NEW BIDS FOR PIERS AT ST. JOHNS ASKED

Robert Wakefield's Certified Check for \$17,000 Forfeited.

BOND COMPANIES CAREFUL

Lowest Bidder's Offer \$60,000 Be low Next Lowest Held Too Great Discrepancy in Price.

New proposals are to be opened one week from today by the commission of public docks for the construction of an addition of 300 feet to pler No. 1 and the construction of the entire wharf of pier No. 2, at the St. Johns terminal. Robert Wakefield, the lowest of four bidders who filed tenders two wocks ago, was unable to obtain a bond, so

yesterday the commission declared for-feited a certified check for \$17.000 and ordered that new tenders be called for. In the original advertisement for pro-posals it was set forth that considera-tion would be accorded only such bids as were accompanied by a check, made payable to the city of Portland, for an amount equal to 5 per cent of the pro-posal, to be forfeited as fixed and liquidated damages in case the bidder neg-lected or refused to enter into a con-tract and provide a suitable hond for the faithful performance of the work. Mr. Wakefield was present and re-peated what had been made known to the commission before that surely or

the commission before, that surety or-ganizations refused to write a bond be-cause of about \$60,000 between his bid and that of the next lowest. He added that the next time he filed proposals it would be with the bond already exe-

Members of the commission debated the matter of declaring the check for-feited, but felt that under the construc-tion of the call for tenders there was to alternative. At the same time it is believed that when the work is finally awarded, whether to Mr. Wakefield or another, the commission can rescind the action of yesterday and order the check

The bid of Mr. Wakefield was \$339,-571.58 and the next lowest that of A. Guthrie & Co., in the sum of \$362.262.25, Mr. Wakefield told the commission, when the bond cubject was first when the bond subject was first broached that in forming unit prices on the different features involved e id neglected to provide for insurance, ither in the way of a bond, for fire or liability, which, he estimated, would cost him \$14,000. It was reported yesterday that prices Mr. Wakefield obtained on lumber and piling would save him \$49,000 as compared with other bidders and that accounted in part for the low hid.

In the call for new bids it is provided that the certified checks of the three lowest bidders will be retained until the contract is awarded. The commis-sion was asked to consider other forms of contract, but it was argued that as it is a readvertisement for tenders no material charge should be made as to

COLUMBIA LAUNCHES TODAY

Plant to Float 20th Hull and Third in Two Weeks.

Launching 20 hulls in 17 months will have been the showing made by the Columbia River Shipbuilding Corpora-tion by night as the 20th hull, that of the West Quechec, goes into the water at 3.45 o'clock this afternoon. The debut of the vessel will mark the third floated in two weeks, the West Totant and West Hargrave having left the ways since April J.

Since the West Chana was floated by the Northwest Steam

by the Northwest Steel company April 11, there has been a noticeable jump in rivalry between the two forces. The fact the yards join has not tended to make the feeling less, since the Northwest's crew post signs calling attention of their competitors to the fact the West Chana was launched in 45 days, also that a keel was laid the next day in record time of less than heat day in record time of less than boys across the fence and they are posts the fence and they are posts the fence and they are posts the fence and they are sponsor for the Waban. Mrs. Beach is a daughter of L. E. Menefee, of Portland.

Mrs. v. New Craft—Standifer Yards Are of 5000 tons deadweight two ships launched at the Supple-Ballin two ships launc

COKESIT IS ON TRIAL TODAY

Steamer Is Largest Yet Completed in Portland District.

Vancouver sends out its first big steel ship this morning, the 2500-ten steamer Cokesit, the largest yet com-pleted in the Oregon district. The ves-sel is scheduled to leave the G. M. Standifer Construction Corporation's plant at 8 o'clock on her builders' trial. The Coaret, sixternship, is also should steamer Cokesit, the largest yet completed in the Oregon district. The vessel is scheduled to leave the G. M. the land where the outfitting dock now Standifer Construction Corporation's plant at 8 o'clock on her builders' trial. The Coaxet, sisteraship, is also about ready and will soon be under trial.

The Wahan, the third of the big hulls, is to be launched tomorrow afternoon and she will go into the water that the Standifer steel plant is the in an advanced stage of completion, her main engine being aboard, while her masts and booms are up and laid-out yard. her masts and booms are up and laid-out yard. standing rigging finished and even the lifeboats on deck. The Wawalona, the being built here and there are four fourth to launch, will have her Scotch others on the great ways, three being marine botters in place as well as the

Dant & Russell to Supply Initial

Cargo for Kaian Maru. On her first voyage from the United States the new Japanese freighter Kaian Maru, a carrier of \$400 dead-weight tons, will load lumber here in May for China. She has been fixed States the new Japanese

Dr. Carter's K. & B. Tea

Makes Finest Home-made Laxative Syrup

Easily Prepared - Two Pints Cost Almost Nothing but is Prompt, Sure and Effective.

Ready-made laxative strups for childen are costly. By making this at home you not only save practically \$1.56, but you will have a much more prompt and effective preparation.

Simply obtain from any drug store a package of Dr. Carter's K. & B. Tea. Put contents in a bowl. Add 115 pints of boiling water, cover and allow to stand for 2 hours. Strain, add 1 pound of sugar and stir until dissolved. Playor either with essence of peppermint or wintergreen according to taste. Dose for adulta, I tablespoonful each night or night and morning until a regular movement of the bowels is effected. For children, I teaspoonful each purifier, I teaspoonful every night of every other night for at least three weeks.

Ever a real springtime toule and blood purifier, I teaspoonful every night or every other night for at least three weeks.

Cut this recipe out and pasts it on the bottle.—Adv.

Work on Astoria Reclamation Projective Colonel Startet leaves for Seattle tonisht and sails from there Tuesday for Japan, China, Corea and Manchuriz, the journey being principally for pleasure, he says.

LOS ANGELES IS ELIMINATED structure. This bid was at the rate of \$25,660. The engineer's estimate was regular movement of the bowels is effected. For children, I teaspoonful every night of every other night for at least three weeks.

Ever a real springtime toule and blood a: I the rip rap work, totaling \$122,000.

Griding on constructing the bulkhead a: I the rip rap work, totaling \$122,000.

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The bids of J. H. Dirkes and D. A. Gerding on constructing the bulkhead a: I the rip rap work, totaling \$122,000.

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The bids of J. H. Dirkes and D. A. Gerding on constructing the bulkhead a: I the rip rap work totaling \$122,000.

The bids of J. H. Dirke

by Dant & Russell and it is estimated she may load close to 4,000,000 feet. The vessel has been prepared for the trip from Japan to San Francisco with general freight and will come north

lumber. E. Dant, of the firm, has returned C. E. Pant, of the firm, has returned from China, where he went seven weeks ago. He says there undoubtedly will be a good trade re-established with the far east in lumber and he looks for fully as large a volume as was the case before the European war, the only drawback being abundant tonnage, though it is thought much of it will be supplied from the Japanese fleet. Mr. Dant was visiting business connections of the firm and says he was most encouraged by the indications of business revival.

SEATTLE SHIPPING INSPECTED

Assistant Director of Federal Board Leaves Puget Sound.

SEATTLE, April 17.—H. H. Ebey, assistant director of operations for the United States shipping board, with jurisdiction over the Pacific coast, left Seattle late today for his headquarters

in San Francisco.

Mr. Ebey has been in Scattle several days, inspecting shipping board property and port facilities. CAPITAL REPORT IS DENIED

BUILDING OF MOTORSHIPS NOT DESIRED BY PLANT.

Captain Robert Ferguson, Master of Adrien Badin, Entertains Merchants at Sourabaya.

Washington reports, to the effect the Peninsula Shipbuilding company was endeavoring to induce the shipping board to build wooden motorships, are said by officials of the corporation evi-dently to have reference to suggestions made that instead of converting bulls, intended as steamers, into sailing ves-

intended as steamers, into sailing ves-sels, it would be more advantageous to install internal combustion engines. There are four vessels of 12 con-tracted for that will not be steamers and instructions have been received from the Smergency Fleet corporation headquarters for officials of the Ore-gon district to have an estimate made of the cost of converting two of them into meterships. into motorships

The idea of the Philadelphia officers of the Emergency Fleet corporation is to fit the vessels with twin engines, each of 750-horsepower, the McIntosh and Seymour design being indicated. That is not decided, as the estimating details are now under way. The Peninsula plant has turned out

four auxiliary schooners, each fitted with twin engines of the Winton design, the vessels being the Erris, Esperanca, Adrien Badin and Pechiney. In a letter from Colombo, Captain Ferguson, master of the Adrien Badin, writes that the vessel was 13 days or the way there from Java, 2500 miles. At Sourabaya a number of merchants were entertained aboard and they were so impressed with the vessel and her economical operation that Captain Ferguson was induced to part with a set of her plans. Captain Ferguson says there are excellent opportunities for such vessels in the Chinese and Java

The vessel was only 15 days from Shanghai for Sourabaya, 2009 miles, six days of which time there was light wind and she moved ahead under her auxiliary power. On the voyage it is said the vessel burned only 13 barrels of fuel and used 10 gallons of lubricat-

WABAN GLIDES INTO RIVER

BIG 9500-TON STEAMER IS LAUNCHED AT VANCOUVER.

Mrs. V. Menefee Beach Is Sponsor of

the Cokesit, the first steel ship to be launched by the Standifer corporation, and the Coaxet, the second one, were moored by the outfitting dock. The Cokesit returned last night from a sixhour river trial which she stood ex-ceptionally well. The Coaxet is rapidly nearing completion and it will not be long before she will have her trial trips.

others on the great ways, three being launched. She is 402 feet long and is of

Extended to Sawmills.

coming spring and summer.

The sale of bonds to finance the dredging operations has already been made to Morris Brothers of Portland.

FILL BIDS ARE TURNED DOWN

Ready-made laxative syrups for chil. Work on Astoria Reclamation Proj-

Fifteen Vessels, Five Built in Portland, Disposed Of.

PRICE PAID \$650,000 EACH

On Basis of Contracts Let by Ship ping Board Sale Indicates Loss of \$20 a Ton From Cost.

OREGONIAN NEWS BUREAU, Washior steady and the Supple and Balin yards, at Portland, have been sold, with ten built at the National Shipbuilding company yard at Orange, Texas, at a price of \$550,000 for each vessel, or \$145 for each deadweight ton,

ccording to announcement of the ship-ing board today.

The fleet will be operated by the Brooks Steamship company in the trans-Atlantic trade, five out of New York, five out of Havana and five out of New Orleans. The vessels built at Portland are the Dalana, Thala, Air-lie, Ashburn and Birchleaf.

WASHINGTON, April 17.—Negotiations have been opened by the purchasers for 15 more vessels of the same type. It is understood the purchasers obtained insurance ranging from 1½ to 3½ per cent, which shipping experts said indicated the underwriters now regard this type of vessel as a good risk. The original insurance rate ranged from 5 to 7 per cent. The latest regard this type of vessel as a good risk. The original insurance rate ranged from 5 to 7 per cent. The latest figures of the shipping board show 115 wooden ships in service. Contracts were originally 4st for 703 vessels of this type, but 31s of the contracts were canceled after the armistice.

canceled after the armistice.

Loss of \$20 a ton Sustained.
According to the shipping board's second annual report, contracts for wooden ships which were let up to August 31, 1918, called for an expenditure of approximately \$165 a ton. On this basis the sale today indicates a loss of \$20 a ton from the cost of production during the war, a total on the 67,000 tons sold of \$1,246,000. Chairman Hurley has stated that in the sale or operation during peace of the fleet built during the war a substantial writing off would be necessary to allow for the increased cost of materials and for the increased cost of materials and labor while the war was in progress.

Bids for 25 additional ships of the same class will be received by the shipping board Monday, May 5. Successful bidders may transfer the vesters of the same of the same

sels to foreign registry if desired. Success of Vessels Assured. Each of the vessels to be sold aver-ages 3500 tons deadweight. The ship-ping board announced that the ships were suitable for coastwise, trans-Athartic or trans-Pacific trading, a number of the same class having been used successfully in the Pacific Coast-Hawaiian trade and between the United States and Central America, West Indian and South American ports on both coasts.

The purchase of the Supple-Ballin fleet by the Brooks line is accepted here as the culmination of negotia-tions entered into several weeks ago. At that time telegrams reached Portat that time telegrams reached rort-land that a sale was pending. The vessels were designed by Fred A. Bal-lin, who with Joseph Supple, formed the Supple-Ballin organization and their first work was constructing the motorships Mount Hood and Mount Shasta for Gaston, Williams and Wig-more of New York. Then they took on fore of New York. Then they took on more of New York. Then they took on government contracts, Mr. Bailin having his dealgn of composite ships accepted and the same vessels are being turned out at the Vancouver plant of the G. M. Standifer Construction corporation. The Ballin ships are of the 4500-ton class, while the ships built at Orange

CITY TERMINAL IS LAUDED

PORTLAND MAKES GOOD START, SAYS COLONEL.

Plant Declared Valuable Asset if Portland Is to Enjoy Advan-

tages of Commerce.

"In the St. Johns terminal Portland has a valuable asset if there is to be any appreciable business at this port, for the first unit is in line with the highly developed terminals on the Atmain engine and funnel when she the Isherwood type. The keel for the glides into the Columbia, and it is not beyond the bounds of possibilities that she will sound her own whistle as she DREDGING CONTRACT IS LET the emergency construction section of NEW JAP TRAMP LOADS HERE Tillamook Harbor Channel to Be inspection of the St. Johns property yesterday.

"I regard the terminal as exception "I regard the terminal as exceptionally fine, strictly modern and splendidly laid out, and it has the ear marks of the best engineering," he continued. "I believe it is the best possible plan and it strikes me as extremely reasonable. A feature that will no doubt prove of inestimable value there is the anchorage nearby for vessels, which must be proven when the shipping situation brings about the development of lighterage facilities, which is really a system corresponding to the use of Extended to Sawmills.

RAY CITY. Or., April 15.—(Special.)
—The port of Bay City has let a contract to the Tacoma Dredge company to dredge a channel with suitable turning basins from the main channel near the mouth of Tillamook bay to the Cummings-Moberly saw-mill plant on the lower hay above Garibaidi, and to continue northerly along the Bay City channel of the bay to Hobsonville, where the Coates people are now reconstructing the old Miami Lumber company saw-mill.

The Cummings-Moberly company are now taking logs and will soon be turning out lumber. They plan to build about 160 cottages during the coming spring and summer.

"I regard the terminal as exceptionalle, strictly modern and splendid-ly laid out, and it has the ear marks of the best engineering." he continued. "I believe it is the best possible plan and it strikes me as extremely reasonable. A feature that will no doubt prove of inestimable value there is the anghorage nearby for vessels, which must be proven when the shipping situation brings about the development of lighterage facilities, which is really a system corresponding to the use of metor trucks about the city, and if they are several miles away it is not objectionable, for cargo is handled economic and form ships.

nomically in lighters to and from ships instead of having them shift often. "In the St. Johns terminal I find a most laudable start toward the right character of development that will in-sure for Portland most important as-sistance when she again is busy with

shipping."

Colonel Starrett leaves for Seattle tonight and sails from there Tuesday for Japan, China, Corea and Manchu-

included Los Angeles in its schedule since July, 1910.

The arrangement now is for the steamer to sail from the Golden Gate, May 1, arriving here May 2, and salling southbound May 6, after which she will be dispatched every nine days. At San Francisco the steamer will lay over two days each voyage. The San Francisco & Portland Steamship company was considering offers from the Admiral line for a time to sell the Rose City, but as the company was paid for the loss of the liner Bear, also for the sale of the Beaver to the havy, it is believed modern steamers will be built to replace them as soon will be built to replace them as soon as shipbuilders drop down to a cheaper level, which is not expected imme-

Pacific Coast Shipping Notes.

SEATTLE, Wash. April 17.—(Special.)—
"Just here to look the plants over and meet
the boys again." declared William H. Todd
of New York, owner of the Todd Drydock
of Scattle and the Todd Shipyard at Taoma, who arrived in Seattle last night. Mr. Todd came in too late to attend the aunching of a ship at his Tacoma plant last night, but will visit there today. He said he had no news to offer. He was met

said he had no news to offer. He was met by C. W. Wiley, president of the Puget Sound Todd interests, and was in conference with him until a late hour. He is at the New Washington hotel. In a letter to Captain C. W. Hall of Seat-tis, Captain J. E. Brinker, who left here as master of the steamship Easterling, says he has been transferred to the West Tucker, a Portland built vessel, and is en route to Dublin, Ireland, with a carpo for the ship-ping board. Captain Brinker writes that he expects to take the West Tucker to Mediterranean waters with a possible call at Constantinople.

Mediterrancen waters with a possible call at Constantinople.

SAN FRANCISCO. April 17.—(Special.)—Australian coal is cutting in on American coal in the Hawaiian islands, according to J. A. Kennedy, president of the Interlaland Navigation company, who is in San Francisco today on his way to Washington. Kennedy believes the lack of American ships is the main cause of the falling off of American trade in coal. Up to a few months ago the United States shipping board sent large quantities of coal to the hainds in vessels owned by the Matson Navigation company, the ships coming back to the United States with island cargoes. Since the withdrawal of the vessels from the Hawaiian run Kennedy declared that more than 126,000 tons of freight have piled up on the docks at Henolulu awaiting shipment, and British vessels, released from war service, are now being put on the Australian-Honolulu run, bringing coal and returning with island products. Kennedy is going to Washington to see if relief can be procured and the business diverted to this coast. Four of the Matson company's big boats are still in the service of the government and are at present on the Atlantic coast.

Owing to the big volume of freight offered to the coast. Four of the Matson company's big boats are still in the service of the government and are at present on the Atlantic coast.

Owing to the big volume of freight offered to the will have to place the steamer Mayfair on the same run in order to provide facilities for caring for the surplus business offered. The Humboldt arrived from the southland today with a big list of passengers and a capacity cargo. Scanmell said that he is offered enough freight of the matson of the shift is to be made it cannot be done until the vessel returns in about 19 days.

The schooler Matthew Turner, Capitain F. G. Scott, arrived from Cadix, P. I. today

days.

The schooler Matthew Turner, Captain F. G. Scott, arrived from Cadix, P. I., today with 825,000 feet of Philippine hardwood. Captain Scott reported that he encountered a typhoon off the coast of Japan and lost a number of sails and the rigging also was damaged. The cargo is the largest individual consignment of hardwood ever brought to this port by a balling vessel.

TACOMA, Wash. April 17.—(Special.)—
On a visit of inspection of the Tacoma and Seattle plants of his organization, President Todd of the Todd Drydock & Shipbuilding corporation of New York arrived here this afternoon. He says that he may have some announcement to make tomorrow in connection with work here. The U.S. & torpedo boat destroyer Gwins underwent preliminary trial run this afternoon. The Gwinn is a product of the old Seattle Drydock & Construction corporation, but on her trial runs last year wrecked a turbine which the plant here replaced besides doing other work on the water?

Vessel.

The wooden steamers Chesterfield and Port Union were launched here this evening from the Seaborn and Tacoma shipyards.
On account of heavy weather the Onaka Shosen Kaisha steamer Canada Maru, on her way to Tacoma from Japan and due Thursday at Victoria, will not make this port until Friday.

The Canada Maru this trip has 2000 bales of silk for the United States valued at 12,000,000. The vessel has about 5000 tone of freight for sound and British Columbia ports and the east.

COOS BAY, Or., April 17.—(Special.)—
The steam schooner South Coast is leaded with lumber for San Pedro and should sall some time during the night.

The cit tanker Whittier arrived this afternoon from the south bringing in a fuel-oil cargo of 11,900 barrels for the Mountain States Power company.

The steam schooner Martha Buehner is ready for sea and is expected to sall for sen Francisco tonight. early for sea and is expected to sail for an Francisco todight. Many small flighing craft have been to sea in the past few days and a number of cood halbut catches were made. Ling and ed mapper are plenteous in the local mar-

Movements of Vessels.

PORTLAND, April 17.—Sailed at T A. M.

—American barks Levi G. Burgess and Berlin, for Nushagais. At 5 P. M.—Steamer Cellio, from St. Helens for San Diego, via-San Prancisco and San Pedro, Arrived at S. A. M., sicamer Dalsy Matthews, from San

ASTORIA, April 17.—Sailed at 1:15 P. M.
Steamer West Togus, for Norfolk for orders. Arrived at 1:30 P. M., steamer turella, from San Francisco.

HOQUIAM. April 16.—Arrived—Steamer Willamette, from Portland for San Diego. PORT SAN LUIS, April 17.—Arrived-teamer Washienaw, from Portland.

SAN PEDRO, April 16.—Arrived-Steamer

SAN FRANCISCO, April 17.—Sailed at 7 A. M.—Steamer Providencia, from Colum-bia river for Santa Resalia.

bla river for Santa Resalla.

ASTORIA, Or., April 17.—(Special.)—
With freight and passengers from Astoria
and Portland, the steamer Aurelia arrived
at noon today from San Francisco, via Eureka and Coos Bay.

The steam schooner Cellio, carrying lumber from St. Helens, is to sail tonight for
San Pedro.

The flour-laden emergency fleet steamer
West Togus, which crossed out yesterday
on her trial run, returned to port at 4
o'clock this morning and salled at 1:20 this
afternoon for Panama, on route to Norfolk.

GRAYS, HARBOR, Wash, April 17.— (Special.)—The steamer Hoquiam cleared today for San Pedre from the Grays Harbor Lumber company's mill at Hoquiam. HONGKONG, April II .- Arrived - Steam-r China, for San Francisco, via Yokohama,

SHANGHAI. April 11.—Sailed—Steamer Monteagle, from Hongkong for Vancouver. SAN FRANCISCO, April 17.—Arrived—Steamers J. C. Lindauer, C. A. Smith, from Dona Bay; Kaian Maru (Japanese), for Kobe, Sailed—Steamer Hyades, for Hono-

SEATTLE, Wash, April 17.—Arrived— City of Seattle, from southeast Alaska; Oleum, from Oleum. Salled—Steamers Ad-miral Byans, for southeast Alaska; Rainier, for San Francisco; Skagway, for southwest Alaska; ship St. Paul, for Kenat, in tow of the Wanderer.

U. S. Naval Radio Reports. All positions reported at 8 P. M. yesterday unless otherwise indicated.)

(All positions reported at 5 F. M. yesterday unless otherwise indicated.)

PHYLLIR, from Scattle for San Pedro, 274 miles from Scattle.

PORTER, from San Pedro for Everett, 683 miles from San Prancisco.

QUEEN, from San Francisco for Scattle, 394 miles north of San Francisco for Scattle, 394 miles north of San Francisco.

W. H. HERRIN, from Gaviota for Linnton, 737 miles north of Gaviota.

ATLAS, from Ketchikan for Richmend, 604 miles from Richmend.

WASHTENAW, from Port San Luis for Esquimanit, 610 miles south of Esquimanit, 610 miles south of Esquimanit, 610 miles south of Foint Wells, 560 miles south of Point Wells, MULTNOMAH, from San Francisco for Scattle, 15 miles north of Columbia river.

ADMIRAL DEWEY, from Scattle for San Francisco, 302 miles from Scattle.

RAINIER, from Scattle for San Francisco, 40 miles from Scattle.

ADMIRAL EVANS, from Scattle for Ketchikan, 17 miles north of Seattle.

YOSEMITE, from Port Gamble for San Francisco, 355 miles from Fort Gamble.

351-355 Alder St., Cor. Park Medical

Bldg.



351-355 Alder St., Cor. Park Medical Bldg.

A Specially Arranged Dress Sale

150 Sample Dresses

\$29.50, \$35.00 and \$39.50 values, on sale tomorrow at

Silk Dresses Jersey Dresses Georgettes **Foulards** All Colors

\$25.00

Sizes 14 to 44

Special Sale of Spring

\$35.00

Hundreds of Styles in every popular shade and

Poriet twills in many new and different styles.



COLUMBIA RIVER PROJECT TO HAVE FEDERAL SUPPORT.

Representative Johnson Would Hold Down Immigration Laws and Deport Alien Slackers.

sentative Albert Johnson, who was in the city yesterday en route to his home after a visit to the towns in south-

after a visit to the towns in south-western Washington.

"This project," he said, "will be the first link in a chain of waterways, suitable for light draft craft, that will connect all the harbors from the Co-lumbia river to Puget sound, starting at Hawco and ending near Olympia. Waterways of this kind are being constructed on the Affantic coast right from and are proving of immeasurable benefit to commerce, affording a means of cheaper transportation than can be provided by rail and the same result will obtain here."

will obtain here."

Mr. Johnson announced that he will introduce a bill at the coming session of the national legislative body providing for the suspension of immigration and also for the deportation of certain aliens already here, including those who claimed exemption from milthose who claimed exemption from mit-trary service on the ground of being aliens, as well as those whose actions have shown them to be undesirables, or have made no effort to learn or practice good citizenship.

Columbia River Bar Report. NORTH HEAD, April 17.—Condition

our at 5 P. M .- Sea moderate; wind

High School Soldier Enters O. A. C OREGON AGRICULTURAL COLLEGE. Corvallis, April 17.—(Special.)—Minot S. Fry, formerly of Washington High

school, has entered O. A. C. He has just returned from service overseas with the Third division. Sixth engi-STEEL STRUCTURAL SHAPES,

UPSET RODS. FABRICATED MATERIAL FOR BRIDGES, BUILDINGS, TANKS, TOWERS, SHIPS, NORTHWEST BRIDGE & IRON

COMPANY PORTLAND, OR. P. C. Box 988. Phone Main 1193.

SHEEP DO WELL ON SILAGUE FROM AN INDIANA SILO LET US TELLL YOU WHY SPAULDING LOGGING CO SALEM, OR.

Watch Your Child's Tongue!

Constipated Children Gladly Take

"California Syrup of Figs"

For the Liver and Bowels

who are constipated, bilious, feverish, tonguecoated, or full of cold, are plainly printed on

the bottle. Look for the name "California" and accept no other "Fig Syrup."-Beware!

Tell your druggist you want genuine "California Syrup of Figs." Full directions and dose for babies and children of all ages

drives and was gassed the day that the armistice was signed. Mr. Fry has reg-istered in electrical engineering. Read The Oregonian classified ads. TRAVELERS' GUIDE

"CITY OF TOPEKA" Sails April 23d-Astoria, Coos Bay, Eureka, San Francisco. Connections for Los Angeles and San Diego. Round Trip Excursion to Alaska TICKET OFFICE, 101 THIRD ST. Main 1466 Freight Office, East 4331

ADMIRAT THE ACIFIC STEAMSHIP COMPANYS

S. S. "CITY OF TOPEKA" Passengers and Freight

Sailing Wednesday, April 23, for Marshfield, North Bend, Eureka, and San Francisco

Reservation made for Alaska ports

Ticket Office, 101 Third Main 1466

SERVICE RESUMED

S. S. ROSE CITY.

Between Portland and

San Francisco Only

Freight and Passengers. Leave San Francisco 11 A. M., May 1 Leave Portland 3 P. M., May 6. Sallings Every 9 Days.

San Francisco & Portland S. S. Lines.

Tickets at Consolidated Ticket Office, Third and Washington.

Phones—Main 3530, A 6611. Freight, Ainsworth Dock. Broadway 268, A 1234.

STEAMERS The Dalles and Way Points. Sailings, Tuesdays, Thursdays and Saturdays, 10 P. M. DALLES COLUMBIA LINE

Broadway 3454 Ash St. Dock. San Francisco, Los Angeles

and San Diego mer Sailing Saturday, 2:30 P. M. M. Bollam, Agent, 122 3d St. Phone Main 28.

CRENCH LINE

NEW YORK -F. YOR WEEKLY DEPARTURES.
Fugari Bross. Fos. Const. Agents. 109 Charge Bi., Scattle, or any Local Agent.