canada.

THROUGH TRAINS

The finest, daily, to Eastern terminals, Chicago, St. Louis.

Northern Pacific Ry.

The Yellowstone Park Line

LOW HOMESEEKER FARES TO MONTANA

Interesting. Let us explain.

TO CALIFORNIA—Have your ticket read from Portland via "G. N. P. S. S. Co.," new, fast, palatial steamships.

Tickets, east, north; boat to California; to Alaska, one way or round trip; sleeping car or boat reservations, etc.

A. D. Charlton, A. G. P. A., Portland Or.
255 Morrison St.
Phones: Main 244, A 1244

ITCHING ECZEMA FOR SIX MONTHS

Face and Body Covered with Blisters. Started to Spread. Child Very Cross and Could Not Sleep.

HEALED BY CUTICURA SOAP AND OINTMENT

"My niece suffered with itching eczema for nearly six months. Her face and body were covered with blisters which broke open and started to spread, and as soon as one blister opened a few days later more eruptions would appear. Her face was a fright to look at and the child was very cross and could not sleep nights.

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