COUNCIL ORDERS JITNEYS REGULATED

Fair Play for Car Company Urged by Organizations at Stormy Session.

MR. DALY STANDS ALONE

Understanding Now Is That Restrictions on Motor Service Will Be Comparable With Those of Railway Organization.

(Continued From First Page.)

motives are bad any more than it does that yours are so."

"Yes," shouted Commissioner Bigelow, "I object to personalities being injected into this. Let him say what he has to say and then sit down. I object to the courtesy of this floor being given to a man like that. It is uncalled for."

Whereupon Mr. Moulton retracted his claims about the "underhand influence of the corporation." He said he meant that the influence was brought about by the company appealing to business men and these men stirring up the company's sentiment.

"That is not a fact," said Mr. Dieck. "When I listened the first time to the appeal made by Mr. Clark, of the company, my feeling was one of revolt because his viewpoint was one of partisanship. Why does not Mr. Moulton challenge the motive of Mr. Daly, who is a strong partisan of the jitney?"

Mr. Moulton went on to say that the people want the jitneys and will have them. He said that the Council's action in now trying to impose a severe franchise has developed since the company made its recent protest. He went on to tell of the improvements in streetcar service occasioned by the advent of the jitney.

"The jitney union applied for a franchise," said Mr. Baker. "That was months ago and we decided soon afterward that the provisions in their franchise would bring no better jitney service than now. The purpose of the franchise as presented was to give the jitney drivers' union a monopoly on the jitney business.

Fair Play Given as Maxim.

"I have been accused of trying to carry water on both shoulders in this jitney proposition. That is not true. I always have been ready and still am to give the jitneys a franchise, but that franchise must be on a basis fair to existing conditions. Fair play is what I want and am going to vote for.

"Naturally now, as at all times when such an issue is up, clever lawyers put up this old threadbare argument about the influence of the powerful railroad corporation. That is a way of creating prejudice. I hold that the streetcar company has a right to present its case when it is the party affected.

"Why does not Mr. Moulton say Mr. Daly is under the influence of the jitney union because he hopes when he goes out of office to get the job as head of the jitney corporation? He favors the jitney because he believes in it. I favor a square deal because I believe in it.

"Has this powerful railway corporation that is talked of so much spread its 'subtle influence' over the members of the Chamber of Commerce, the Progressive Business Men's Club, the Irvington Club and all the others that are petitioning us for a fair deal for the streetcar?

Jitney Coercion Cited.

"During the last election the jitneys displayed on big red banners the slogan, 'Let the jitney live.' The voters, 21,000 to 13,000, voted against the jitney on this ground. Were these 21,000 under the grip of this great corporation? The jitney has said to us, 'We want so and so and won't take anything else.' Is that coercion? If not, what is it?"

W. F. Woodward said that streetcar service in the past had been inadequate in places, but it was not willful. "Thousands of people," said he, "have to depend on the streetcars because they do not have jitney service. If we are going to allow this service to grow and improve we must deal fairly with it. In behalf of the taxpayer, the small home owner who lives in the suburbs beyond the jitney zone and has to depend on streetcar service, I implore you to impose equal obligations on all forms of transportation."

F. T. Richards, of the Progressive Business Men's Club, said his organization had adopted resolutions by vote of 150 to 1 to the effect that where companies give similar service they shall operate on the same basis. "We stand for a square deal and nothing else," he said. He presented the Progressive Business Men's Club resolutions.

C. W. Hodson presented resolutions representing a number of organizations insisting on fair treatment of the streetcar company. "If we have the money right here at home to develop all our resources," said Mr. Hodson, "then let us close the gates and shut out Eastern capital. If we haven't and have to depend on Eastern money let us be fair or it will not come here. Eastern investors are not coming here to be throttled. We have a contract with the Portland Railway, Light & Power Company in the form of franchises. We cannot afford to repudiate these contracts."

Labor for Jitney.

In conclusion Mr. Hodson declared that Mr. Moulton had told him the jitney question involved was one of the open shop or the closed shop and nothing else.

"That is absolutely the truth," said Mr. Moulton. "It is a question of the open or closed shop."

Eugene Smith said the Central Labor Council, with which the Jitney Drivers' Union is affiliated, is behind the jitney and will fight right down the line "to the last ditch" for the jitneys.

The Council left to Commissioner Dieck the task of workng out a proposed franchise grant for the Council to adopt and for the jitneys to take or leave. It will be offered to any jitney organization willing to take it.

Under an ordinance passed by the Council July 19 the jitneys are required to have a franchise by November 15. It was announced yesterday by the Council that if the jitneys are willing to accept the franchise the Council is willing to give, there can be an extension of time for acceptance and working out of the new arrangement. If, however, the jitneys refuse to accept it, it is likely from all present indications that they will be put out of business November 15. The only way this can be averted is for the Council to go back on the ordinance it has adopted.

The jitneys say they will appeal to the voters. An election is to be held in June, and anything the jitneys may wish to submit to the voters can be considered at that time.

AUTO THEFTS ADMITTED

Roy Howard, Held at Roseburg, Says He Stole Car in Portland.

ROSEBURG, Or., Oct. 20.—(Special.)—Roy Howard, aged 23 years, who was arrested recently at Hornbrook, Cal., admitted here today that he stole an automobile belonging to Arthur Ellis at Portland last Saturday night, and another machine owned by Charles Hobbs, of Glendale, Wednesday. He drove the former car to Roseburg, where he abandoned it and walked to Glendale. There he stole Mr. Hobbs' machine and started for San Francisco. He says he was employed in a garage in Portland until a short time ago, but refused to give the name or address of its owner.

Sheriff Quine says Howard is also wanted at Salem and other Oregon cities.

The automobile belonging to A. W. Ellis, 151 East Fifteenth street, was stolen last Saturday night from East Fifteenth and Belmont streets. A reward of $25 has been offered for its recovery according to the police. The police were unable to identify Roy Howard with any of the local garages last night, and believe he was an itinerant garage worker.

DIRECTORS ARE NAMED

PACIFIC STEAMSHIP COMPANY HAS BOARD OF 15.

Five Represent Old Pacific Coast Company, and 10 Pacific Alaska Navigation Company.

SEATTLE, Wash., Oct. 20.—The personnel of the board of directors of the Pacific Steamship Company, recently organized by the Pacific-Alaska Navigation Company and the Pacific Coast Steamship Company to take over and operate the fleets of these two companies November 1, was announced today by H. F. Alexander, of Tacoma, president of the Pacific Alaska Navigation Company and the Pacific Steamship Company. Five of the directors represent the Pacific Coast Steamship Company, and 10 the Pacific-Alaska Navigation Company.

"The representatives of the Pacific Coast Steamship Company on the Pacific Steamship Company's board, as announced today, are William Barnum, New York; Albert H. Wiggin, New York; John I. Waterbury, New York; Washington D. Thomas, Boston; E. C. Ward, Seattle.

The Pacific-Alaska Navigation Company's representatives are H. F. Alexander, Tacoma; William Jones, Tacoma; S. A. Perkins, Tacoma; Chester Thorne, Tacoma; D. C. Jackling, San Francisco; Theodore B. Wilcox, Portland; R. B. Bouchart, Victoria, B. C.; M. A. Arnold, Seattle; James D. Hoge, Seattle; E. H. Stuart, Seattle.

The officers of the Pacific Steamship Company are: President, H. F. Alexander, Tacoma; vice-president, E. C. Ward, Seattle; vice-president in charge of traffic, R. J. Ringwood, San Francisco; treasurer, William Jones, Tacoma; secretary, Admiral E. B. Rogers, Tacoma. The general offices will be maintained in the Pacific Coast Company's building here, but President Alexander will continue to maintain his office in Tacoma.

FRAUD IS STATE AFFAIR

JOINT STOCK LAND BANKS NOT FOR FEDERAL SUPERVISION.

Attorney-General Gregory Rules, and Also Says Farmers Cannot Borrow on Second Mortgages.

WASHINGTON, Oct. 20.—Promoters of fraudulent schemes for organizing joint stock land banks in the new rural credits system cannot be prosecuted under Federal fraud and conspiracy laws, according to an opinion given the Farm Loan Board by Attorney-General Gregory. He replied to the Board's query on the subject by ruling that the alleged frauds apparently fell within the scope of state laws.

The Postoffice Department now is being consulted in an effort to determine whether prosecution can be brought under the postal laws. The Board has received many complaints of swindling and has given public notice that no charter would be issued for any bank in whose organization promotion expenses were paid.

In order to correct a widespread impression that farmers can borrow on second mortgages under the new farm loan system, Herbert Quick, a member of the Board, issued a statement today pointing out that the law expressly prohibits acceptance of second mortgages.

"Under the law," he said, "no mortgages can be accepted except first mortgages. It is the opinion, however, of many bankers and real estate men over the country that where first mortgages are given with low interest rate and long-time provisions, the second mortgage in the hands of private investors will become a much more attractive form of security than under the present system. The opinion is quite general that the second mortgage for part of the purchase price under the system will enable many tenants to become land owners on the basis of making it comparatively easy to get homes of their own. It is hoped by the Board that the system in this way will constantly reduce farm tenantry."

SPAIN TO TEST SUBMARINE

One of Vessels Built in America Leaves on Trial Trip.

QUINCY, Mass., Oct. 20.—The Isaac Peral, one of the new Spanish submarines recently ordered in this country, left the yard of her builders here today for her trial trips. She will be put through maneuvers for four days off Provincetown with Spanish officers and sailors on board, in order that they may have training in handling the craft.

If the boat meets requirements sufficiently, her crew of 20 men will take her across the ocean under convoy, it is expected, of a Spanish cruiser. The submarine is similar to the new M type of the United States Navy and has a large cruising radius.

BAKER DENIES HE SAID IT

Secretary Says He Could Not Even Think of Such a Thing.

ELMIRA, N. Y., Oct. 20.—Secretary of War Baker, when a clipping quoting him as comparing the Mexicans with the American Revolutionists was shown him, denied he had been quoted correctly.

"It is too absurd to be worthy of notice," said he. "I could not think of such a thing, to say nothing of saying it. It is entirely wrong. I did not say anything that could possibly be interpreted that way."

Rochester Republican Rally.

CENTRALIA, Wash., Oct. 20.—(Special.)—A big Republican rally was held at Rochester Wednesday night. Clark V. Savidge, State Land Commissioner, spoke on state and National issues, and Mrs. Josephine Preston, State Superintendent of Public Instruction, discussed the Republican platform pledge for equal suffrage. Messrs. Savidge and O'Leary tomorrow night will address a rally at Tono.

MR. MOORE OUSTED; CEMENT TRIAL OFF

Stockholders' Committee Can Find No Basis for Charge Against Directors.

GRAND JURY NOT STOPPED

John F. Logan Declares Decision Is "Whitewashing" That Had Been Expected and More Suits on Issue Are Predicted.

Criminal action in the Federal Court against certain officers and directors of the Oregon Portland Cement Company will be dismissed.

This was decided yesterday at the conclusion of an investigation made by a committee appointed for that purpose by the company's stockholders. The original action was filed in the name of the company by Aman C. Moore, its vice-president.

The committee found that the criminal charges of trust methods made by Mr. Moore were not sustained, and removed Mr. Moore from the vice-presidency of the company. Several other cement companies also had been mentioned in Mr. Moore's charges as guilty of combining to control prices and divide trade territory.

John F. Logan, one of counsel for Mr. Moore, said last night that the action of the investigating committee was nothing more nor less than a "whitewash" of the officers charged by Mr. Moore with improper conduct.

"Whitewashing" Is Expected.

"There never has been any doubt from the first that the committee would bring in findings whitewashing everybody against whom charges were made by Mr. Moore," said Mr. Logan. "The result was a foregone conclusion ever since the 'investigation' began."

The action of the committee will have no bearing on the investigation under way before the United States grand jury here of charges of combination in restraint of trade and collusion in bids to furnish cement on Government contracts, against various of the 14 companies accused by Mr. Moore.

The grand jury is now on recess, but will reconvene late in October. The cement case is still under consideration by it.

Dr. Smith Joins Mr. Moore.

The members of the board of directors who were present at the meeting which was held in the company's office in the Wilcox building were: A. King Wilson, Chester A. Dolph, Wirt Minor, Aman Moore and Dr. Andrew C. Smith. Besides the objections of Mr. Moore, Dr. Smith offered the only other dissenting vote to the board's proceedings.

Ten minutes after the testimony had all been taken the attorney for the company, Wirt Minor, appeared with the typewritten recommendation of the committee that the suit should be dismissed and Mr. Moore removed. The findings of the committee appointed to conduct the investigation and their two resolutions covered a dozen typewritten pages.

Time for Transcript Denied.

The board refused to pass two amendments offered by Mr. Logan, one of Mr. Moore's attorneys, that the final action of the board of directors be deferred until the United States District Attorney should have acted either in the criminal proceedings or the case of equity; and that action should be deferred until Mr. Logan would have a chance to examine, and have transcribed at his own expense, the testimony that the committee named for that special office was purported to have taken from 22 witnesses.

The committee is composed of A. King Wilson, Chester A. Dolph and George Lawrence, Jr.

That committee was appointed by the stockholders several weeks ago to take the testimony of all those whom it wished to examine to find if Aman Moore's suit against the company was based on facts and to discover if the stockholders whom Mr. Moore accused in his suit had done anything contrary to the anti-trust law. By their decision yesterday they released the accused stockholders entirely from blame.

Testimony Held Secret.

Mr. Logan stamped the proceedings used by the committee as "star chamber" methods and predicted yesterday's result before any of the testimony had been taken.

None of the testimony was taken under oath and none of it has yet been extended into typewritten copies from the stenographic notes.

None of the testimony has been available to the public nor to Mr. Moore or either of his attorneys.

Mr. Logan said last night he had made repeated attempts to get testimoney from some of the employes of the company, but had found his way blocked at each attempt.

Thursday he went to the office of Joe Moore, brother of Clark Moore, sales manager of the company, to discover the whereabouts of C. T. W. Hollister, one of the sub sales agents under Aman Moore and who is still in the employ of the company. He was told that Mr. Hollister's whereabouts could not be divulged.

Action May Be Dropped Today.

At yesterday's meeting of the stockholders, Mr. Logan protested against refusal to allow Aman Moore to get the deposition of Mr. Hollister, who had been sent during the tenure of Mr. Moore to invade that part of Eastern Oregon that he charges was restricted to activities of Eastern Washington cement concerns.

Mr. Logan was told that Mr. Hollister had been in Portland Thursday night, but had again left the city and that the committee had obtained his testimony while he was here for a few hours.

The directors of the company will appear at the Federal Court perhaps today and have the criminal action against the company dismissed.

Mr. Moore, being no longer a member of the company, announced last night that he will file at least one suit and perhaps more than one, for the recovery of personal damages he contends have been done him by the corporation.

JOSEPH COACH STILL ALIVE

Brother Arrested After Report of Threats Against Prosecutor.

MARSHFIELD, Or., Oct. 20.—(Special.)—Joseph Coach, who killed G. T. Treadgold and turned the pistol with which he killed his victim on himself, is hovering yet, with a small spark of life, at Coquille. The physicians in attendance do not expect him to survive another day and he is kept under the influence of opiates.

The bullet Coach fired through his head above the temple was from a 32-caliber pistol. Coroner Fred Wilson held an inquest over the body of Mr. Treadgold, which was today removed to his home in Bandon, where the burial will take place on Sunday. Coach has not regained consciousness.

Arthur Coach, brother of Joseph Coach, was arrested by Deputy Sheriff Laird today at Coquille and placed in the county jail. Information had reached the officers that, being excited by the affair of last night, Arthur Coach had come to Bandon, and on the streets, and by telephone, told various persons he was intending to kill his brother-in-law, Leo J. Cary, attorney, A. J. Sherwood, of Coquille, and District Attorney L. A. Liljeqvist, of Marshfield.

RED MEN HOLD FROLIC

Two Tribes Unite at Vancouver in "Homecoming" Celebration.

VANCOUVER, Wash., Oct. 20.—(Special.)—The Red Men of Vancouver of Kumtux Tribe, No. 3, second oldest lodge in the state, and of Wauna Tribe, No. 73, of Camas, held a home-coming celebration here tonight. Members of both tribes paraded the streets headed by the North Bank band.

A banquet of venison was spread in the Red Men's Hall. Among the state officers present were Grand Sachem Herron, of Puyallup, and Great Senior Sagamore Jensen, of Seattle. A good musical programme was given by Cecil Crocker, Charles McDonald, a quartet, including Brady, Hendricks, Sutherland and McLean; John T. Urquhart and an orchestra.

BANKER HERE 68 YEARS

Thomas G. Hendricks, of Eugene, Recalls Trip Across in 1848.

EUGENE, Or., Oct. 20.—(Special.)—Thomas G. Hendricks, president of the First National Bank of Eugene, today completed 68 years of continuous residence in Lane County. He arrived at Pleasant Hill, near Creswell, on the night of October 20, 1848.

Mr. Hendricks came from Illinois with his parents when he was 10 years of age. They made the trip with an ox team. Upon their arrival in Oregon, Mr. Hendricks' father filed on a donation claim near Pleasant Hill.

In 1883, with S. B. Eakin, he founded the First National Bank. He has been actively connected with this institution since that time.

CROOK REGISTRATION 4555

Republican Total Is 2682, Against 1583 for Democrats.

BEND, Or., Oct. 20.—(Special.)—The total registration for Crook County is 4555 according to figures just announced by County Clerk Warren Brown. Of this number Republicans are by far in the majority, the total being 2682, as against 1583 Democrats. Socialists are next in order with 128 registrations. There are 72 Prohibitionists and 70 who call themselves Independents.

Of the total registration, one-third is in the five Bend precincts, while another third is in the other west side precincts which are included in the proposed Deschutes County.

CANBY REPUBLICAN RALLY

Several Candidates Address Hughes Alliance Branch.

CANBY, Or., Oct. 20.—(Special.)—A Republican rally was held at the band auditorium last night by the local Hughes Alliance branch.

Senator Mulkey discussed the political issues. Preliminary addresses were made by the following Clackamas County candidates: George S. Brownell, for State Representative; William Stone, for District Attorney, and H. C. Stevens, for Representative. The Hughes Alliance branch was organized last week with the following officers: Mrs. M. J. Lee, president; W. Bridge, vice-president; H. H. Eccles, secretary, and Arthur Grallam, treasurer.

LIQUOR BUYER CONVICTED

Messenger Boy, 18, Refuses to "Peach" on Offer of Immunity.

William Hunter, 18-year-old messenger boy, was found guilty of violating the prohibition law by a jury in Municipal Court yesterday. Hunter was arrested on October 3 by Patrolman Richards.

The testimony showed that Hunter had been sent by Richards to get a bottle of whisky, from some unknown source of supply, and that he returned with the liquor and collected the money. The defendant maintained a defiant attitude and refused to divulge where he had procured the whisky, although offered immunity.

ELKS ARE TO CELEBRATE

"Homecoming" Is to Be Held at Vancouver October 24.

VANCOUVER, Wash., Oct. 20.—(Special.)—The second annual "homecoming" of Vancouver Elks, No. 823, of this city, will be held Tuesday night, October 24.

There are Elks in all of the smaller cities up and down the Columbia River from Kelso to Goldendale, Cape Horn and Yacolt on the north.

Refreshments will be served and the evening will be given over to fun and frolic.

ARMY CALLS VETERINARIAN

Dr. Harry Nunn, of McMinnville, Is En Route to El Paso.

Dr. Harry Nunn, a veterinarian of McMinnville, passed through Portland yesterday en route to El Paso, where he has been ordered by the War Department for veterinary work. Dr. Nunn has a veterinary contract with the Army and is subject to call at any time.

During the Spanish-American War Dr. Nunn was in the service and made five trips to the Philippines on horse transports.

Boston Bulldog Lost.

A Boston bulldog, wearing a colored collar, set with colored stones, has been lost by Julius Meier. The dog is a year old and answers to the name of "Speed." Mr. Meier would appreciate any information leading to the recovery of the dog, as it is the pet of his daughter.

Democrats to Meet Tuesday.

The Democratic Equality League will hold its regular session at Hotel Portland at 8 o'clock Tuesday, October 24. The anti-cigarette bill will be discussed, and a musical programme has been provided.

Salem Bootlegger Convicted.

SALEM, Or., Oct. 20.—(Special.)—Jesse Millet was convicted by a jury in Municipal Court here tonight of bootlegging, and was fined $25. In lieu of payment he was locked up in the city jail.

TRADE IS ASSURED

Shippers Promise Cargoes for Norwegian Line.

AGENCY BEING ARRANGED

Steamer Brazil to Bring Coal for Navy From East Coast and Is to Be Followed by Bayard. Motorships Contemplated.

Importers and exporters of the city have assured the Chamber of Commerce that they are prepared to turn over business to the Norway-Pacific line immediately, either for the vessels bound this way with coal for the Government that will be loaded back with cargo for Scandinavian ports or those to be started later from the European side that will bring freight this way.

Captain Fritz Olsen has been detained at San Francisco, where he arrived a week ago, on business dealing with the establishment of an agency there and during the coming week is to be here on the same mission and to meet with the shippers interested in the forthcoming service.

The first vessel to reach the Pacific side will be the Brazil, which is due at San Francisco in November from Norfolk with coal for the United States Navy and will be followed in December by the Bayard. Both vessels are steamers and it is understood that for a time that class of carriers will be retained on the route, though at least when the European conflict is terminated big motorships, some of them of the 10,000-ton class, will be placed in service.

Vast amounts of tonnage could be assembled on the Coast for shipment to the other side, some firms standing ready to fill an entire ship if they could obtain the space. The same could be done at San Francisco without coming north, but it is understood to be the plan of the management to establish a line and allot space to each port as far as outbound freight figures. As to imports, those that can come this way are abundant since the general movement has been interrupted to such a degree by the war.

The introduction of Scandanavian capital in the Northwest during the past few months is looked on as one of the best trade agencies possible and already there is a call here for stuff to be delivered in Norway, Denmark and Sweden if tonnage were available. It is known that the same interests are building up a strong commercial business that has drawn certain commodities into this territory that were not before listed among the imports. Unfortunately, lack of direct service to off-shore ports often gives credit for the trade to San Francisco and Puget Sound.

NORWEGIANS BUILD AT HOME

Big Increase in Tonnage There as Well as in United States Orders.

Purchases of vessels here by Norwegians and the awarding of new contracts, which has caused many to wonder at the activity, appears to be greater in Norway, reports compiled July 1 showing there were 51 steel vessels under way there, aggregating 53,390 tons, also 16 wooden steamers of 6275 tons.

But in addition, contracts had been placed for 84 ships of 111,220 tons, in all 155 carriers of 170,890 tons. Reports for six months ending July 1, 1915, credited yards of Norway with 104,750 tons, and six months later there were 141,615 tons building. The steady increase at home also has been duplicated at American yards by Norwegians, a considerable percentage of the orders having been secured on the Pacific Coast. Portland's share as announced has been seven steel freighters to the Northwest Steel Company, four other ships understood to be closed for, and tonnage for the new plant of the Albina Engine & Machine Works, besides which Norwegian capital is interested in wooden ships at the Heath plant and that of the McEachern interests.

MANILA IS ON WAY HERE

With Rosamond She Loads Copra at Sydney for Golden Gate.

Two vessels owned by Comyn, Mackall & Co. have begun return voyages from Australia with copra cargoes for San Francisco, the schooners Rosamond and Manila, and the latter, after discharging within the Golden Gate, comes here to work lumber for the Antipodes. They got away from Sydney October 14. The vessels are under engagement to A. F. Phane & Co., and the Rosamond loads on Humboldt Bay.

The schooner Geo. E. Billings, which has finished loading at Westport for Sydney in the service of Comyn, Mackall & Co., is to tow from Westport to Astoria today, the tug Oneonta being requisitioned for that duty. The schooner Melrose, now on drydock at St. Johns, is to be ready to leave there Tuesday for Westport.

ELMORE TARDY ON VOYAGE

Patsy Sails Tonight After Having Been on Drydock Few Days.

Fog, unfavorable tides and other causes are said by N. F. Titus, agent for the Elmore fleet, to have detained the steamer Sue H. Elmore at Tillamook Bay and she is now five days behind schedule. The gasoline schooner Patsy, of the same flag, which has been on the Oregon drydock for a few days, was floated yesterday and sails tonight. She had new propellers shipped and bearings overhauled.

Business for those vessels as well as the gasoline schooner Tillamook, operating to Coos Bay, has been brisk and with a continuation of the prevailing weather outside there has not been any definite Winter plans yet, the aim being to keep the vessels going so long as cargo offerings and sea conditions warrant.

ANCHORAGE SAILING IS LAST

Admiral Watson Is Due to Clear Tomorrow From Seattle.

Last of the vessels to reach Anchorage this season in the fleet of the Pacific Alaska Navigation Company will be the Admiral Watson, leaving Seattle tomorrow, said A. F. Haines, manager of the line, in a letter to Frank Bollam, Portland agent.

Mr. Haines says certain calls will be omitted, but that the steamer will make Kodiak on the way north. The season's business to Anchorage had been exceptionally heavy and, with railroad construction expected to be in full swing in that district next year, the 1917 prospects are regarded the most promising in the history of the Alaskan trade.

Avalon's Crew Want $7500.

Having towed the disabled steamer General Hubbard, of the Hammond fleet, from off Cape Mears to Astoria July 25, when the vessel's machinery was disabled, Captain J. L. Christensen and members of the steamer Avalon value the services at $7500 and suit to collect that sum has been begun at San Francisco against the owners. Immeditely afterward one of the Port of Portland tugs towed the Hubbard, fully loaded, to San Francisco.

Marine Notes.

Sediment collected off the ways of the Peninsula Shipbuilding Company's plant during the freshet is being removed by the dredge Tiian. Work on two vessels there is proceeding at the rapid clip that has characterized the undertaking since its inception.

Work of surveying between the mouth of the Willamette River and Vancouver has been started by Government engineers. Provision was made in the last rivers and harbors bill for the survey with a view to the maintenance of a 20-foot channel, connecting with the main road in the Columbia.

Jacob Laaretel, formerly in the crew of the steamer Breakwater, has sued the North Pacific Steamship Company at San Francisco for $5012.88 for personal injuries, alleged to have been received in August during a boat drill aboard the vessel.

Numerous reservations are said to have been made aboard the steamer F. A. Kilburn, of the North Pacific line, which sails tonight for the south. The steamer Beaver gets away at 3 o'clock this afternoon for California ports and the turbiner Great Northern leaves Flavel shortly after noon today.

Rush shipments having been taken care of for the present, the O.-W. R. & N. steamer Harvest Queen has been ordered from the Portland-Astoria run, though she may go into service again next week. The steamer Hassalo remains on regular schedule.

Under orders to attend to buoy repairs and changes in the river, the lighthouse tender Heather, Captain Hamerstrom, left Astoria for Portland at noon yesterday.

Dredging was finished at Hunters bar yesterday by the dredge Wahkiakum and she will shift today to St. Helens bar to clear sediment from the channel.

Arriving from Avon and Martinez, the tank steamer Wm. F. Herrin was entered yesterday with 42,000 barrels of fuel oil and 1800 barrels of gasoline.

News From Northwest Ports.

ASTORIA, Or., Oct. 20.—(Special.)—The steam schooner Daisy arrived this afternoon from San Francisco and went to Rainier to take on a full cargo of lumber.

The tug Navigator with the oil-laden barge Monterey in tow, arrived this afternoon from California, en route to Portland.

The tank steamer Wm. F. Herrin arrived during the night from California with a cargo of fuel oil for Linnton.

The schooner Geo. E. Billings, which is loading lumber at Westport for Sydney, will be brought down the river tomorrow.

With a capacity cargo of general freight and approximately 200 passengers, the steamer Great Northern arrived today from San Francisco.

ABERDEEN, Wash., Oct. 20.—(Special.)—The steamers Multnomah and Chehalis arrived and are loading for San Pedro at the Northwestern and Lytle mills, respectively.

The schooner Alert, 70 days from Melbourne, arrived and after having a new mast installed will load in Hoquiam for Australia.

The steamers Coronado and Solano cleared for San Pedro.

COOS BAY, Or., Oct. 20.—(Special.)—The gasoline schooner Tillamook sailed for Portland this afternoon at 3 o'clock.

The steam schooner Lindauer, which shipper a cargo of ties, poles and other lumber products, sailed for San Francisco at 5:15.

Sailing this afternoon for San Francisco, the steam schooner Yellowstone had a cargo of lumber from the Swayne & Hoyt Mill, of North Bend.

The steam schooner Hardy is overdue from San Francisco and should have arrived this forenoon.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Beaver	Los Angeles	In port
F. A. Kilburn	San Francisco	In port
Great Northern	San Francisco	In port
Breakwater	San Francisco	Oct. 24
Rose City	Los Angeles	Oct. 25

DUE TO DEPART.

Name.	For	Date.
Harvard	S.F for L.A.-S.D.	Oct. 21
Great Northern	San Francisco	Oct. 21
Beaver	Los Angeles	Oct. 21
F. A. Kilburn	San Francisco	Oct. 21
Klamath	San Diego	Oct. 23
Yale	S.F for L.A.-S.D.	Oct. 23
Breakwater	San Francisco	Oct. 26
Rose City	Los Angeles	Oct. 28
Wapama	San Diego	Nov. 1

Movements of Vessels.

PORTLAND, Oct. 20.—Sailed—Steamer W. F. Herrin, for San Francisco. Arrived—Steamer W. F. Herrin, from San Francisco.

Astoria, Oct. 20.—Arrived at noon, steamer Great Northern, from San Francisco. Arrived at 1:20 and left up at 3 P. M., steamer Daisy, from San Francisco. Arrived at 4 and left up at 6:30 P. M., schooner Monterey in tow of tug Navigator, from San Francisco.

San Francisco, Oct. 20.—Arrived at noon, steamer Breakwater, from Portland. Sailed at 1 P. M., steamer Johan Poulsen, for Columbia River. Arrived at 5 P. M., steamer Northern Pacific, from Flavel.

Coos Bay, Oct. 20.—Sailed at 2 P. M., gasoline schooner Tillamook, from Portland.

Astoria, Oct. 19.—Arrived at 6:30 and left up at 7:30 P. M., steamer W. F. Herrin, from San Francisco.

San Pedro, Oct. 20.—Arrived—Steamer Rose City, from Portland.

Seattle, Oct. 20. — Arrived — Steamers Sado Maru (Japanese), from Hongkong; Captain A. F. Lucas, from San Francisco; Alki, from Southeastern Alaska. Sailed—Steamers Admiral Dewey, for San Francisco; President, for San Diego; Mariposa, for Southwestern Alaska; U. S. S. McCulloch, for San Francisco.

San Francisco, Oct. 20.—Arrived—Steamers Richmond, from Seattle; Breakwater, from Portland; Elizabeth, from Bandon; Donax (British), from Brixham. Sailed—Steamers Daisy Putnam, for Grays Harbor; Johan Poulsen, for Portland; San Gabriel, for Umpqua.

Yokohama, Oct. 18.—Arrived—Steamer Canada Maru, from Seattle.

Shanghai, Oct. 19.—Sailed—Steamer Hawaii Maru, for Tacoma.

Marconi Wireless Reports.

(All Positions Reported at 8 P. M. October 20 Unless Otherwise Designated.)

Wilhelmina, San Francisco, from Honolulu, 455 miles from San Francisco, October 19.

Hilonian, Honolulu, for San Francisco, 480 miles from San Francisco, October 19.

Matsonia, Honolulu, from San Francisco, 1593 miles from San Francisco, October 19.

China, San Francisco, for Orient, 707 miles west of Honolulu, October 19.

Columbia, Honolulu, for Seattle, 349 miles from Seattle, October 19.

Acme, San Francisco, for Woosung, 1231 miles from San Francisco, October 19.

Astral, San Francisco, for Calcutta, 464 miles from San Francisco.

Hilonian, Honolulu for San Francisco, 215 miles from San Francisco.

Yosemite, San Francisco for Puget Sound, 20 miles south of Northwest Seal Rocks.

Adeline Smith, San Francisco for Marshfield, 263 miles north of San Francisco.

Wapama, St. Helens for San Francisco, 46 miles south of Blunts Reef.

Willamette, Grays Harbor for San Francisco, 20 miles south of Blanco.

Curacao, Seattle for Alaska, off Eliza Island.

President, Seattle for San Francisco, off Slip Point.

Queen, San Francisco for Seattle, six miles west of Race Rocks.

Florence Luckenbach, 2115 miles east of Honolulu at 8 P. M., October 19.

San Jose, Balboa for San Francisco, at Acajutla at 8 P. M., October 19.

Scofield, San Francisco for Balboa, 2003 miles south of San Francisco at 8 P. M., October 19.

Venezuela, New York for San Francisco, 510 miles south of San Francisco.

Moffett, towing barge 93, Balboa for San Pedro, 61 miles south of San Pedro.

Paraiso, South America for San Francisco, 1020 miles south of San Francisco.

San Juan, Balboa for San Francisco, 843 miles south of San Francisco.

Newport, San Francisco for Balboa, 15 miles south of Mazatlan.

Alliance, San Francisco for Salina Cruz, 390 miles south of San Diego.

Klamath, San Francisco for St. Helens, 80 miles south of the Columbia River.

El Segundo, Richmond for Seattle, 232 miles south of Seattle.

Senator, Seattle for San Francisco, 98 miles south of Umatilla Lightship.

Asuncion, Richmond for Portland, off Desdemona Shoal.

Vessels Entered Yesterday.

W. F. Herrin, American steamer, fuel oil, from San Francisco.

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

Vessels Cleared Yesterday.

W. F. Herrin, Am. steamer, ballast, for San Francisco.

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

Tides at Astoria Saturday.

High.	Low.
9:10 A. M. ....7.0 feet	2:46 A. M. ....1.5 feet
8:59 P. M. ....6.7 feet	3:30 P. M. ....3.1 feet

Columbia River Bar Report.

NORTH HEAD, Oct. 20.—Condition of the bar at 5 P. M.: Sea smooth; wind, north, 15 miles.

WINE SUIT IS FILED

Interpretation of Law Regarding Manufacture Desired.

RIGHT OF POSSESSION HELD

A. Lima Declares Liquor Is Being Made for Own Use and Would Be Valueless for Food Without Becoming Fermented.

Manufacture of wine for home consumption is a constitutional right with which the prohibition law cannot interfere, is the contention of a test case filed in the Circuit Court yesterday to determine the status of hundreds of Multnomah County residents who are accustomed to light wines for family use and have continued to drink that which they make themselves of grapejuice.

The action is filed by Attorneys M. G. Montrezza, G. E. Hamaker and E. P. Slovarp for A. Lima, a man threatened with prosecution for the making of wine for his family use, and a perpetual restraining order is asked against District Attorney Evans and Sheriff Hurlburt.

Mr. Lima, it appears, is a married man with several children. He has on hand some 20 gallons of unfermented wine, which he pressed by hand from grapes he had grown himself. This wine is valued at about $1 a gallon. The plaintiff asserts that the wine is intended for personal use and as a food. Its possession, as yet, is not forbidden by the dry law, for it is unfermented.

But, to be of any food value, the wine should be aged several weeks at least, maintains Mr. Lima. In the aging process it will become fermented. When it reaches that state, he is threatened, so he asserts, with arrest and prosecution for violation of the dry law.

The fermentation, so the plaintiff contends, cannot be prevented if the wine is to retain its food value. To prevent fermentation would mean that the wine would have no food value and be of little use, is an assertion with which the state will undoubtedly take issue.

The prohibition law quite clearly forbids the manufacture within the state of any beverage containing alcohol in excess of one-half of 1 per cent. Unfermented wine is permitted, but unfermented wine is only grapejuice, and does not fill the wants of some.

Mr. Lima asserts that there are several thousand others in the state situated similarly to himself, who would like an interpretation of the dry law on the question of wine manufacture. He says that he has no intention of disposing of the 20 gallons he has outside of his family and that to prevent his manufacturing the wine is an unwarranted interference with the personal liberty endowed by the Constitution of the United States.

LISTER OPPOSES BILLS

NEGATIVE VOTE ADVISED ON ALL MEASURES SUBMITTED.

Governor Says Forces of Popular Government Should Unite in Defeating "Pernicious Acts."

SEATTLE, Wash., Oct. 20.—At the Democratic meeting addressed by Secretary of Labor Wilson tonight a statement from Governor Lister was read, in which the Governor declared his opposition to all the referendum bills to be voted on in November. The Governor said:

"Several of the measures proposed are vicious in the extreme and threaten the destruction of the entire plan of the initiative, referendum, recall, and direct primary. If the issue becomes clouded or vague, these measures may succeed. Under the circumstances, it seems to me to be the safe course that the forces of popular government should oppose without exception, all of the referendum measures now before the people.

"Eight measures passed by the last Republican Legislature have been referred to a vote of the people of the State of Washington to be passed on at the coming election on November 7. Among these laws are referendum measures Nos. 3 and 4, directed against the initiative, referendum and recall, and No. 5, directed against the direct primary. These three measures I consider are among the most, if not the most pernicious laws ever passed by the Legislature of this state directed against the fundamental rights of the people under our popular government."

"Notwithstanding the position formerly taken by me in respect to referendum measure No. 6, known as the anti-picketing bill, and after mature consideration of the drastic provisions of this measure and in the light of the scope of the Clayton act, passed by a Democratic Congress and approved by President Wilson, which in my opinion and in the opinion of organized labor, goes far to compose the differences between labor and capital, I shall unite with the forces of popular government mentioned above to urge the defeat of this, and all other measures referred to the people at this election."

BEND HEARS MR. SINNOTT

Hughes Speeches Attract Large Political Audience.

BEND, Or., Oct. 20.—(Special.)—Wearing his famous rabbit-skin hat, Representative Sinnott, of The Dalles, arrived here last night to speak before the Bend Hughes-Fairbanks Club.

He was greeted by the largest political audience gathered this year. Mr. Sinnott's speech dealt at length with the variance between the promise and the performance of the Democratic party, and was filled with quotations from Democratic sources bearing out the points he made.

Senator W. Lair Thompson, of Lakeview, also addressed the meeting, preceding Mr. Sinnott. Both Mr. Thompson and Mr. Sinnott left this afternoon for Prineville, where they are filling speaking engagements tonight.

BUDGET IS HELD INVALID

Approved Expenditures Must Be Segregated, Says City Advisor.

OREGON CITY, Or., Oct. 20.—(Special.)—Last night at the annual taxpayers' meeting, the city budget for 1917 was approved by the property owners. Today errors were discovered which will force the city to re-draft the budget, advertise it and call a taxpayers' meeting again.

The council set aside $5468.84 for street oiling, reorganization of the fire department and the purchase of a motor truck. This item was labeled, "miscellaneous, emergencies and incidentals." Today City Attorney Schuebel held that these appropriations must be segregated.