GRAIN CROPS MAY SUPPLANT DAIRIES

Oregon Industry Threatened by Embargo Which Hits at Milk Condenseries.

NO RELIEF IN SIGHT YET

President Katz, of Dairymen's League, Hints at Discrimination as Explanation of Troubles in Oregon Communities.

Passing days have brought no fronting the milk condensery interests and allied dairy industry in Oregon dairymen report. Both operators and producers are bringing all possible pressure to bear in an effort to punc ture the embargo which prevents the shipment of condensed milk to Europe, and has embarrassed most Oregon plants by leaving on their hands great quantities of canned milk.

At a meeting of 400 dairymen, held

Wednesday at Amity, Or., attention of the producers was centered on the em-basgo attention and the alleged dis-erimination against the high-grade product turned out in the condenseries of the Amity section.

President Katz Explains Alma D. Katz, president of the Ore-gon Dairymen's League, with head-quarters in Portland, attended the meeting. On his return he thus sum-

"Spring is at hand, and the dairy-men want to know whether they are going to get relief from present conditions. It is quite obvious what will happen if they do not get some as-surance that relief is coming. They will turn off their herds and put in

state of Oregon if the dairymen do quit the business and turn to grain crops. The need for their products remains, in fact, will probably be greater than ever before many months pass. Then it will be too late to remedy the

Discrimination Scented.

"While it may not be true, we are originally planned, although inclined to think there is discrimination against Oregon condensed milk. We have heard no complaint from the such a test was unnecessary. state of Washington about conditions there. This seems strange. Of course, it is true that the larger and more adequately financed condenseries condenserie out being compelled to unload and without immediately passing their troubles on to the dairymen in the nature of lower prices. Most of the Oregon plants are small and cannot

trand a strain of this sort."

Efforts of Oregon dairymen to obtain relief from the shipping embargo through co-operation of the state's delegation in Congress are still pro-

Senator Charles L. McNary has sent this message to Mr. Kata:

"Holding up of condensed milk in your vicinity entirely due to shortage of ships for its shipment to allies and our Army abroad. Froduct much needed, but lack of ships prevents shipment of but lack of ships prevents shipment of goods. Food Administration has re-quested War Trade Board to equally distribute all goods throughout country, so no preference will be shown under the circumstances."

Food Administration Advised. Congressman C. N. McArthur indi- for repeal of the allowances, was eates in the following telegram to Mr. stricken out

mail me copies of The Oregonian con-taining full write-up of McMinnville. The department's views were given ers, the provise being that the delphin and Portland meetings, together with by Provost Marshal-General Crowder, would be replaced. The Willamett

for condensed milk contents that are for conditions and free for the construction and repair of inland vessels, the Portland Shipbuilding Company is to be permitted to use that turning out the supersior product cannot sell at the prices fixed for the months is the average length of serv-Bond street, in South Portland. The lower quality product, and they object ice of a British aviator, and that many Foundation Company, engaged in the being penalized for unwillingness to adulterate. Resolutions calling for alteration of the discriminative regulation were adopted and dispatched to were adopted and dispatched to unanimously approved extra pay at lowances in the British air service. Extra pay allowances to French aviators average more than 100 per cent. Lieutenant Marquesan, of the

CLASSIFICATION AMENDMENT TO BE CHANGED BUT LITTLE.

Incertainty of Long Federal Control Makes Railroad Tax Classification Impossible.

SALEM, Or., March 14 .- (Special.)-Although plans had been laid for legislation at the next sesof the Legislature in extending the provisions of the uniform tax clas-sification amendment passed by the people at the special election last people at the special circuist loads of pears, which is understood that these plans have been in the main abandoned. This information comes from an authority closely connected with the origin of the conditions. The fruit was loaded at Roseburg, Or. last August, according "Materials acceptable for the bull conditions, which were as follows:

Roseburg, Or. last August, according the roof above specified shall in the condition of the commission to the commissio

the tax classification amendment.
Among other things it was planned to establish a classification of moneys and credits and also to rearrange the system of taxation on public service corporations, including railroad prop-erties. The indefinite tenure of Federal control over railroad properties has made the plan for a reclassification of taxes on that class of propertie not only inadvisable, but practically impossible, it is explained, and othe similar classifications which were for contemplation will be abandoned fo

TIMBERMEN FORM CLUB

LOGGERS CLUB DISBANDS FOR LARGER ORGANIZATION.

Plac and Cedar Product Manufacturer to Compose Membership of Newly Formed Association.

SFOKANE, Wash., March 14.—(Special.)—At a meeting of boss lumber-men held in Spokane late last night

the Loggers' Club west out of ex-istence to make way for an organ-ization of timbermen, more extensive in territory and acope of character, to be known as the Timber Products

Columbia River Bar Report. NORTH HEAD, March 14.—Condition of he bar at 5 P. M.: See smooth, wind south ast, 12 miles.

headed by J. P. McGoldrick, president of the McGoldrick Lumbes Company, of this city, provides for a membership to be recruited from the pine and cedar manufacturing industry of Eastern Washington and Northern Utaha. **BUILD FIRST PIER** daho, the Spokane county. It will ake in all of the former members of the Loggers' Club. The principal efficer of the organization will be in

Spokane. Before adjournment the lumbermen present went on rebord unanimously in favor of furnishing blankets and other necessary bunk-house equipment in the camps, the material to be secured by April 15, or construct Municipal Ter-Construct Municipal Termaterial to be secured by April 15, or as soon thereafter as possible.

Other officers of the organization are Huntington Taylor, manager of the Rutletge Timber Company, of Coeur d'Alene, vice-president: R. M. Hart, manager of the Blackwell Lumber Company; W. S. Rosenberry, of the Rose Lake Lumber Company, and C. B. Sanderson, of the Milwaukee Land Company. minal Unit Here.

CONTRACT PRICE \$420,328

Work to Be Completed in 170 Days. Modern Equipment for Handling Grain to Be Installed and Warehouse Erected.

'POURED' SHIP LAUNCHED

CONCRETE FREIGHTER FAITH IS

UP TO EXPECTATIONS.

Greatly Pleases Builders; Fleet

of 54 Ships to Follow.

Stricken From Bill-Foreign

Opinions Heard.

allowances averaging 50 per cent to men in the aviation service, recom

mended by General Pershing and by

approved today by the Senate military

French service, told the committee. Sufficient recruits have been ob-tained for the non-flying units of the

THREE CARS PEARS SPOIL

Umpqua Valley Fruit Union Sues for

Alleged Value of \$2418.

SPOKANE, Wash, March 14 .- (Spe

cial.)—The Umpqua Vailey Fruit Union of Oregon filed suit in the Superior Court this morning against the North

to th complaint, and exclusive con-trol then turned over to the distribu-

car was sent on to Washington and the second to Boston, then found to be overripe and unsalable.

MRS. ED LEER DIES SOUTH

Cashier of Pullman Company Called

ommittee.

On a bid of \$420,328 the J. A. Mc Seaworthiness of Experimental Vessel Eachern Company, of Scattle, will construct the first pier of Portland's new municipal terminal at St. Johns, where work is also under way on the excavation and foundation piling for the A PACIFIC PORT, March 14 .- Ac- 1,000,000-bushel grain elevator. The empanied by the cheers of thousands McEachern Company filed the lowest of

ment, 5500 tons burden, 338 feet long, 45 feet beam and 31 feet moulded feet of twill be a two-level structure and depth. It will be equipped with triple expansion engines furnishing 1750 horse-power.

In a statement tonight Leslie Comyn, commission may decide to add a ware-In a statement tonight Leslie Comyn, president, said that the company had taken up with the United States Shipping Board the building of additional concrete vessels, and that if the board did not authorize their construction for Government purposes the company was prepared to build them privately.

Mr. Comyn said that it had been decided to give the Faith a trial trip, as originally planned, although marine encommission yesterday settled with the C. J. Cook Company for work

Mr. Comyn said that it had been de-cided to give the Faith a trial trip, as

The commission yesterday settled
originally planned, although marine engineers after today's successful launching had been inclined to think that
time it was turned over to Grant Smith & Company last month. Mr. Cook was paid about \$1300 and expressed himself as satisfied with the attitude of the commission. Transmission lines have been extended to the St. Johns property and electrical power MILITARY COMMITTEE REJECTS is being used in the excavating as well as steam power. Part of the steel ralis for tracks are on the ground and the remainder of the order, which was for 560 tons, is said to be in transit.

Engineer Hegardt was authorized to call for hids on smutting and cleaning machinery for the elevator, belting, steel doors and steel sashes for the Provision for Repeal of Allowance Is buildings, which are said to be the last purchases necessary to help the con-tractor speed up on the elevator con-WASHINGTON, March 14,-Legislaion to repeal laws giving extra pay

Secretary Baker, was unanimously dis-A clause in the omnibus bill, amending the National defense act providing respects

Eats in the following telegram to Mr. Stricken out.

Kais that he is doing what he can in Although the War Department contends that flying is not more hazardous than other services, the Senate committee feels that information presented both in writing and in person. Please along that line was not sufficiently ferry slip there, so a third berth could such editorial comment as may have but even he admitted that wholly re-been made by any papers."

Establishment of butterfat standards hazards are not available. interests have been authorized to erect that wholly re-liable statistics on comparative Army a fence at Nicolal street, to close that part of North Front street, because of

Bond street, in South Portland. The Foundation Company, engaged in the on its property, at the O.-W. R. & N. boneyard" site and erect a shed for machine shop purposes.

Watchmen's Wages Raised. Wages of dock watchmen were or-ored increased from \$80 to \$90 a month

tained for the non-flying units of the aviation corps, and the War Department today ordered recruiting stations throughout the country to discontinue throughout the country to discontinue in connection with a communication in connection with a communication of Clark, manager of the Home

Industry League, requesting that Port-land-made roofing material be given consideration in the construction of the pler at the St. Johns terminal, saying it might mean a saving of from \$2000 to \$4000 over certain other materials, Engineer Hegardt said four layers of felt were wanted on the roof and, so far as he knew, it could be provided. The Durable Roofing Company wrote to the commission, setting forth that the spec-Court this morning against the North ifications for the pier roof were so fraction from the pier roof were so drawn that an alternative bid could recover \$2418, the value of three care not be put in by the contractor, so a bid loads of pears, which, it is alleged, and separate specifications were subwere shipped through the distributors mitted. Engineer Hegardt directed the

"Maferials acceptable for the building of the roof above specified shall be as follows: Roofing felts as manufactured by the Durable Roofing Company ripe when it arrived in Chicago, and should have been sold there, but one car was sent on to Washington and

ST. JOHNS YARD HAS RECORD

Blandon Is Fourth Ship Floated There in Less Than Month.

It was about 6:39 o'clock last night when the hull of the new steamer Blandon, the fourth at the St. Johns yard of the Grant Smith-Porter Ship Company. was launched. Mrs. Ken-neth D. Hauser, whose husband is Cap-tain of Company F, 18th Engineers.

Mrs. Ed Leer died yesterday at Los ngeles, where she had gone four tain of Company tain of Company now on duty in France, was now on duty in France, was now on duty in France, was the vessel.

The Blandon displayed more speed the vessel.

The Blandon displayed more speed the vessel.

The Blandon displayed more speed the vessel, and kasota, and brought up on the opposite side of the river. All are of the Hough type, for which 12 contracts were originally held. It is probable the following vessels will be of the Ferris plan or whatever type the Emer-promise favored after tests as completed. The second test of the proposition decides on the first plan or whatever type the Emer-promise favored after tests as an application of the proposition of the following vessels will be of the foll Wasco was floated February 17, so in less than a month the company has sent four hulls down the ways, which is a record in the Oregon district ation of timbermen, more extensive testing and acope of character, to a known as the Timber Products annufacturers.

The new organization, which will be the Line The new organization, which will be the Line The new organization.

badly damaged, but none of the pants were injured. Marine Notes.

Authority has been obtained by the Al-hina Engine & Machine Works to erect a jumber shed and small storage house in connection with its shipbuilding activities. Departures in the lumber fleet yesterday included the steamer Santa Monica, from Stella to San Francisco, and the Klamath, from St. Helens for Southern California New Towboat to Be Most Powerful on River.

Inspection of the new motorship James Timpson, at the Vancouver plant of the G. M. Standifer Construction Company, was begun yesterday by United States Steam Vessel Inspectors Edwards and Wynn.

gun yesterday by United States Steam Vessel Inspectors Edwards and Wynn.
Captain William O'Brien is master of the new schooner Chiquimula, which got away late yesterday from the Eastern & Western mili with a cargo of lumber for Costa Ricalshe is the last of five vessels built by the Columbia Engineering Works for New Orleans interests headed by M. T. Snyder. She is to be placed in the ore trade between Philadelphia and South America.

Arriving in the river yesterday from Honolulia via San Francisco was the schooner Annie Larsen. She is known as the "walf of the sea," because of having been used early iin the war to carry a cargo of arms and ammunition to the steamer Maverick, but was checkmated when a United States Navy vessel overhauled her. The cargo was seized by Custom-House officials at Hoquiam. She comes now to load a lumber cargo.

On her way here to finish loading, the new 8800-ton steamer Westlake salled from Seattle resterday. She will take on part of her load at Astoria. The yessel was substituted for the Westwood, which was to have been first.

Pacific Coast Shipping Notes. SEATTLE March 14 - (Special.)-In

blies.
The freighter Valder, of the Alaska Steam-thip Company's fleet, sailed this afternoon for Southwestern Alaska ports with a full cargo of general merchandise and supplies for Alaskan canneries.

ASTORIA, Or., March 14.—(Special.)—The schooner Annie Larsen arrived at 1:30 this aftermoon, 20 days from San Francisco, and will load lumber at Westport for Port

The steam schooner Dalay Matthews arrived at I o'clock this morning from San Francisco and went to Wauna to load

Carrying a cargo of lumber from Knapp-ton and the Hammond mill, the steam schooner Halco sailed at 3:30 today for San The barge Charles B. Kenny arrived at \$:30 today from Eureka in tow of the tug Belief and will load lumber at Westport for Euraka Bureka,
The steamer Rose City arrived at 4:30 this afternoon from Portland and is to sail about 7 o'clock for San Francisco.

SAN FRANCISCO, March 14.—(C. ecial.)—
Some of the Dutch steamships operated by
the Dutch lines to the Dutch East Indies
from this port will be switched to the Atlantic and to the Australia run, according
to the opinion of shipping men. The move
will be made just as soon as the Gevernment takes over the vessels in accordance
with the plans being worked out by the
entente governments.

purchases necessary to help the construction, bids on which will be opened April 9.

Griading Mill Authorized.

Application of the Crown mill on North Front street, for permission to erect an auxiliary mill for grinding harley flour, was favorably acted on, with the understanding the sprinkling system would be extended there and the fire precautions adhered to lail grespects.

It was agreed to permit the Willamette in fron & Steel Works to remove a few dolphins of the fender piling system in dredging out the abandoned to in dredging out the abandoned them in dredging out the abandoned the provided for fitting out steel steamners, would be replaced. The Willamette interests have been authorized to erect as femce at Nicolal street, to close that glant the dolphins of the fender piling system would be extended there and the fire precautions adhered to lail matter the fire precautions adhered to make the fire precautions. Nautical school in ship construction.

Nautical school make the fire precautions and the fire precautions adhered to make the fire precautions adhered to make the fire precautions adhered t

COOS BAY, Or., March 14. — (Special.)— Tug Samson brought the barge Johanna Smith into port from San Francisco at 12:30 P. M. for a lumber cargo. The Standard Oil tanker George Loomis sailed at 12:30 P. M., after discharging 400,-000 gallons of oil.

Movements of Vessels.

PORTLAND, March 14.-Sailed-Steam

ASTORIA, March 14.—Left up at 1 A. M.—Steamer Daisy Mathews, from San Francisco. Arrived at noon—Schooner Annie Larsen. from San Francisco. Salled at 3.30 P. M.—Steamer Halco, for San Pedro. Arrived at 8:30 A. M. and left up at 1 P. M.—Barge Charles B. Kenny, for Westport.

SAN FRANCISCO, March 14—Arrived at A. M.—Steamer Johan Poulsen, from Portand. Salled at midnight—Steamer Wilamette, for San Pedro. Arrived at noon-Steamer Beaver, from San Pedro. Salled at 1 P. M.—Steamer El Segundo, for Coumbia River. Salled—Motor schooner Mount Rainier, for Caliao.

SAN PEDRO, March 14.-Arrived-Steam-TACOMA, March 14. - Arrived-Steamer SAN FRANCISCO, March 13.—Sailed at 1 A. M.—Steamer J. A. Chanslor, for Port-

ASTORIA, March 13 .- Sailed at 7:30 P. M Steamer Oleum, for Port San Luis,

SEATTLE, March 14.—Sailed at 10:30 A. M. Steamer Westlake, for Portland.

SEATTLE, March 14.—Arrived—Steamer Admiral Schley, from San Pedro, Salied— Steamer Vaidez, for Southwestern Alaska; Northland, for San Francisco; Westlake, for

SAN FRANCISCO, March 14.—Arrived— El Segundo, from Astoria. Salled—Steamer, Lakme, Casjar, Johan Poulsen, for Portland U. S. Naval Radio Reports.

(All reports are for 8 P. M. yesterday uness otherwise designated.)

less otherwise designated.)

ASUNCION, Cordova for Richmond, 1448
miles from Richmond, 8 P. M. March 13.

NORTHWESTERN, Seward for Latouche,
off Cape Junkem, 8 P. M. March 13.

WILLAMETTE, San Prancisco for San
Pedro, 25 miles north of Point Arguello.

CELILO, Columbia River for San Francisco, seven miles north of Cape Blanco.

J. A. MOFFETT, San Pedro for Puget
Sound, 405 miles north of San Francisco
lightable. RAINIER, San Francisco for Vancouver, 225 miles from San Prancisco. C. A. SMITH, in tow of tug Tyee, Coos Bay for San Francisco, 65 miles north of

San Francisco.

ADMIRAL DEWEY, San Francisco for ADMIRAL DEWEY, San Francisco for Wilmington, 30 miles from San Francisco. BARGE 91, with Standard 2, El Segundo for Richmond. 87 miles from Richmond. YOSEMITE. San Francisco for Puget Sound, 90 miles north of San Francisco. EL SEGUNDO. Richmond for Portland, 31 miles north of Point Reyes.

J. A. CHANSLOR, Point Orient for Linnton, 420 miles north of San Francisco.

LA BREA, Port San Luis for Oleum, 174 miles from Oleum.

For Infants and Children miles from Oleum, PORTER, Everett for Monterey, 495 miles from Everett, LYMAN STEWART, for Port San Luis 42 miles from Port San Luis. Read The Oregonian classified ads.

PORTLAND IS NAME

BUILDING TO START SOON

Vessel Will Be 186 Feet in Length. With 1700 Horsepower, and Will Make Close to 17 Miles an Hour if Necessary.

erful sternwheel towboat the Port of Portland Commission has decided to build, plans for which were submitted yesterday. The specifications and de-

The vessel is to be 186 feet long, with a beam of 40 feet and depth of hold of 8.5 feet, and will have a 25-foot wheel. The boiler is being finished, and the engines were recently purchased at San Francisco, so there will be no delay on the score of machinery. The vessel will be allowed 200 pounds of steam and will develop, it is estimated about 1700 km services.

distribution would begin immediately of 54 similar concrete ships of the pler stream of the work on a cost-plus basis, and that the third considered from the post larger tournage than the vessel sit self, still at not limit and the pler were approved February 2 sand that self, that not limit and the pler site so that much of the compa days, it is hoped to pave the way for full use of the facilities of the dock, which will be needed immediately.

In continuing its readjustment wages the Commission adopted the recommendation of a special committee to advance the pay of cooks and boys on the tugs from \$75 to \$80 month, allow the dredges four men the steward's department instead of three, raise dredge deckhands from \$47.50 to \$50 a month and deckhand and firemen on dredge tenders from \$50 to \$55 and chief engineers iredge tenders from \$110 to \$120 nonth, also to make the salaries masters of tenders uniform at \$135 month. One of the latter is now pai that figure and another \$125.

Awards made for supplying the arder of all vessels and dredges during March, April and May show an increase in the cost of some foods over the same period last year. Under the contracts meats will cost \$5150.93 as against \$3692 last year. Coffee this year costs \$323.50 compared with \$258 last year. Groceries cost less, \$2869.90 being the award yesterday as against \$2024 a year.

Standard Sta

Monday.

On the steamer Point Loma, which arrived at Seattle yesterday from Portland after a good run, L. B. Hillinger, second mate, and W. J. Curott, third mate, were on duty, they being nautical school graduates. On the steamer Westchester J. W. Green and Henry Hellman will be cadet officers. Cadets Fretwell and Robinson will be on the steamer West Shore and probably a steamer West Shore and probably a third shipped, who has not been named The school continues to attract new students and the enrollment is holding up well. Captain E. Wendt is an-other to obtain a skipper's ticket, but instead of going on a steamer he will take the schooner Oakland.

FRED PAPE TO BUILD SHIPS

Port of Portland Superintendent Is Emergency Fleet Officer.

After nearly six years spent with the Port of Portland, Fred B. Pape has been "called to the colors" of the Emergency Fleet Corporation through his appoint-ment yesterday as assistant district officer of the division of steel ship con struction, under Captain J. F. Blain district officer at Seattle. Mr. Pape

will have headquarters at Portland and will begin his new duties March 20. His resignation, tendered to the Port of Portland Commission yesterday, was a decided surprise. Until E. W. Wright resigned as general manager of the Port of Portland July 1, 1917, Mr. Pape was supervising mechanical engineer and since he has been general superintendent. He had several years' deep-sea experience as an engineer and had much to do with fitting out vessels before joining the Port staff. His resignation was regretfully accepted by the commission, which will consider the matter of a successor later.

NORTHWEST PLANT TO EXPAND

Two Acres Leased From Southern Pacific to Provide Storage.

Two acres of land in the rear of the Northwest Steel Company's property has been leased from the Southern Pacific and, as soon as a fill is made there cific and, as soon as a fill is made there
additional storage facilities will be
provided for material for ship construction. The land is part of the
Southern Pacefic's right of way and
embraces ground on both sides of Sher-

idan street.

The matter of having a dredge assigned there for the filling task has been taken up with the Port of Port-land and it is expected that a dredge will be assigned there in about 60 days. The fill will not require much time but it is said that a month will be re quired in which to prepare for the undertaking, as the shore pipe must be

CASTORIA

In Use For Over 30 Years

Clean your home as hospitals are cleaned

Hospitals wage constant and successful war against disease germs by the daily use of Lysol disinfectant.

Disease germs enter homes, also. Wherever refuse collects, in garbage cans, sinks, toilets, old plumbing, and sunless corners, disease germs breed into millions and menace health. Plain water-washing does not destroy these germs. But the hospital disinfectant, Lysol, does exterminate germs on the instant of contact.



You can and should use Lysol in every washing of the home, in cleaning every danger spot. Do it for safety. A 50c bottle of Lysol makes five gallons of absolutely germ-killing solution; a 25c bottle makes two gallons. Lysol is also in \$1 bottles-sold everywhere. It has invaluable effect in personal hygiene.

True Lysol - that used in scientifically conducted hospitals - is that made, bottled, signed, and sealed by Lehn & Fink. Accept only such.

Lysol Toilet Soap Contains Lysol, and therefore protects the skin from germ inection. It is refreshingly soothing and healing and helpful for improving the skin. Ask your dealer. If he hasn't got it, ask him to order it for you.

Lysol Shaving Cream Contains Lysol, and kills germs on razor and shaving - brush (where germs abound), guards the tiny cuts from infection, and gives the antiseptic shave. If your dealer hasn't got it, ask him to order a supply for you.



laid across the company's property San Francisco. The liquor was in the from the river to the right of way. BUILDERS START OWN SHIPS

Headway on Three Carriers. At the Linnton plant of the Columbia Engineering Works a start has been made on a vessel to be built on account of the management of the yard unless she is disposed of before completion. The full framing of the ship is in place and good time is being attained in the work. She will be a four-masted year. work. She will be a four-masted ves-sel, the same as two being built for Christofer Hannevig, of New York. The first of the latter ships is planked

and decked, while the second is being planked and the decking is going down. Arthur Mears, head of the plant, leaves tomorrow night for the East and it is

MOTORSHIP TO BE TRIED OUT James Timpson to Be Given Six-

Hour Inspection Trip Monday. VANCOUVER, Wash., March 14. (Special.) — Preparations are bei motorship building here by the G. Standifer Construction Corporation six-hour trial trip Monday, beginning at 10 o'clock. Government inspector were aboard the Timpson today.

The Timpson, being built for I, T. The Timpson, being built for I. T. Williams & Sons. of New York, is equipped with two 500-horsepower Diesel engines, built by the Winton Company. Mr. Winton of the company is here in person, and will see the engines run on the trial trip. Captain Otis W. Clarke, of Boston, will be master of the Timpson when she leaves here. It is said she may load at Coos Bay and take a cargo of lumber to the Atlantic Coast.

umber to the Atlantic Coast. Schooner Brings in Whisky, ASTORIA, Or., March 14 .- (Special.) -Forty-four cases or 528 quarts of con-traband whisky were found by Federal officers on board the schooner Annie

various quarters and was not concealed. All of it has been confiscated, but no arrests were made, although some may

Columbia Engineering Works Makes DREDGES TO WORK AS USUAL

Scarcity of Scamen Not Expected to Delay Filling Out Crews.

Scarcity of seamen and other maritime workers, now being experienced to an extent along the coast, will not deter dredging operations from being carried out at the entrance to the Columbia River and Coos Bay this season.
If trained men are not to be had when
the big vessels go into service, others will be signed and initiated into their duties, and with a few sailormen it is believed the remainder of the crews can

be made up satisfactorily Railway Building understood he is negotiating for more contracts. There were five ships completed there for M. T. Snyder and as pleted the columbia River work early in April. She is to be drydocked for cleaning and painting the last of this month. The dredge Col. P. S. Michie, lying at The dredge Chinook will be returned to the Columbia River work early in the East Washington-street terminal, is undergoing an overhauling and is to be returned to Coos Bay about May 1.

O. A. C. WOMEN LEAD MEN

Scholarship Average Four Points Higher, According to Report.

OREGON AGRICULTURAL COLLEGE. Corvallis, March 14 .- (Special.) - Registrar's reports for the past semester show that the women of the college have a general average in scholarship which is 4 points higher than that of the men. The general average for women is \$6.0 and for men \$2.0. The average for the sororities as a whole s 85.9, while that of the men's fraternities is 83.9. The average for men in clubs is 82.5. Of the women's sororities the leader

in scholarship is Pi Beta Phi. Kappa Psi holds the highest average for the men's fraternities. TOO LATE TO CLASSIFY. WANTED—Competent, all-around night man for garage; city references required. Ad-dress XXX, care Oregonian.



touch with the home news by sending him The Oregonian. 75 cents per month (no extra charge for postage) will do it.

(Fill out blank below today-Cash must accompany order)

THE OREGONIAN, Portland, Or .-

Enclosed find 75 cents for which send The Oregonian, Daily and Sunday, one month, to the following address. (If longer time is desired, refer to rates at head of Editorial

п	
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	Address

	Sent by,