CHAMBER OPPOSES ALIEN LAND BII

War Department to Be Asked to Give Portland Equal Chance on Supplies.

FREIGHT HANDICAP SEEN

As Low Dockage Charges and a Great Facilities as Obtain at Other Ports Guaranteed -- Charter Revision to Be Studied.

Opposition to the alien land bill now before the Legislature; a move to appoint a committee to study various suggestions for the revision of the Portland city charter; determination to make still stronger presentations to the War Department against the retusal of the quartermaster's department to make Portland a point of delivery in certain bids for supplies to Honolulu, were three outstanding features in a long list of important matters considered by the Board of Directors of the Portland Chamber of Commerce meeting at noon yesterday. merce meeting at noon yesterday.

All the international complications that California brought upon the coun-

try a few years ago, the Chamber fore-sees arising from the alien land law bill if it shall be permitted to pass, and the vote of opposition to the meas-ure was most emphatic. Allen Land Bill Untimely.

The Chamber takes the position that the measure has been fruitful of un-ending conflict in the past and that it seriously will jeopardize the friendship and the commercial relations between Oregon and the Orient at a time when especial care should be taken to pre-serve the friendly relations between

In consideration of the matter of the In consideration of the matter of the city charter, the Chamber has taken cognizance of various interests that have agitated more or less revision of the existing charter, and others that have favored a complete repeal and substitution of a charter framed on

adject to the different basis.

Instructions were issued yesterday for the appointment of a committee to call together, if possible, all of these varied interests for a complete study of the question, with a view to harmonizing opinions on the whole proposition.

The calling of these conferences will not necessarily presuppose a movement to amend or to change the charter. It is rather aimed to produce a careful study of the varied movements and their purposes, with a view to deter-mining what may be united upon as best for the ultimate welfare of the citizenship at large.

The determination to renew presenta-tions to the War Department on the matter of the Honolulu bids was intions to the War Department on the matter of the Honolulu bids was induced by the apparent refusal of the quartermaster's department to pay any attention to the plea of the chamber that Postland he put on an equal foot.

San Francisco, 20 miles south of Cape Francisco, 20 miles south of Cape quartermaster's department to pay any attention to the plea of the chamber that Portland be put on an equal foot-ing in bidding with the cities of the Sound and of California.

Discrimination Is Alleged.

The bids involve 67,000 barrels of cement and 5,000,000 feet of lumber for Honolulu, and, as the call now stands. stipulates delivery at the docks of

stipulates delivery at the docks of serving Federal sentence for embezzies stipulates delivery at the docks of serving Federal sentence for embezzies stipulates delivery at the docks of settlement with these other firms, before Judge Tazwell. Bengston was formerly postmaster at Dry Lake, Or, and was arrested and convicted of have were permitted at the docks in Portland, manufacturers here would have a fair chance to bid on the contracts.

Secretary W. D. B. Dodson was instructed to make presentations to the War Department through Senator Chamber lain, pledging that if a change is made to include Portland as a point of dock selivery, the chamber will guarantee the United States transports as low dockage charges and as great facilities in other ways for handling unrantee the United States transports as low dockage as can be obtained at any as low dockage charges and as great facilities in other ways for handling the cargoes as can be obtained at any other point on the Coast.

Referends Subjects Affirmed. Among other matters brought up, the chamber voted affirmatively on the two referenda from the National Chamber of Commerce. One of these calls for Federal legislation making it possible for the President to veto separate items or provisions of an appropriation bill. The other one provides that no strike or lockout shall be begun which will interrupt transportation until a full hearing has been held and the questions in dispute between employer and employe have been subjected to arbitration.

On recommendation of the bureau of legislation and taxation the chamber authorized the preparation of a bill, to be introduced at the Legislature by Senator S. B. Huston, providing for the right of eminent domain in the condemnation and acquirement of lands by smelters in cases where courts have decreed that the lands are injured by the fumes from the smelters and have placed injunctions against the operation of the smelters. This law corresponds to others already existing in Montana and other states where smelting has risen to importance as an in-On recommendation of the bureau of ing has risen to importance as an in-

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE DUE TO ARRIVE.

Prom
hern Pacific. San Francisco. Jan. 19
kwater. San Francisco. Jan. 19
kwater. Los Angeles. Jan. 12
Kilburn. San Francisco. Jan. 27
City. Los Angeles. Jan. 27 Rose City Los Angeles. Jan.

DUE TO DEPART.

Name. For Tale S.F. for LA.-S.D. Jan.

Multnomah. San Diego. Jan.

Harvard. S.F. for LA.-S.D. Jan.

Northern Pacific. San Francisco. Jan.

Breakwater. San Prancisco. Jan.

Breakwater. Los Angeles. Jan.

Wapama. San Diego. Jan.

F. A. Kilburn. San F. ancisco. Jan.

Rose City. Los Angeles. Jan.

Kiamath. San Diego. Jan.

Marconi Wireless Reports.

(All positions reported at 8 P. M., Jan-ary 17, unless otherwise designated.) unry 17, unless otherwise designated.)
UMATILLA, San Francisco for Seattle,
four miles north of Blanco,
KLAMATH, St. Helens for San Francisco, cOLUMBIA, Coos Bay for San Francisco, eight miles south of Coos Bay.

SCOFIELD, Point Wells for Richmend, 403 miles north of Richmend.

SENATOR, Seattle for San Francisco, 63 miles north of Richmend.

SENATOR, Seattle for San Francisco, 63 miles north of Cape Blanco.

LUCAS, towing barge 05, Richmond for Vancouver, 635 miles north of Richmend.

ASUNCION, El Segunde for Portland, 80 miles south of the Columbia River.

CORONADO, Aberdeen for San Francisco, 337 miles north of San Francisco, 60 Francisco, 837 miles north of San Francisco, ELLBBURN, Coos Bay for Eureka, 25 miles south of Coos Bay.

YOSEMITE, Port Gamble for San Francisco, four miles from Port Gamble, PLEIADES, San Francisco for New York, 1325 miles south of San Francisco at 8 P.

M. January 16.

MOFFETT, towing barge 23, San Francisco for Balboa, 1944 miles south of San Francisco for Balboa, 1944 miles south of San Francisco for Balboa, 1945 miles south of San Francisco miles east of Point Concepcion.

OREGON, San Pedro for Balboa, 440 miles south of San Pedro. off Cape Arago. COLUMBIA, Coos Bay for San Francisco.

CADDO, Sun Pedro for Pisagua, Chile, 256 miles south of San Pedro.

WAPAMA, San Pedro for San Francisco, 10 miles west of San Pedro.

SAN JUAN, San Francisco for Balboa, 1018 miles south of San Francisco.

WILLAMETTE. San Pedro for San Fran-isco, off Point Firmin, TRANSPORT THOMAS, San Francisco for fanila, 328 miles west of Honolulu at 8 P. L. January 16. WYADES, San Francisco for Honolulu, miles from San Francisco at S P. M.,

unles from San Francisco at 8 P. M.,
January 16.

LURLINE, Honolulu for San Francisco,
1992 miles from San Francisco at 8 P. M.,
January 16.

ENTERPRISE, Hilo for San Francisco,
1224 miles from San Francisco at 8 P. M.,
January 16.

GREAT NORTHERN., Honolulu for San
Francisco, 701 miles east of Honolulu at 8
P. M., January 16.

MINNESOTAN, Newport News for Honolulu, 1025 miles east of Honolulu at 8 P.
M., January 16.

ASTRAL, San Francisco for Shanghai,
ASTRAL, San Francisco for Shanghai, ASTRAL, San Francisco for Shanghai, DRAKE, Richmond for Seattle, 120 miles north of San Francisco.

QUEEN, Seattle for San Francisco, 11 miles north of Point Arena,

BREAKWATER, San Francisco for Portland, 90 miles north of San Francisco.

COLUMBIA, San Francisco for Palta,
Peru, 100 miles south of San Francisco.

U. S. Naval Radio Reports.

Unions to Make Demands on Other Plants, Says Metal Trades' Representative.

BETTER TREATMENT IS AIM

Strike at Willamette Iron & Steel Works Still On-Men Returning to Work at Northwest Steel Plant-Force Nearly Full.

ALAMEDA, Juneau for Cordova, 24 miles west of Cape Spencer at noon, January 16.
JUNEAU, southbound, 130 miles west of Cape Ommanoy at 4 F. M.
ADMIRAL WATSON, southbound, under are going back to work, other strikes

went after making one voyage for the 'Big Three" line.

GOVERNMENT WORK GROWING Linnton Moorings Turned Into Build ing Yard for Many Purposes.

Construction of barges and repairs to floating plant, which has become

construction of barges and repairs to floating plant, which has become more general at the Government Moorings, Linnton, during the past year, is being added to the latest work planned, being the building of a barge, 48 feet long and with a beam of 18 feet, which is for use alongside the dredge Chinook when she returns to the lower harbor in the Spring, so repairs to her drags may be facilitated.

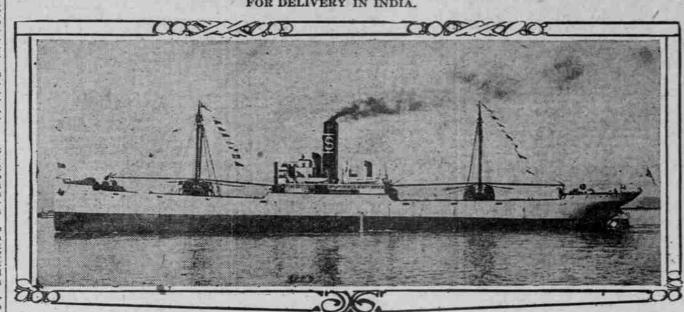
The barge will be moored at Astoria so as to be available for the digger when she comes inside each night and during holidays, when overhauling and repairs of the suction pipe equipment are necessary. Shifting the barge will be work assigned the Chinook's gasoline tender. The latter remains at Astoria when the dredge is at sea, and goes alongside when she comes in at night, remaining in service for emergencies until the digger leaves in the morning.

SHIPYARD FILL SOON READY

Before January Ends Willamette

Will Be Laid Up for Overhauling. In ten days the last material is to be deposited on the site of the new steel plant of the Columbia River Ship-

NEWEST PRODUCT OF PACIFIC COAST STEEL SHIPYARDS STARTS LOADING LUMBER AT WESTPORT FOR DELIVERY IN INDIA.



On leaving Westport next week the new Norwegian steamer Capto comes to Linnton to take on more material On leaving westport next week the new Norwegian Steamer Capto comes to Linnton to take on more material and then she is to be gone over by many of the marine contingent, as she is the same type, though smaller, as eight vessels the Northwest Steel Company is to build and six others the Columbia River Shipbuilding Corporation has contracted for. The vessel was built at San Francisco and is of 7200 tons dead weight, while those being turned out here are of 8500 tons. She is owned by B. Stolt Nielsen, of Norway, and she arrived Sunday on her maiden voyage from the Golden Gate. The vessel will be cleared for Bombay and her rate for the voyage is 200

Steamer Capto

HER PAY IS SAME AS SEALION'S.



Marguerite.

A wonderfully versatile little lady is dainty Marguerite, who is one of the stars of this week's Pantages bill. She sings, she can dance if she wants to, and she can acrobat around on a trapeze and on the Roman rings

trapeze and on the Roman rings just like a circus performer. She does all three of these things in her act, but still she's jealous—and of one of Winston's sealions, a big brown fellow.

"Just to think," said Marguerite to Manager Johnson.
"Here I go up in the air and risk my nack every day on that fool trapeze and I don't get any more salary for it than that sealion. Guess I'll have to learn lion. Guess I'll have to learn how to stay under water and bark like a dog when I come

"You'll notice," said Manager Johnson, "that the sealion also ears out of its master's hand." "Guess I'll stick to the trapeze and out of the tank," came back Marguerite. "I do run our act."

land now are threatened.

Joseph Reed, chairman of the executive committee of the Metal Trades Council, said yesterday the workmen expect to open negotiations with other firms looking toward changed working conditions. ing conditions.

Just what firms next will be ap-

Ex-Postmaster Is Insane.

Charles A. Bengstrom was committed to the Oregon State Hospital yesterday from McNeil's Island, where he was serving Federal sentence for embezzlement of postal funds. His hearing was before Judge Tazwell. Bengston was formerly postmaster at Dry Lab. On the serving regards the Willsmette Iron & Carlotte and the serving formerly postmaster at Dry Lab. On the serving regards the Willsmette Iron & Carlotte and the serving formerly postmaster at Dry Lab. On the serving former at Dry Lab. On the servi

go back, until by the end of the week it is expected the full force will be

No discrimination against the men who went out on strike was shown. A reorganization of the working force is being brought about, and for this reason all who struck did not return a body tonight. attempt was made to work a night a shift, and hence no reorganization of this force is necessary.

A number of mechanics, skilled in er

the metal trades, who are out of work because of the Willamette strike, are leaving for Seattle, where, it is understood, there are openings in these

BARGES TO GO NORTH LATER New Owners of Daniel Kern Will

Use Fleet in Coast Trade.

Barges No. 38 and 39, purchased last week from the Columbia Contract Company by the Washington Tug & Barge Company, of Seattle, together with the tug Daniel Kern, remain here, awaiting the convenience of their new owners. The Daniel Kern went north more than a week ago and it is understood it is intended to use the fleet in the coastwise trade. The Kern was for-merly a lighthouse tender and was re-built after having been sunk in the river.

it is intended to use the fleet in the coastwise trade. The Kern was formerly a lighthouse tender and was rebuilt after having been sunk in the river.

The tug Samson, of the Columbia Contract Company's fleet, will be floated from the Port of Portland drydock after having been cleaned and painted. Since being laid up last Fall, after the company had delivered close to 7,000,000 feet of lumber at Anchorage, Alaska, the Samson has had her machinery gone over and is said to be in the best of condition. Other vessels of the line are towing rock barges from Fisher's quarry to Fort Canby, the material being for the north jetty work, and 3000 tens of rock are being delivered there daily.

LOG RAFT DETAINS LINER

second cargo of cereal from Portland are indefinite.

Lumber laden for San Pedro, 500,000 feet of lumber lady estimate Daily was cleared with 250,000 feet of lumber for San Pedro, 500,000 feet of lumber lad petut petut petut petut petut petut petut petut petut petut

Rose City Gets Away Late With Full Cargo Loaded Here.

When a towboat skipper headed through the main channel of the Broad-way bridge at 3 o'clock yesterday after-

way bridge at 3 o'clock yesterday afternoon, bound upstream and trailing a
hugh raft of logs astern, caustic comments ensued aboard the liner Rose
City, Captain Oliver P. Rankin, because
the passage of the raft prevented the
liner from backing into the stream and
heading through the draw.

"I dare say almost every man, woman
and child on the river or crossing the
bridges knows these ships sail at 3
o'clock, and, even if the sailing day
is not known, the blue peter flying
aloft should remind a marine man, yet
that towboat came upstream like a
dreadnought, instead of taking the east
side." remarked an officer aboard. dreadnought, instead of taking the east side." remarked an officer aboard. Meanwhile all stood idle until the sawlogs moved upstream, so the Rose City was 20 minutes late getting away.

The vessel had a full load. Among the passengers was First Officer Tibbets, of the steamer Northwestern, who left that ship at Seattle, where she

onvoy, 30 miles east of Ocean Cape at in the same line of industry in Port- building Corporation, adjacent to the building Corporation, adjacent to the location of the Northwest Steel Company's plant in South Portland. The Port of Portland dredges Willamette and Columbia are engaged in pumping from the channel there and as soon as the work ends the Willamette will be drydocked for cleaning, painting and general overhauling.

With the Willamette retired, leaving the Columbia for other dredging and

with the Williamette retired, leaving the Columbia for other dredging and the Tualatin held at Postoffice bar to finish the channel widening there, more cut fuel will be available for those two and it may be the crews can be increased to three shifts. When the cut fuel shortage became acute the number of men was reduced and since the 20-nich suction Portland has been laid up

Crew Clears Out Cascade Locks.

HOOD RIVER, Or., Jan., 17 .- (Special.)—The river steamer Umatilla has arrived at Cascade Locks with a crew reason all who struck did not return of men, which has begun clearing vesterday. The complete night shift in the shipyards will resume work in an obstruction there. River men and a body tonight. During the strike no Cascade Locks citizens are preparing a petition to the Federal authorities asking for the construction of a ware-house to protect merchandise and oth-er goods at Cascade Locks.

San Francisco Pilot Dies.

SAN FRANCISCO, Jan. 17.—Captain John E. McCulloch, San Francisco bar pilot since 1892, died here today in a physician's office. McCulloch, who was 62 years old, was taken ill while coming in from sea on one of the pilot-boats.

Marine Notes.

To load lumber for San Pedro and San Diego, the McCormick steamer Multnomah reached the river at 3 o'clock yeaterday morning and at 4:60 left up for St. Helens. She is to sail from there tomorrow afternoon.

With a cargo of wheat loaded here the steamer Northland arrived at San Pedro yesterday. It is reported that plans for a second cargo of cereal from Portland are indefinite.

John Dooney and William Keefe, 18 years of age, were taken into custody at Irving dock yesterday by the Harbor Patrol. It is alleged they were endeavoring to enter the dock from below by means of a chute, so were turned over to the truant officer. Patrolman Hanson, of the Harbor Patrol, is confined to his home as the result of a cold plunge in the Willamette, and Patrolman Tilton had a similar experience through slipping on ice at the boathouse, but is on

anipping on the at the Soathouse, but is on duty.

R. A. F. Roma, of San Francisco, representing Comyn. Mackall & Co., charterers of the Norwegian steamer Capto, is in the city.

Lumber was started aboard the Japanese steamer Unkal Maru No. 2 at Inman-Poulsen's yesterday. She goes to Bombay and her rate is 200 shillings.

Work of raising the sunken steamer Woodland is under way in the Yamhill River, and one report yesterday was that she may be above water today.

Falling two-tenths of a foot for 24 hours ending at 8 o'clock yesterday morning, the Williametts River was eight-tenths of a foot above zero on the gauge here and continues to drop.

Restoration by Legislature of Power to Have Towage and Pilotage Service Sought.

COURT DECISION OBSTACLE

North Portland Harbor Interests Expected to Try and Again Become Part of Port of Portland Taxation Territory.

Definite action is expected by the Port of Portland Commission to have the Legislature amend its charter so the Legislature amend its charter so that it will be empowered to maintain a towage and pilotage service, both of which are held to have been knocked out through a decision of the Supreme Court, made known Tuesday, to the effect that the amendments voted in 1908 and 1912 are void because only the Legislature or the voters of the the Legislature or the voters of the entire state may authorize changes in

In addition, it is expected North Portland harbor interests, and others in the Kenton district, will endeavor to have the Legislature restore powers that were thought to have been extended the port in the election of 1912, which were to embrace that district in the Port of Portland taxation territory, so the dredging of North Portland harbor could be carried on in the aid of industries there, which include the wooden shipbuilding plant of the Standifer-Clarkson Company. Portland harbor interests, and others

Towage Powers Desired. In maintaining a towage service un-

der the authority assumed to have been granted by the voters in 1908, the port operated the steamer Ocklahama on the river between Portland and Astoria until her sale last season. The tugs Oneonta and Wallula also have been in the towing service at the entrance to the Columbia. During part of the time they have been pitted against rival tugs, and in each case were left to maintain the service un-assisted, as the competitors usually operated when business was good. It is argued here that whether or not the port continues towage, it should be empowered to do so as a means of regulating outsiders that might enter the field. Besides, it is regarded doubtful if any company would undertake the work and guarantee to continue during poor seasons

as well as good ones.

As to the pilotage feature, the port at one time employed six bar pilots at one time employed six bar pilots and later gave up the salaried list, but operated the pilot schooner Joseph Pulitzer for the pilots, who at other times have been carried on the tugs. The port is desirous of giving up the pilotage service, but as the states does not own a pilot schooner, there is a question as to what can be done.

Legislative Ald May Be Asked. A move is afoot to ask the Legisla-

A move is afoot to ask the Legisla-ture to appropriate sufficient funds for the construction of a schooner with adequate power, or, if the port will place the Pulitzer at the disposal of the state temporarily, to appropriate funds for her maintenance until the next session of the Legislature.

At the same time shipping interests have been concerned over talk of abolishing the Oregon State Board of Pilot Commissioners, which, if the powers of the port are not restored, might make the situation much more serious, and regardless of the port's powers would probably send Columbia River marine insurance skyward, for with-out licensed pilots, the bars would be down for anyone to pilot foreign tonnage

Pacific Coast Shipping Notes. GRAYS HARBOR, Wash., Jan. 17.—(Special.)—The schooner King Cyrus cleared for Adelaide, with 890,000 feet of lumber.
The stammer Carlos arrived last night from San Francisco and is loading at the Demonary will.

Donovan mill.

The steamer Fair Oaks arrived from San Francisco and is loading at the A. J. West Pacific Coast Shipping Notes. COOS BAY, Ot. Jan. 17.—(Special.)— The steamer F. A. Kilburn arrived at 6:15 this morning and departed for Eureka late in the afternoon.

The steamer F. A. Kilburn arrived at 5:15 this morning and departed for Eureka late in the afternoon.

The tug Defiance, with the steam schooner Florence Olson in tow, sailed for San Francisco at 7:30 A. M. The Florence carried a cargo of lumber from the Smith mill.

The tug Gleaner arrived this morning at 8:30 from the Umpqua River, to obtain supplies for Gardiner.

ASTORIA, Or., Jan. 17.—(Special.)— carrying a full cargo of lumber from St. Helens and a number of passengers, the steam schooner Klamath sailed today for

The steam schooner Johan Paulsen will be due during the night or tomorrow morning and will load lumber at Westport. Carrying a cargo of lumber from Frescott and Westport, the steam schooner Tiverton sailed for San Fedro.

The steam schooner Multnomah arrived from San Francisco and will load lumber at St. Helens.

mailed for Portland this afternoon to reload.

Lumber steamer arrivals from the north
today included the Bandon, from Bandon,
with poles and thes for Estabrock & Co.,
and the Acme, from Bandon, with lumber
for Fife & Wilson.

Among lumber steamer departures were
the Eric. for Grays Harbor, and Dalsy
Gadsby, also for Grays Harbor.

New charters: Japanese steamer Azumasan Maru, 2712 tons, notion and steel from
San Francisco to Yokohama and Kobe, P. T.,
by Mitsul & Co. (Feb.). Japanese steamer
Hokkal Maru, 2744 tons, merchandise Puget
Sound to Vladivostok, P. T., by Mitsul &
Co. Norwegian steamer Talabot (new),
time charter 12 months; neutral trade, 28
shillings, D. W.; by Furness, Withy & Co.
(re-let). The American steamer Santa
Maria, 3346 tons, has been soid by the Union
Oil Company to the Sun Oil Company
(terms private).

CHICAGO

\$72.50

\$70 ST. LOUIS

Round- St. Paul

UNION PACIFIC SYSTEM

ON SALE January 20 and 21. Return limited to February 18. Stopovers allowed en route, both ways, within limit. Make Reservation Now

Get your tickets at CITY TICKET OFFICE Washington at Third Street. Broadway 4500, A 6121

Wm. McMurray, General Passenger Agt.



ion for the Government railroad, will be naie by the Heffernan Engine Works. The outract was awarded today by the Quar-ermaster's Department, United States Army, a Seattle, following .nstructions from

in Seattle, following instructions from Washington.
Steamer Mariposa, with passengers and general Alaska freight, arrived from Southwestern and Southeastern Alaska tonight.
Steamer Gishun Maru, of the Waterhouse fieet, bringing Oriental freight, arrived from Manila via way ports at 1:50 P. M. Oil steamer El Segundo, towing barge \$1. arrived from San Francisco.
Steamer Fulton arrived from Powell River, B. C.
Steamer Governor arrived from Tacome, Steamer Governor arrived from Tacome, Steamer Santa Ana, with mining supplies and general freight, sailed for Southeastern Alaska via Port Biakeley tonight.

PORTLAND, Jan. 17.—Arrived—Steamers Daisy and Despatch, from San Francisco, Sailed—Steamer Rose City, for San Francisco and San Pedro.

Movements of Vessels.

ASTORIA, Jan. 17.—Arrived at 1 and left up at 3 A. M., steamer Despatch, from San Francisco. Sailed at 2 A. M., steamer Klämath, for San Diego via way ports; at 2 P. M., steamer Tiverton, for San Pedro. Arrived at 3 and left up at 4:40 P. M., steamer Multnomah, from San Francisco. SAN FRANCISCO, Jan. 17.—Salled a san Francisco, 3st. 11.—Shied at noon, steamer Breakwater, for Portland. Arrived at 3 P. M., steamer Northern Pa-cific, from Flavel. January 16—Salled, steamer J. B. Stetson, from Columbia River for San Pedro. Arrived at 8 P. M., steamer Santa Monica, from Columbia River.

SAN PEDRO, Jan. 17.—Arrived—Steamers Northland, from Portland; Wapama from Columbia River via San Francisco January 16—Arrived, steamer Beaver, from Portland via San Francisco.

ASTORIA, Jan. 16.—Left up at 4:30 P. M., steamer Daisy. M., steamer Daisy.

SEATTLE, Wash, Jan. 17.—Arrived—
Steamers Mariposa, from Southwestern and
Southeastern Alaska; Gishun Maru, from
Manila; El Segundo, jowing barge No. 81,
from San Francisco; Fulton, Powell River,
B, C. Salled—Steamer Santa Ana. for Southeastern Alaska.

SAN FRANCISCO, Jan. 11.—Arrived—Steamers South Coast, from Acapulco. Northern Pacific, from Astoria; Acme, from Bandon; Sonoma, from Sydney. Salled—Steamers Breakwater, for Portland; Columbia, for Callao; Colonel E. L. Drake, for Seattle; Siberia Maru (Japanese), for Hong. kong; schooner Eric, for Grays Harbor.

Vessels Entered Yesterday American steamer Dalsy, San Francisco.

Vessels Cleared Yesterday

MINE OWNERS GO HOME Idaho Governor Indorsed for His

Stand for Good Roads.

BOISE, Idaho, Jan. 17.—(Special.)—
The annual convention of the Idaho
Mining Association closed here tonight
after one of the most profitable meetings held in years. Stanley A. Easton,
of Kellogg, was elected president. He
is manager of the Bunker Hill and
Sullivan mine. J. B. Eldridge, of Boise,
was named vive-president and chairman of the board of directors; Ravenel
MacBeth, of Mackay, secretary and F.
E. Johnesse, I. E. Rockwell, A. G. Vaneman and Harry L. Day directors.
Resolutions were adopted warmly in-

Resolutions were adopted warmly in-dorsing the Governor for his stand in favor of liberal appropriations for good roads. The association also went on record in favor of passags by the Leg-islature of an optional workmen's com-

to stop neuralgia pain instantly, whether in the face, head or any part of the body. Don't suffer!—Adv.

Pimples Disappear

other skin cruptions and that makes the skin soft, clear and healthy.

Any druggist can supply you with zemo, which generally overcomes all skin diseases. Acne, eczema, itch, pimples, rashes, black heads in most cases

sisted of six persons, making the average age 84% years.

TO REMOVE DANDRUFF

Get a 25-cent bottle of Danderine at any drug store, pour a little into your hand and rub well into the scalp with the finger tips. By morning most, if not all, of this awful scurf will have disappeared. Two or three applications will destroy every bit of dandruff; stop scalp itching and falling hair.

CROSS, FEVERISH

Hurry, Mother! Remove Poisons From Little Stomach, Liver, Bowels.

Give "California Syrup of Figs" at Once if Bilious or



Look at the tongue, mother! If coated, it is a sure sign that your little no's stomach, liver and bowels need a gentle, thorough cleansing at once.

Wheen peevish, cross, listless, pale, doesn't sleep, doesn't eat or act naturally or is feverish, stomach sour, breath had; has stomach-ache, sore throat, diarrhoea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of the little bowels without griping, and you have a well, playful child again.

You needn't coax sick children to take this harmless "fruit laxative;" they love its delicious taste, and it always makes them feel splendid.

Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and for grown-ups piainly on the bottle. Beware of counterfeits sold here. To be sure you get the genuine, ask to see that it is made by "California Fig Syrup Company." Refuse any other kind with contempt. Look at the tongue, mother! If coat-

Syrup Company." | kind with contempt.

At a meeting at Phillips, Me., an alt-relatives affair, the ages of the people BEST LIVER AND

SAN FRANCISCO, Jan. 17.—(Special.)—
The Genenic steamer Sonoma arrived in port today from Australia via Homelulu with a large passenger lists and a heavy cargo of general freight.

Laden with a full carge, composed principally of cotton and steel, and 241 passengers, and today an australia via Homelulu with a long at 1 o'clock.

The Mitsul Company, the big Japanese steamer supporting and exporting firm, today announced the charter of the Japanese steamer latter vessel will be loaded in March at Puset Sound for Viadivostok. The Azumasan will load this port in February with a full cargo of cotton and steel.

The oil tanker Santa Maria has been sold by the Union Oil Company to the Sun Oil Company. The terms were not given out Bringing \$300,000 worth of builton, the steamer South Coast arrived in port today from Mexican waters.

The Pittle steamer of any arrived in port today from Mexican waters.

The Pittle steamer of any arrived in port today from Mexican waters.

The Pittle steamer of any arrived in port of social continues to suffer; it's so of vastly more importance that out-to-many. The terms were not given out all instantly—yes, immediately—all pain, ache and socreas is gone.

The Pittle steamer steamer arrived today from Flavel.

The steamers Norwood and Breakwater agives relief so quickly. It never falls to stop neuralizia pain instantly, whether in the face, head or any part of the body. Don't suffer!—Adv.

Lumber steamer arrivals from the north from the stomach, liver, kidneys and lowels the previous day's indigestible material, poisons, sour bile and toxins; thus cleansing, sweetening and purifying the entire alimentary canal be-There is one remedy that seldom fails fore putting more food into the stom-

her rate is 200 shillings

Work of raising the sunken steamer to the formal steamer to t