GENERAL STRIKE IS FEARED ON COAST

San Francisco Chamber Asks Secretary of Commerce in Telegram to Step In.

SHIPPING TROUBLES TOLD

Employers' Union Formed to Promote Harmony, but Men Broke Agreement, Is Statement of Steamship Official.

SAN FRANCISCO, June 12.—With the scene of the Pacific Coast longshoremen's strike mediation conferences transferred to Los Angeles, marine interests settled down tonight to await the outcome of the conferences in the southern city. The waterfront employers' unions of San Francisco and Seattle and Henry M. White, who was appointed mediator by William B. Wilson, Secretary of Labor, will meet with representatives of the strikers.

Acting on the belief that the longshoremen had failed to live up to the terms of the armistice by which the differences apparently were settled tentatively last week, when it was announced the men would return to work with their demands granted pending the final settlement of the controversy, the executive committee of the San Francisco Chamber of Commerce sent a lengthy telegram tonight to Secretary of Commerce William C. Redfield at Washington, which charged:

"That the longshoremen violated the terms of a working agreement with the Waterfront Employers' Union, entered into on December 23, 1915, when, on May 19 last, their union notified the employers' union that the agreement would terminate at all Pacific Coast ports on June 1, although the agreement stipulated that it should remain in force until either side had given the other 60 days' notice of its termination.

"The strike was called on June 1.

Broken Terms Cited.

"That, although last week's armistice provided the men should return to work with all demands granted during the conference, the longshoremen had broken its terms at Port Costa, Tacoma, Crockett, Cal., and San Pedro.

"That, although Secretary of Labor Wilson telegraphed to the International Longshoremen's Union on June 3 urging them to resume operations and comply with the 60-days' notice clause of their agreement with the employers' union if they desired a change in wages or working conditions, this request was ignored."

The telegram closes: "The commercial interests of the Pacific Coast ports are seriously threatened by what promises to develop into a general strike on the entire Pacific Coast, with very far-reaching effects. Accordingly, we call upon you as the representative of the Department of Commerce to co-operate with the Secretary of Labor in his effort to handle the situation with the view of conserving the commercial opportunities and activities of the Pacific Coast."

The telegram was framed after a meeting of the executive committee at which it was stated that contrary to the agreement under the armistice, the longshoremen were refusing to load vessels at Crockett, Port Costa, Tacoma and San Pedro. In reply to a request for a statement of the employers' side of the controversy up to the time of the armistice, Carey W. Cooke, manager of the American-Hawaiian Steamship Company, told the executive committee today:

Harmony Is Sought.

"Prior to 1914 steamship owners and their contracting stevedores were suddenly asked to grant the demands of labor for changed working conditions, or have the men walk out. This condition caused the formation of the Waterfront Employers' Union early in 1914. Its objects were to meet the demands of labor, to forestall any unreasonable or hasty action by employers or employees by joint conference, and to promote harmony."

Mr. Cooke said the agreement contained clauses providing that it should remain in force until one side had given the other 60 days' notice of its termination, and that under no circumstances should work be stopped in case of dispute, but that the dispute should be taken up by the conference committees of both unions.

In including Mr. Cooke said:

"The employers are now and have been, since notice was received, willing to grant an increase of wages and are willing to waive the 60 days' notice in so far as the wages, in this instance, are concerned. The sole point at issue is the observance of the agreement and the continuance of work under a plan where grievances are taken up and adjusted amicably and strikes avoided."

SAN PEDRO MEETING PLANNED

Mediation Conference to Discuss Situation With Railways.

SAN FRANCISCO, June 12.—The mediation conference in the Pacific Coast longshoremen's strike meeting here today broke up early in order that the representatives of the union men, waterfront employers' unions of San Francisco and Seattle and Federal mediator Henry M. White might make the train to Los Angeles to meet there tomorrow with similar representatives of the Southern Pacific, Pacific Electric, San Pedro, Los Angeles and Salt Lake railroads.

The conference here today devoted its attention particularly to the San Pedro situation, where the railroads named have refused to grant the closed shop rule demanded by the Pacific Coast longshoremen who struck June 1. They returned to work last week where their demands of increased wages and the closed shop were granted tentatively.

J. J. Foley, president of the Pacific Coast district of the union, who will go to Los Angeles with three members of the district executive committee, said no concessions had come from the stevedores who are holding out on the longshoremen's demands.

SECTION HANDS LOAD TIES

Los Angeles Union Passive in Urgent Repair Rush.

LOS ANGELES, June 12.—The loading of a carload of ties, declared by the Southern Pacific Railroad to be urgently needed for repair work in the Imperial Valley, marked the only activity at the docks at San Pedro Harbor today. Striking longshoremen and employers both declared they were awaiting results of the conference here tomorrow before taking any further action.

The ties were loaded on a car by Mexican section hands of the railroad, who were brought here from the Imperial Valley. Officials of the Longshoremen's Union said they made no protest against this work, as railroad officials explained the shipment was urgently needed.

OAKLAND ADMEN ARE GUESTS IN PORTLAND EN ROUTE TO CONVENTION IN SPOKANE.

The stevedores have charge of the transfer of the merchandise and other goods from steamers to railroad cars at the harbor, and will insist that the railroads as well as ship owners agree to the wage-increases demanded, according to James Reid, secretary of the San Pedro Union.

The meeting here tomorrow of Henry M. White, Federal mediator, with the union employes and their employers, will be held at the Chamber of Commerce. Arrangements for the meeting were completed today by Captain Charles T. Connell, in charge of the local immigration office.

SEATTLE REJECTS DEMANDS

Port Commission to Await Labor Executive Board Conference.

SEATTLE, Wash., June 12.—None of the demands of the International Longshoremen's Association will be granted at Seattle's $10,000,000 public terminals until after a conference is held with members of the executive board of the labor organization.

This decision was reached today at a special meeting of the port commission. President Robert Bridges, who has just returned from the conference between members of the Waterfront Employer's Union and officers of the International Longshoremen's Association, held in San Francisco, said that no changes in wages or conditions of labor will be tolerated at the public terminals until agreement is reached with the executive board of the longshoremen's association.

H. Dugan, representing the Seattle local of the waterfront workers, said the longshoremen had been given to understand that the closed shop would exist, effective immediately, and that the men would go to work under the new wage scale and conditions of labor.

Mr. Bridges informed Mr. Dugan that the port would have nothing to do with representatives of the Seattle local and would make no changes at the public terminals until after the return to Seattle of members of the executive board of the longshoremen's association.

MEN PAID FOR "JOY RIDE"

Time Spent Shifting Vessel Costs Company $50.

TACOMA, Wash., June 12.—(Special.)—Longshoremen were paid $50 for a "joy ride" on the Admiral Dewey, when the steamer shifted from dock to dock to finish up loading cargo. The workers were paid at the rate of $1 an hour for Sunday labor, according to the new schedule, which meant big expense to the owners.

The Admiral line steamer left approximately $1800 among longshoremen in this port, as she worked 50 men from late Saturday night to early this morning.

Union longshoremen refused to work on the steamer Colusa today, because the Sperry Flour Company had not signed the agreement. The Colusa shifted into the stream to load lumber for the West Coast.

MRS. PRESTON IS UPHELD

LOYALTY IS EXPRESSED TO SUPERINTENDENT OF CLARKE SCHOOLS.

Answer Made to Mrs. E. Sterling for Recently Published Reports That Are Declared Malicious.

VANCOUVER, Wash., June 12.—(Special.)—Mrs. Elizabeth Sterling, until recently Superintendent of the Schools of Clarke County, has just received an answer to the recently published attacks upon Mrs. Josephine Preston, State Superintendent, of Olympia. Charges were made that Mrs. Preston was abusive to subordinates and extravagant. Those remaining in the service, unknown to Mrs. Preston, have signed a statement denying these and other charges and expressing the utmost confidence in their superior.

This statement follows:

Such erroneous, malicious and willfully misleading reports have been given publicity through the press of this state concerning the conduct of the office of State Superintendent of Public Instruction under the administration of Mrs. Josephine Corliss Preston, that we, the undersigned members of the office force of the State Department of Education, believing that a correct statement is due to the people of this state, wish to take this opportunity to say:

That we have every confidence in Mrs. Preston as a woman and as an official.

That the criticism of the treatment accorded the members of the office force is entirely unjustified; that the members of the office force have received nothing but the most courteous treatment at all times, and that all that is expected of any member of the office force is that a day's work be given in return for a day's pay.

We wish to state further that it is our opinion, based upon close observation of the management of this office, that the criticism of mismanagement, abuse of women subordinates and extravagance are entirely unwarranted and without foundation; that they are being circulated and given publicity through the press by former appointees who, to our knowledge, have repaid kindness and courteous treatment by disloyalty and treachery. The self-elimination of this disloyal faction is a source of intense satisfaction to the present office force.

This statement is made upon our own initiative and unknown to Mrs. Preston.

Arthur Wilson, assistant superintendent; Bert C. Ross, acting deputy superintendent; Mary Dubois Fowler, secretary; Rose R. Fowler, Robert Creighton Wright, Pearl Ellis Powers, A. Melkus.

Mrs. Colby Guest.

Mrs. Clara B. Colby will be honor guest at a luncheon to be given today at noon at the Chamber of Commerce under the joint auspices of the State Woman's Press Club and the Political Science Club. Mrs. Mary H. Ford will be a speaker.

BIG PARTY ON VISIT

Oakland Delegates to Admen's Convention Stop for Day.

SPOKANE OBJECTIVE POINT

Luncheon Given by Chamber of Commerce and Portland Admen Are Hosts for Auto Drive, Highway Trip and Dinner.

The biggest party of Oakland men and women that has visited Portland since the 1913 Rose Festival bowled in yesterday in two special cars on the way to Spokane, as the official delegation to the Pacific Coast convention of Advertising Men.

They stopped over for the day and were guests of the Portland Ad Club and the Chamber of Commerce at luncheon at the members' council meeting of the Chamber at noon.

The Portland Admen bundled the whole party into automobiles immediately after the luncheon and hurried them out for a trip over the Columbia Highway. At 6 o'clock a banquet was given them at the Oregon Grill and immediately thereafter the Admen had a theater party at Pantages.

The Oaklanders brought with them several thousand feet of motion-picture film advertising Oakland, which was shown at the afternoon and evening programmes at Pantages.

Throughout the day the booster songs of the visiting Admen rang all over the city, wherever they went, and they were still singing with undiminished vigor when their train pulled out for Seattle at 11 o'clock at night. They will stay over a day in Seattle and go from there to Spokane, where the convention will be held, June 15-17.

W. W. Cribbins, president of the Oakland Ad Club, and leader of the party, was the principal speaker for the visitors at the luncheon yesterday and he laid emphasis in his address upon the importance of co-operation between cities of the Pacific Coast, for the growth not of any one city, but for the uniform growth and prosperity of the entire Coast.

Tom A. Cody, advertising manager of the Sacramento Bee, was the only representative of the Sacramento club in the party.

The whole California delegation is going to Spokane "loaded" to win the convention for Oakland in 1917.

Following are the members of the official delegation from Oakland to the convention, many of whom were accompanied by their wives and families: William H. Barry, R. C. Bitterman, Clifton E. Brooks, William F. D. Brown, J. D. Borroughs, Kent Castle, Walter W. Cribbins, George A. Cummings, George W. Fitch, Lewis Gear, K. L. Hamman, Max Horwinski, George Hughes, Herbert Jackson, George Ludlow, J. E. Mauerhan, J. R. Munsell, Romaine Myers, Lance Richardson, district passenger and freight agent, Southern Pacific Company; S. E. Shermantine, member executive committee; Charles Wade Snook, A. H. Peterson, will deliver the address. The pupils of the school will participate in the exercises.

The entertainment committee of the day will include: Mrs. H. R. Albee, Mrs. William Reid, Mrs. R. M. Burley, Mrs. John Pearson; Mrs. C. B. Woodworth, Mrs. A. M. Haradon and Mrs. J. D. Corby.

Roosevelt Supporter Demands Explanation.

"I Voted for Theodore; Why Wasn't He Nominated?" Is Naive Query.

"I WANNA see my ballot!" demanded an excited person, with a pronounced German accent, of Deputy County Clerk Bush yesterday morning

"What's that?" queried the deputy not certain that he heard correctly.

"I wanna see my ballot," repeated the visitor.

"What's the idea?" asked Mr. Bush, scenting a joke.

"Why wasn't Teodore Roosevelt nominated? I wrote his name in on my ballot and I wanna know if it was counted," was the serious reply.

The stranger went away in apparent disgust, after it had been explained, painstakingly, that his ballot would closely resemble thousands of others and that he was asking too much to have it dug up at this time, even if there was a possibility that his vote for Roosevelt had not been counted.

PYTHIANS TO CELEBRATE

Memorial Will Be Held by Ivanhoe Lodge Tonight.

Memorial services will be held by Ivanhoe Lodge, Knights of Pythias, tonight at the hall of the lodge, Eleventh and Alder streets. Senator Gus C. Moser will deliver the memorial address.

The officers of the lodge will also be assigned to their various stations as follows: Cliff R. Meloney, chancellor commander; Martin C. Larson, vice-chancellor; Thomas E. Dowling, master of work; Ed M. Lance, keeper of records and seal; Thad L. Graves, master of finance; Charles O. Sigglin, master of exchequer; William Powell, prelate; Clarence E. Yeager, master-at-arms; Harold E. Selwood, inner guard, and Frank Kaufman, outer guard.

WARNINGS TO BE GIVEN

Weather Bureau to Work With Forest Service Against Fires.

The United States Weather Bureau in Portland is to co-operate more closely than ever with the forest service in combating forest fires. Warnings of weather conditions will be issued daily by Weather Forecaster Beals.

In order that accurate forecasts may be made by the Portland office nine of the forest lookout stations in different sections of this district will be equipped with apparatus for telling weather conditions. The rangers at those stations will take observations and notify Mr. Beals.

THIEF, TAKEN, CONFESSES

Two Also Accused of Receiving Goods and Falsifying Record.

Within a few minutes after his arrest by City Detectives Hellyer and Tackaberry, a confession was procured from August Perry, aged 19, charged with the robbery of Arthur Ahlefeld's apartment, 206½ First street. With him was arrested Edward Johnson, of Seattle, charged with vagrancy. Perry has a Police Court record.

The stolen articles were sold to Mike Fives and Sam Goldstein. Both were arrested and released under $100 bail, on the charge of having received the goods without securing a proper signature, and with having falsified the record.

LOCAL WORK NOT IMPEDED

Advance in Price of Wire Affects Forest Service Elsewhere.

The great advance in the price of telephone wire, which is expected to cause a material curtailment in the programme for the construction of telephone lines in National forests of the United States, will have no great effect on the work in this district, according to officials of the Portland office.

The forests in this district are well equipped with telephone lines and, as a consequence, it had been planned to put in but a small amount of new lines this Fall and next Spring.

SUIT OVER WOMAN BEGINS

Gladstone Councilman Is Defendant in $15,000 Action.

OREGON CITY, Or., June 12.—(Special.)—The $15,000 alienation suit of Ben E. Starke against F. E. Goodman, a member of the Gladstone City Council, will be tried before a jury in Circuit Judge Campbell's court tomorrow.

Mr. Starke alleges that Goodman took his wife to Portland and wronged her. The plaintiff declares that he caught the two together in a room in a Portland hotel.

Mrs. Starke, the woman in the case, is said to have disappeared.

"SCHOOL" TO BE OPENED

FLAG WILL BE PRESENTED TO AGRICULTURAL INSTITUTION.

Daughters of American Revolution in Charge and George Stapleton Will Deliver Address.

The formal opening of the Junior Agricultural School at Gresham under the leadership of Dr. James D. Corby will be observed Wednesday with a special celebration which will include a programme in honor of Flag day.

The school, which was started some time ago for the purpose of teaching boys the wholesome surroundings of farm life, has a good number of students. The plan is to give a real home and at the same time an education to boys who need a helping hand.

The Flag day ceremonies, which will be held at 4 P. M. Wednesday, will be under the auspices of the Daughters of the American Revolution. A flag will be presented to the school on behalf of that organization. George Stapleton

CONFERENCE HELD; STRIKE UNCHANGED

River Steamboat Men Said to Hold Out for Original Demands Throughout.

UNION RECOGNITION ISSUE

Refusal of Longshoremen to Handle "Unfair" Cargoes Looked Upon as Factor Which May Bring About Settlement.

It is not believed that the strike of members of the River Steamboatmen's Union, which has been in effect since June 1, is particularly changed as a result of a conference yesterday between representatives of waterfront unions and employers. The latter will report today at a meeting of the steamboat owners.

The meeting was held at the office of B. T. McBain, superintendent of the Willamette Navigation Company, in the Pittock block, Mr. McBain being one of the committee representing the owners. Others were Captain J. W. Shaver, of the Shaver Transportation Company, and Captain A. W. Graham, of the Oregon City Transportation Company.

T. M. Schemell, president of the River Steamboatmen's Union, with others from that organization, as well as officers of the longshoremen's unions, met the employers, and a general statement is said to have been made of the position of the men, their demands and the effect the strike was having on the movement of freight handled by the river vessels that is destined for transshipment on ocean carriers.

Owners have paid $45 a month since June 1, an increase of $5 on most steamers, and regular passenger and freight vessels lay over one day each week, but operators of towboats contend it would not be possible for them to give the men one day off in every seven, while all aver that overtime is out of consideration and that they will not recognize the union.

On the other hand, the men are said to insist on the latter feature as strongly as others in their demands. Being allied with the longshoremen, and the fact notice has been given that cargo carried by river vessels worked by nonunion crews will not be handled by the longshoremen, is regarded by them as a factor in support of their campaign.

There also enters into the situation the desire of the longshore workers to bring about peace on the river, so there will be no "unfair" cargo, which would give them the same volume of work as before, while now they must not handle paper, shipments of which normally move in considerable volume, or other freight that comes within the "forbidden" class.

The steamer Lurline, of the Harkins line, operating between Portland and Astoria, resumed her regular schedule yesterday, which means she will leave Portland every morning and Astoria at night. Since the strike she has been making three trips a week. The O.-W. R. & N. steamer Harvest Queen is operating on the latter plan, but is expected to go back to the daily timecard.

CHANNEL INSPECTION TODAY

Commercial, State and Federal Interests to Make Run.

Annual inspection of the channel from Portland to the sea, which means a journey from this city to the Columbia River lightvessel, will be undertaken today by the navigation committee of the Chamber of Commerce, the Oregon State Board of Pilot Commissioners, Government officers and a representative of the Columbia River Pilots' Association.

The inspection is to be made aboard the lighthouse tender Manzanita, which will leave Albers dock at 7 o'clock this morning. The party plans to make the trip outside so as to return to Astoria in time for the night train for Portland. Among those expected to go are Harry Pennell, W. P. LaRoche, Alfred Tucker, C. G. Wilson, Edward C. Judd, Captain Macdonald, of the tanker W. F. Buck, W. D. B. Dodson, G. B. Hegardt and probably others.

CLARK IS BRINGING CEMENT

Charterers of Vessel Have Signed Up With Longshoremen.

No question appears to be up relative to the steam schooner O. M. Clark being discharged here. Her arrival is looked for today and she has a full load of cement consigned to the Parr-McCormick line. The latter paid the new longshore scale last week for discharging the steamer Bowdoin and as the Clark is under charter to the California South Seas Navigation Company, which has signed up with the longshoremen at San Francisco, the steamer is to be worked here.

The steam schooner Olympic is loading lumber at St. Johns and the Yosemite will be the next in to work lumber, her cargo being ready at St. Helens. San Francisco advices are that many of the steam schooners remain tied up, as the lumber interests say they will not meet the demands of the longshoremen.

NEW SUMMER RESORT OPENED

Captain Brown Establishes Watering Place on River at Pasco.

PASCO, Wash., June 12.—(Special.)—Captain F. C. Brown, who has been engaged in Columbia River transportation out of Pasco for several years, and his son Creston have opened a Summer resort on the Columbia River at this place.

The old wharf has been converted into a dancing pavilion over the water and seats and tables have been arranged for visitors. Bath-houses and booths have been erected and a supply of bathing suits, boats and other aquatic apparatus have been installed.

Knights Templar on Turbiners.

Knights Templar from all coast cities will be aboard the steamer Harvard when she leaves San Francisco Saturday for San Diego, where the annual convention of the order opens June 19. Frank Bollam, Portland agent for the line, received word yesterday of the vessel being chartered for the voyage and further that the Yale leaves the Golden Gate at 2 o'clock Sunday afternoon for Los Angeles, that being a special trip. The sailing of June 19 from San Francisco has been canceled.

Hydrographic Office Notes.

Captain Grant, pilot for the O. S. K. line, reports passing a sunken scow about 9:30 A. M. June 10, about one mile west-northwest of West Point light. Scow was awash with four posts above water.

The master of the tug Goliah reports by radio having lost a spar from the dredge Washington 24 by 24 and 30 feet long, with a heavy iron shoe on one end, at 6 A. M. June 8, 12 miles west-southwest from Grays Harbor bar.

Captain R. D. Trodgett, of the Winslow, reports that at 3 P. M. April 7, 1916, in latitude 20:38 S., longitude 161:2 W., he passed very close to what appeared to be a sharp pinnacle rock with about 20 feet of water on it. Also, January 23, 1916, between latitude 25:38 S. and 26 S., longitude 172 W. to 173 W., passed within one mile of a patch of discolored water about 250 feet in diameter. Had no observation for three or four days.

VACATION TRIPS PLANNED

California to Be Mecca of Teachers When School Days End.

Marked increase in passenger travel by water is prospective after this week, because of the closing of schools and already a number of reservations have been made on steamers due to depart Saturday and Sunday. Some of the teachers contemplate California tours that extend as far as San Diego, the exposition being the attraction there and others are bound for San Francisco and Los Angeles.

There will be some early vacationists on the Bear, sailing this afternoon, also the turbiner Great Northern, the train express connecting with which leaves 9:30 o'clock this morning. The next northbound steamers, the Northern Pacific and Beaver, due tomorrow, will bring Californians bent on spending visits here and by July 1 it is said the season will be on in full swing along the Coast.

Strong Northwester Outside.

Like the small boy who enjoys coasting down hill, but regrets the long pull upgrade for another start, Captain May, of the gasoline schooner Mirene, which sailed yesterday for Waldport, says the northwester prevailing outside is a big help on the southbound voyage, sails being often used and engine expense eliminated. On the northbound trip, however, he says the head wind works differently and on the last run he put into the Siletz and Tillamook to escape it and then on the way from the latter harbor to the Columbia River was 11 hours, whereas five hours is the time ordinarily. The vessel brought cheese and loaded back with 52 tons of merchandise.

Marine Notes.

Demands formulated for increased pay by marine engineers along the Coast, decided on at a meeting convened here last month, are expected to be acted on by vessel owners this week.

There is to be a regular meeting of the Port of Portland Commission at 4 o'clock this afternoon, the session having been postponed from Thursday owing to lack of a quorum.

E. C. Gillette, superintendent of naval construction of the Bureau of Lighthouses, reached the city yesterday from Washington by way of California and from Portland continues to Puget Sound to inspect work on the new tender Rose, which is being completed at Seattle. He inspected the new tender Cedar at Long Beach, Cal., and spent part of yesterday inspecting her boiler, which is being turned out here by the Willamette Iron & Steel Works.

That the schooner H. K. Hall will load here for Australia on her next voyage, was reported yesterday in shipping circles. She will return from her present voyage to South Africa via the Golden Gate.

Four gangs of longshoremen began loading the British steamer Photinia with railroad ties at Kalama yesterday, though two gangs were discharged in the afternoon after some cargo had been loaded forward so the vessel was "down by the head" to permit of an inspection of her propeller. She will probably load about 4,000,000 feet in all, and it is expected that four gangs will be returned to work today.

District Forecaster Beals says the river will reach 17.1 feet above zero here today and 17.2 feet tomorrow, being stationary Thursday and Friday. For 24 hours ending at 8 o'clock yesterday morning the rise only registered three-tenths of a foot.

About the time Harbormaster Speier was requested yesterday to make a search for a launch and three youths, who had undertaken a voyage through the sloughs Sunday, the missing ones returned home. They had spent the night on shore through an engine breakdown.

News From Northwest Ports.

GRAYS HARBOR, June 12.—(Special.)—The Hoquiam cleared last night for San Francisco, after being in port just 26 hours. This is by far the fastest time made since the strike 12 days ago.

ASTORIA, Or., June 12.—(Special.)—The gasoline schooner Ahwaneda arrived today from Coast points with freight.

A force of longshoremen commenced work this morning loading the schooner Alumna, which is at Knappton.

Forty-five men are loading cargo on the steamer Great Northern today, and she will have a full load when she sails tomorrow.

The tank steamer Frank H. Buck arrived today from California with fuel oil for Portland.

COOS BAY, Or., June 12.—(Special.)—The gasoline schooner Relief sailed this morning at 4:30 for Siuslaw River.

Arriving today, the steam schooner A. M. Simpson put in at 4 A. M.

The steamship F. A. Kilburn arrived from Portland last night at 7 and sailed this afternoon at 5 o'clock for San Francisco and Eureka.

Longshoremen are loading no lumber carriers on Coos Bay, owing to the Shipowners' Association refusing to pay the increased rates.

The steam schooners Yellowstone and A. M. Simpson are being loaded by mill superintendents and men from the mills.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Great Northern	San Francisco	In port
Beaver	Los Angeles	June 14
Northern Pacific	San Francisco	June 14
Breakwater	San Diego	June 16
Rose City	Los Angeles	June 19
F. A. Kilburn	San Diego	June 23

DUE TO DEPART.

Name.	For	Date.
Bear	Los Angeles	June 13
Great Northern	San Francisco	June 13
Harvard	S. F. to L. A.	June 14
Northern Pacific	San Francisco	June 15
Yosemite	San Diego	June 15
Yale	S. F. to L. A.	June 16
Breakwater	San Diego	June 17
Beaver	Los Angeles	June 18
Rose City	Los Angeles	June 23
F. A. Kilburn	San Diego	June 23
Klamath	San Diego	June 24
Wapama	San Diego	June 24

Movements of Vessels.

Astoria, June 12.—Arrived at 11:50 A. M., gasoline schooner Ahwaneda, from Bandon and way ports. Arrived at 3 P. M., steamer F. H. Buck, from Monterey.

San Francisco, June 12.—Arrived at 9 A. M., steamer W. S. Porter, from Portland. Sailed at noon, steamer Beaver, from San Pedro for Portland.

Coos Bay, June 12.—Arrived at 6 last night, steamer F. A. Kilburn, from Portland, for San Diego via way ports.

Hollo, June 2.—Sailed—Steamer Hudson Maru, for San Francisco.

San Francisco, June 12.—Arrived—Steamers Rainier, from Port Ludlow; Alliance, from Corinto; Adeline Smith, from Coos Bay; Governor, from Victoria; Captain A. F. Lucas, from Prince Rupert; W. S. Porter, from Astoria; Centralia, from Salina Cruz; Enterprise, from Hilo. Sailed—Steamers Hilonian for Honolulu; Thor, for Nanaimo; Bear, for Portland.

Seattle, June 12.—Arrived—Steamer Prince George (British), from Prince Rupert. Sailed—Steamers Congress, for San Diego, Admiral Evans, for Southwestern Alaska, Aroline, for Anchorage; Admiral Dewey, for San Francisco; Prince George (British), for Southeastern Alaska.

Nagasaki, June 11. — Arrived — Steamer Tjikembang, from San Francisco.

Yokohama, June 10.—Arrived—Steamers Ixion, from Seattle, 11th—China, from San Francisco. Sailed, 12th—Steamer Shinyo Maru, for San Francisco.

Shimonoseki, June 12.—Sailed—Steamer Unkai Maru No. 5, for Vancouver.

Marconi Wireless Reports.

(All positions reported at 8 P. M. June 12 unless otherwise designated.)

Lurline, Honolulu for San Francisco, 555 miles from San Francisco June 11.

Manoa, San Francisco for Honolulu, 382 miles from San Francisco, June 11.

Columbia, Payta, for Honolulu, 793 miles from Honolulu June 11.

Atlas and barge 91, Richmond for Point Wells via Astoria, 56 miles from Richmond.

Beaver, San Francisco for Portland, 17 miles north Point Arena.

Governor, San Francisco for San Pedro, 12 miles south Pigeon Point.

Celilo, San Pedro for San Francisco, off Point Montara.

Klamath, Portland for San Francisco, 42 miles south Point Arena.

Hilonian, San Francisco for Seattle, 15 miles north Point Reyes.

Asuncion, Port Angeles for El Segundo, 100 miles west of El Segundo.

Breakwater, San Diego for San Pedro, 35 miles south of San Pedro.

Multnomah, San Francisco for San Pedro, 30 miles north of San Pedro.

Queen, San Pedro for San Francisco, 15 miles east of Point Concepcion.

Drake, El Segundo for Seattle, 265 miles north of San Francisco.

El Segundo, Point Wells for Richmond, 234 miles north of Richmond.

Kilburn, Coos Bay for Eureka, 32 miles south of Coos Bay.

Mills, Seattle for Martinez, 249 miles south of Seattle.

Columbia River Bar Report.

SOUTH HEAD, June 12.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, 14 miles.

Tides at Astoria Tuesday.

High.	Low.
11:18 A. M....6.2 feet	6:00 A. M....-0.3 foot
10:37 P. M....9.5 feet	4:25 P. M....3.5 feet

Vessels Entered Yesterday.

Gasoline schooner Mirene, general cargo, from Coast ports.

Vessels Cleared Yesterday.

Gasoline schooner Mirene, general cargo, for Coast ports.

SMALL ERUPTIONS ITCH AND BURN

On Forehead. Skin Red and Inflamed. Irritating, Disfigured Face. In Short Time

HEALED BY CUTICURA SOAP AND OINTMENT

"Some time ago small eruptions appeared on my forehead which proved very annoying to appearance and also to comfort. The appearance of the breaking out was a very dense rash, the skin being both red and inflamed. The breaking out would at times itch and upon scratching it, it would burn. It was certainly irritating and disfigured my face.

"I wrote for a free sample of Cuticura Soap and Ointment. The sample afforded almost instant relief so I bought more and in a short time I was healed." (Signed) Miss Daisy Austin, R. R. No. 1, Box 53, Walla Walla, Wash., July 1, 1915.

Sample Each Free by Mail

With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.

GUIDE MAPS OFFERED

DATA ON COLUMBIA GORGE NATIONAL PARK AVAILABLE.

Public Comfort Station to Be Established at Eagle Creek—Park Is Open to Public.

Ten thousand guide maps to the Columbia Gorge National Park received at the local forestry office, are available to the public and the Forest Service expects to have the public camping grounds on Eagle Creek ready for the use of the people in general this Summer.

The passage of the Taylor bill now before Congress alone remains until work will be launched on the 20-mile highway which will complete the loop around Mount Hood and make possible the circuit trip out on the Columbia River Highway from Portland and back on the Powell Valley road.

"The map includes not only the Columbia Gorge Park," said Assistant District Forester Charles H. Flory yesterday, "but the whole contour of the country about Mount Hood, indicating other recreation centers that have been set aside. It provides a complete guide map for the tourist or camper.

"At Eagle Creek we are working now on the installation of a public comfort station and sanitary system. All the private individual has to do is to move in, set up his tent and camp as long as he pleases. There is no red tape to be gone through, for the park is the property of the American public. About the only rules are the rule to be careful about fires and to keep the camping places in a sanitary condition.

Copies of the guide map may be obtained from the Forestry Office or from the Chamber of Commerce.

BROTHER IS WOUNDED

G. WYNN WILSON HAS LETTER FROM SOLDIER RELATIVE.

David Wilson, of New Zealand, Who Enlisted in First Canadian Contingent, Gets Advancement.

G. Wynn Wilson, of Portland, has just received word that his brother, Sergeant-Major David Wilson, was wounded recently in Flanders, and is now in hospital in Manchester, England. He is a native of New Zealand, and enlisted in the first Canadian expeditionary force in Vancouver, B. C., in August, 1914. He was wounded previously at the time of the first German gas bomb attack, when the Canadians saved the day for the allies at Ypres, a year ago. He returned for duty after four months in English and Scottish hospitals, and was later promoted to be Sergeant-Major of the First British Columbia Regiment.

His letter says:

"I have been in bed since the 5th of May, on which day I was hit. It was up in the international trench in the Ypres salient—about as sweet a spot as there is on the whole western front. The guns and bombs never cease to roar up there, and it is a sort of little hell all the time. The wounds will likely make me walk stiff for a time, and, worst of all, will take a long time to heal, and so keep me in England, instead of in Belgium getting in a few shots in return for what I got."

RHEUMATISM IS EASILY RELIEVED BY CLEANSING THE BLOOD

S. S. S. Gives Quick Relief by Toning Up the Blood.

Yes, but how? A natural question. The answer is that you must cleanse your blood by stimulating it to healthy, vigorous action, so that it will throw off the germs and impurities that cause Rheumatism. The action of the wonderful blood purifier, S. S. S., is to practically renew the life blood, giving it vigor, stimulate the flow, making it throw out the germs and the poison impurities. The excruciating pains of Rheumatism, whether it is the shooting, stabbing Sciatica, the gripping agony of muscular Rheumatism, or aching arms and legs that break up sleep, will be entirely relieved by S. S. S. Don't use nostrums and drugs. Take the blood bath—Nature's blood tonic, S. S. S. Get it at any druggist's, but insist upon S. S. S. Let us tell you about blood diseases. Send for booklet, "What the Mirror Tells," or if yours is a peculiar case, write Swift Specific Co., Atlanta, Ga., but begin treatment at once.