# FLOUR EXPORTATION STEADILY INCREASES

## Record Year for Portland Already in Prospect.

## 832,074 BARRELS SHIPPED

### Exports During First Four Months Surpass Half of Total for Year 1918.

Portland already in 1919 has exported 832,074 barrels of flour, which is more than half of the total for 1918, and shippers forecast that if the tonnage situation is reasonably free for the rest of the year 1919 will go down as the record flour period for Portland.

As records now stand 1918 leads all years since the beginning of flour exportation at Portland, the combined shipments having reached 1,568,175 barrels that were valued at $15,649,196. For the first quarter of 1919 there had been shipped 754,074 barrels, valued at $7,622,551, and so far this month one cargo, that aboard the 8800-ton steamer West Togus, has been dispatched, and that amounted to 78,000 barrels.

The best showing on flour exports previous to 1918 was made during the 1906-07 cereal season, when the combined shipments were 1,257,205 barrels. It was estimated a few days ago that at least five of the big steel ships would be assigned for May loading of flour. June will be the last month on grinding old-crop wheat, it is said, yet it is believed there will no change in the disposition of the product during the new-crop period.

The steel shipbuilding programme promises to end in Portland the latter part of the year, unless the government places contracts for more vessels of larger types, such as is being considered only contingent on congress appropriating the money. It is not improbable tonnage being built at San Francisco will find its way here to load flour, but that tonnage on Puget sound will be utilized for shipments originating here. There is yet hope that some of the wooden steamers will become flour carriers, but if it is finally determined to use them they will no doubt be loaded after the new cereal year opens in July.

## WOOD HULLS TO BE LAUNCHED

### Four Ships to Go Into Water During Next 15 Days.

In the next 15 days at least four wooden hulls are to be launched in the Oregon district. One of the first will be the 4500-ton hull Deva, which the Supple-Ballin Shipbuilding corporation has finished at its East Oak street plant. She is to leave the ways Tuesday. The Onteoro is ready at the Astoria plant of the Wilson Shipbuilding company, while the Munra is to be launched there in a few days at the George F. Rogers yard, to be followed by the Wowahbe. Orders have been given for the Sommarstrom Shipbuilding company, at Columbia City, to proceed with the finishing work aboard the Daulis, so she will take the water soon, but there is another hull partly completed which is to be left on the ways. The contract for this hull was canceled.

The Ferris type steamer Afrania, which was to have gone on trial today, is to leave for sea tomorrow. She came off the drydock yesterday and shifted to the Grant Smith-Porter yard, where she was built.

## DISTRICT MANAGER RESIGNS

### Captain Magee Leaves Fleet Corporation After Month's Service.

Captain William Magee, who assumed the duties April 1 of manager of the northern Pacific district, emergency fleet corporation, which embraces steel ship construction responsibilities in Oregon and Washington, has tendered his resignation, to take effect May 1. Captain Magee will become identified with a marine construction and repair plant at Eagle Harbor, Wash., formerly operated by Hall Brothers.

Captain Magee succeeded Captain J. F. Blain, who resigned to enter the shipping field as representative of eastern and foreign vessel owners. Captain Magee was appointed an inspector by Captain Blain May 11, 1917, and he rose in the service until he attained the post of assistant manager, headquarters at Seattle, the latter part of 1918. Fred B. Pape of Portland, assistant manager in charge of work in Oregon, was in Seattle yesterday to confer with Captain Magee, whose successor is to be named in a few days.

## WEST MUNHAM GETS BIG FLAG

### City Presents Liner With National Emblem 8 by 15 Feet.

Delivery has been made of an American flag, 8 feet wide and 15 feet long, to Captain Conradi of the steamer West Munham, which is a gift of the city of Portland and is to be flown on the ship when she enters foreign ports, on her voyage to the orient as the pioneer of the new trans-Pacific service from this city.

On the occasion of the dedication of the St. Johns terminal there were arrangements made for the city to equip the West Munham with a national emblem that would attract attention, though she has her full allotment of ordinary-sized flags, also the official flag of the Pacific Steamship company, which is operating her. The vessel is to take on the last slingload of her big cargo Sunday.

## OLD TUG WILL BE REBUILT

### Rustler, on Grays Harbor, to Have New Diesel Engines.

HOQUIAM, Wash., April 24.—(Special.)—The dismantled hull of the ancient tug Rustler, which for the past five years has been at rest on the tideflats near the city dock, is to be rebuilt and transformed into a modern towing craft. The old machinery with which she was equipped when built for the North Western Lumber company, 29 years ago, has been removed and Diesel engines of the Fairbanks-Morse type and 150 horse power are to be installed. The Rustler was known as "Emerson's yacht," George Emerson being the manager of the company, and was the forerunner of the fleet of larger and finer vessels engaged in towing for Grays Harbor mills.

## COMMISSION IS TO INSPECT

### New Members Will Go Over Willamette River Project Today.

Aboard the tug John McCraken, tender for the dredge Willamette, the Port of Portland commission will leave the Stark-street municipal landing at noon today on an official tour of the harbor, the first trip of the kind arranged since the new personnel shouldered the duties of their new office.

The dredge Willamette is operating just above St. Johns municipal terminal, widening the channel and depositing the material on the terminal property, and the commissioners will go aboard the digger for lunch. The dredge Portland is working in the slip at the terminal and she will be visited as well. On the way there the drydock will be inspected.

It is probable the McCraken will carry the party to the mouth of the Willamette, so the general dredging project may be gone over. The port body looks after the channel in the Willamette between the mouth and Portland, the government engineer handling the maintenance of the channel in the Columbia.

### Pacific Coast Shipping Notes.

ASTORIA, Or., April 24.—(Special.)—Carrying freight and passengers from Portland and Astoria, the steamer City of Topeka will sail this evening for San Francisco, via Coos Bay and Eureka.

Carrying lumber from St. Helens and Knappton, the steam schooner Daisy Mathews sailed at 7:30 last evening for San Pedro.

The steam schooner Santa Monica is due from San Francisco to load at St. Helens.

SEATTLE, Wash., April 24.—(Special.)—Statistics compiled by the United States customs office for the District of Washington show March to have made a new high record in the amount of exports. The figures show that goods valued at $42,290,931 left this state during the past month.

The Brookhaven will start loading 1,500,000 feet of lumber for Poughkeepsie at Tacoma Monday. The Brookhaven is a Grays Harbor product and has been turned over to W. C. Dawson & Co. by the shipping board just recently.

The three Pacific Steamship company steamers Daca, Nashota and Octarara, which are now in Cuba, will load a cargo of pitch pine for the United Kingdom at New Orleans as soon as they are through unloading at the island.

Word also has been received by the office of the Pacific Steamship company that the Senator left Hongkong Wednesday and will go to Manila on her way to Seattle. She will arrive here about June 1.

Laden with a big cargo of Oriental freight, the steamship Protesilaus, of the Blue Funnel line, steamed from Yokohama April 15. She will arrive in Victoria, B. C., on April 28 and in Seattle April 29. The vessel has shipments from Singapore, Manila, Hongkong and Yokohama.

COOS BAY, Or., April 24.—(Special.)—So much shipping of lumber by rail is now being done that but two vessels are plying here regularly to transport the cut of four mills, whereas a year ago six or eight ships were required to handle the lumber.

The Hardy, belonging to the Buehner Lumber company, was sold when the government programme commandeered the lumber that was shipped by rail from the Buehner mill, and since January the Yellowstone, previously the only craft handling the North Bend Mill & Lumber company output, was sent to other ports.

The G. C. Lindauer, which had been kept busy between here and San Francisco with lumber from the Bay Park mill of North Bend, has been chartered for cargo from the Columbia river. The Lindauer came into port this morning at 7 o'clock and departed for Portland at 11. The Martha Buehner and the C. A. Smith are the regular vessels which make this port only from San Francisco.

TACOMA, Wash., April 24.—Special.)—In honor of the arrival from San Francisco today of Captain Erensen and his bride, formerly Miss Carlson of San Francisco, the barkentine LaHaina was decorated fore and aft with colors. The barkentine is loading here for Europe and will sail next week. Mrs. Erensen is the daughter of Captain Carlson, formerly master of the LaHaina.

The Multnomah arrived here this morning from Bellingham to complete her lumber cargo. She will get away tomorrow afternoon for San Pedro.

The former passenger steamer Magnolia went out on trial runs this morning after being altered into a tug. The Magnolia is one of the fastest steamers on the sound. She is owned by A. W. Hunt and O. G. Olson.

SAN FRANCISCO, April 24.—(Special.)—The Hickman Lumber company's four-masted schooner William Olson, Captain D. McDonald, was wrecked in the South Pacific March 30, according to advices received from Honolulu today. The vessel is a complete loss with cargo, but the captain and entire crew escaped. From the present indications it appears that this year will duplicate 1918 in point of the number of Pacific wrecks. The net result is that in spite of war construction, there are now less sailing vessels on the coast than ever and the price of sales and charters are beginning to stiffen in proportion. Where the owners were anxious to dispose of their vessels two months ago at any old price, they are now contending that, after all, there is a chance of the prices mounting to nearly on a par with the actual war figures.

There is a numerous fleet of sailing ships in port. In fact, there are more of the windjammer variety in the harbor than has been noted for some time, and the number will increase. This will be largely due to the fact that the French can be expected to send many of their barks here to load grain for France. At present there are 30 sailing ships strung along the harbor. Nearly all of these are schooners, with the exception of a half dozen. These include the French barks Buffoon and Jeanne d'Arc, which will take cargoes of grain to France. The British steamer Musician will load a cargo of grain for Liverpool.

The Matson liner Lurline, Captain Charles Peterson, arrived from Manila via Honolulu today with a capacity list of passengers and a full cargo of freight. The latter consisted of hemp, sugar, bananas and plunder and more than 400 bags of mail. This is one of the biggest consignments of mail brought to port for some time.

The Lurline will hereafter ply exclusively between this port and Honolulu and has already been booked full for the first trip out.

According to passengers on the Lurline, there are 700 persons stranded in Honolulu at the present time awaiting accommodations on steamers coming to the United States.

The five-masted schooner Columbia River, Captain Murchison, sailed tonight for Tacoma in tow of the tug Pioneer. She will load a cargo for Australia.

### Movements of Vessels.

PORTLAND, April 24.—Sailed—Tug Akutan, for Nushagak.

ASTORIA, April 24.—Sailed—Steamer City of Topeka, for Coos Bay, Eureka and San Francisco. Sailed last night—Steamer Daisy Mathews, for San Pedro.

SAN FRANCISCO, April 24.—Sailed at 1 A. M.—Steamer Oleum, for Portland. Arrived at 6 A. M.—Steamer Aurelia, from Portland via Coos Bay and Eureka; steamer J. A. Chanslor, from Portland. Arrived at 10 A. M. and sailed at 1 P. M.—Steamer Wapama, from Portland, for San Pedro. Sailed last night—Steamer Flavel, for Columbia river.

SAN PEDRO, April 24.—Arrived—Steamers Santiam and Tiverton, from Columbia river.

GAVIOTA, April 24.—Arrived—Steamer W. F. Herrin, from Portland via San Francisco.

SEATTLE, Wash., April 24.—Arrived—Steamers Kalan Maru from Kobe. Sailed—Steamers Keshima Maru for Yokohama, Santa Ana for southeast Alaska, Henry Wilson in tow of Oregon for Ekuk, whalers Star II, Star III, for Port Armstrong.

TACOMA, Wash., April 24.—Arrived—Steamers Multnomah from Bellingham, Quadra from Britannia Beach, B. C.; Ketchikan from Alaska. Sailed—Admiral Watson, Alaska for Seattle; President for San Francisco, Quadra for Vancouver.

SAN FRANCISCO, April 24.—Arrived—Steamers Queen, from Seattle; Lurline, from Manila; Aurelia, from Portland; C. A. Smith, from Coos Bay; J. A. Chanslor and Wapama, from Astoria; Ardmore, from Vancouver; Toula (Russian), from New York; Port Angeles and barge Rufus E. Wood, from Port Angeles. Sailed—Steamers Oleum, for Portland; San Jacinto, for Grays Harbor.

SYDNEY, N. S. W., April 24.—Arrived—Motorship Culburra, from Tacoma and Seattle, via Honolulu.

SHANGHAI, April 20.—Arrived—Steamer El Dorado, from San Francisco. Sailed—Steamer Bessie Dollar, from Manila for Vancouver.

HANKOW, April 24.—Sailed—Steamer Astral, for San Francisco.

HONGKONG, April 19.—Sailed—Steamer Chicago Maru, for Seattle.

VLADIVOSTOK, April 14.—Arrived—Steamer Cyclops, from Hongkong and Victoria.

YOKOHAMA, April 17.—Sailed—Steamer Niagara, from Nagasaki, for Vancouver.

DUBLIN, April 19.—Arrived—Steamer West Zucker, from San Francisco via Newport News.

### Columbia River Bar Report.

NORTH HEAD, April 24.—Condition of the bar at 5 P. M.—Sea, moderate; wind, northwest, 24 miles.

### Tides at Astoria Friday.

| High. | Low. |
|---|---|
| 9:17 A. M....6.8 feet | 3:43 A. M....2.9 feet |
| 10:13 P. M....7.6 feet | 9:35 P. M....1.6 feet |

# SECOND BIDS ON PIER WORK OPENED TODAY

## Tender of Robert Wakefield to Be Replaced.

## BONDS TO BE PURCHASED

### Dock Commission Decides to Invest $80,000 of Sinking Funds in Victory Issue.

Attention of large marine building contractors is to be focused this afternoon on tenders the commission of public docks will open for the construction of a wharf extension of 300 feet to pier No. 1 and the construction of the 1500-foot wharf for pier No. 2 at the St. Johns terminal, because it is the second call for bids, resulting from the fact Robert Wakefield, lowest of those bidding under the first call, was unable to provide a surety bond and could not obtain the contract.

There was talk at the time of the forfeiture of Mr. Wakefield's certified check, in the sum of $17,000, that other bidders would probably increase their proposals, or at least not lower them. Mr. Wakefield's tender was approximately $65,000 under the next lowest bidder.

The commission is hurrying plans and specifications for an extension of the covered section of pier No. 1 and they will be ready in a few days. The covered portion is 600 feet long, extending from the harbor line end of the pier shoreward, and it is intended to carry the warehouse an additional 900 feet. The wharf of pier No. 1 is 1200 feet long now, so 600 feet more of the warehouse could be built before reaching the start of the 300-foot extension, which figures in today's bidding.

### Bond Purchase Authorized.

The commission was in regular session yesterday morning and among the most important matters transacted was a decision to invest $80,000 of sinking funds in victory loan bonds, also to purchase bonds for employes, permitting them to be paid for without interest.

No action was taken on a communication from the Port of Portland commission, suggesting that the next joint meeting of the two bodies be convened the third Thursday in May. The port commission also formally notified the dock commission that in connection with the harbor dredging programme it was intended to dig close to the face of the Fifteenth-street terminal and advising that the notification was to warn property owners to take steps to prevent docks from settling.

In the opinion of City Attorney La Roche the proposal that the dock commission contribute a portion of the expense of a public traffic bureau which the port commission is to organize is beyond the scope of the commission. He points out that as the plan is to establish agencies at various points for stimulating commerce through the port, which has no direct reference to public docks, while the commission would have no control over representatives or agencies of the traffic bureau, it is not within the scope of its functions. At the same time Mr. La Roche mentions that he does not hold the commission is without authority to maintain agencies which would directly represent and promote the business of the public docks.

### Oil Tanks Wanted.

The Pacific International corporation, recently formed by Portlanders to handle exports and imports in connection with expected overseas steamship connections, asked on what basis the commission would consider providing tanks for storage of vegetable oils. The inquiry was referred to the engineering department.

Regarding a proposal from Frederick H. Strong for the improvement of a road connecting Columbia boulevard with the St. Johns terminal, which would provide a direct route with the Kenton district, it was decided to take the matter up with the county commissioners.

Because of the number of men employed at the St. Johns terminal on different kinds of work, while more will be there soon when the construction of more piers is under way, authorization was granted for the establishment of a cafeteria.

## BARGE BROUGHT DOWN RIVER

### Captain Guleke, Salmon River Pioneer Navigator, Completes Trip.

LEWISTON, Idaho, April 24.—(Special.)—The pioneer navigator of the Salmon river, Captain Harry Guleke, has brought another specially built barge down the Salmon and Snake rivers from Salmon City to Lewiston. The trip which Captain Guleke finished yesterday is his twentieth, started April 9, and by river traveled 305 miles. The captain builds a special boat for each trip, and disposes of it when he arrives in Lewiston.

About May 1 Captain Guleke expects to start on another trip to Lewiston, when he will have with him Captain Holsworth, U. S. A., of New York city, who will hunt bear and cougar in the Guleke Hot Springs locality.

## STEAMERS TO BE LAUNCHED

### Two Seattle Shipyards Turn Out Their 15th Vessels.

SEATTLE, April 4.—Two more 8800-ton steel steamers are to be launched here Saturday, one of which, the West Islay, will be christened by Mrs. O. F. Ellis, chairman of the woman's victory loan committee.

The West Islay is the Ames Shipbuilding company's 15th vessel for the shipping board. The other is the West Mamatite, also a 15th vessel, built by the Duthie shipyard.

### U. S. Naval Radio Reports.

**All positions reported at 8 P. M. yesterday unless otherwise indicated.**

WASHTENAW, Esquimalt for Port San Luis, 828 miles north of Port San Luis.

STANWOOD, Tacoma for San Pedro, 357 miles north of San Francisco.

FRED BAXTER, Vancouver for San Pedro, 574 miles from Vancouver.

ADMIRAL SCHLEY, San Francisco for Seattle, 445 miles from Seattle.

HORACE BAXTER, Eagle Harbor for San Francisco, 100 miles from San Francisco.

WAHKEENA, Grays Harbor for San Diego, 470 miles from Grays Harbor.

J. A. MOFFETT, San Francisco for Seattle, 285 miles from San Francisco.

### Marine Notes.

A. F. Haines, general manager of the Admiral line, has announced at San Francisco that the two new freight and passenger steamers to be built for the Puget sound-California service are expected to be ready in 18 months. They are to be 21-knot ships, with greater cargo capacity than either the Governor or President. Cabin accommodations will be sufficient for 500 passengers.

The river trial of the 8800-ton steamer West Hargrave is to be held today by her builders, the Columbia River Shipbuilding corporation, and she will return to the plant when the test run is ended.

To start her flour cargo for abroad, the steamer West Tacook hauls down stream this morning from the Fifteenth-street terminal to the Crown mill.

Notices are being sent to various dock owners in the harbor by the Port of Portland to the effect the port may dredge close to the front line of piling in carrying out the harbor dredging project now under way, and warning the owners that the port is not liable for any damage that might result from docks settling when material is removed. Some property owners have acknowledged the receipt of the notices and advised that they will be guided accordingly. The action of the Port commission is in accordance with the advice of counsel.

## JAPANESE CABLE IS URGED

### Better Relations Between Nations Would Result.

TOKIO, Wednesday, April 23.—(By the Associated Press.)—Construction of a new cable line across the Pacific to insure better communication between Japan and the United States was urged by speakers at a dinner given tonight by the American Japanese society. Many American visitors were guests, including William Potter of Philadelphia, former American minister to Italy; Robert N. Lynch and Wallace M. Alexander of San Francisco, and Emil Scholz of New York.

Viscount Kaneo urged that there should be another cable by way of the Aleutian islands to insure quick communication and to remove the possibility of misunderstandings and nullify the efforts of sensational newspapers and mischief makers to disrupt the cordial relations between Japan and America.

Mr. Potter said he could assure the Japanese that America had no selfish desires as a result of the war and only seeks the co-operation of Japan to prevent future wars and insure the happiness of future generations.

Mr. Alexander recommended that another cable be built to connect Japan and the United States. He suggested that it might be possible to send American students to Japanese universities. American Ambassador Morris urged patience, reservation of judgment and confidence in the allied delegates in Paris, whose aim is to create a final and just peace.

## GAS FILLS TRAIN TUNNEL

### Canadian Pacific Passengers Are Warned as Engine Nears Portal.

VANCOUVER, B. C., April 24.—Passengers arriving today said a Canadian Pacific passenger train was stopped at Connaught, B. C., Monday as it was about to enter a burning gas-filled five-mile tunnel.

Thirty drums of gasoline and kerosene caught fire in the tunnel, filling it with poisonous gas. As the train was about to pull out of Connaught a watchman telephoned from the interior of the mountain that the tunnel was afire. He was nearly overcome by gas and another watchman died.

Hardly had the warning been given when nine men, one of them at the point of exhaustion, burst from the tunnel mouth on a handcar.

## VETERANS BALK AT DRILL

### Returned Soldiers in Military College Want No Play at War.

FORT COLLINS, Colo., April 24.—With the appointment of a student committee to discuss grievances with the faculty, the strike of students at the State Agricultural college ended here today.

The strike began Tuesday because 30 returned soldiers were disciplined for absenting themselves from military drill. The student committee was given power to renew the strike in the event that a satisfactory settlement with the faculty could not be obtained.

## TRACTORS DRAW CROWDS

### Atendance at Walla Walla Show Is Larger Second Day.

WALLA WALLA, April 24.—The second day of the tractor show brought much larger crowds and more interest was displayed in the work of the various types of machines. The weather was considerably cooler with indications of rain tonight which will lay dust on the roads leading to the tractor grounds and put the grounds in better condition for the final day of the demonstrations. No prizes or awards will be made as the demonstration is a series of practical tests.

## DAILY CITY STATISTICS

### Vancouver Marriage Licenses.

SHATTO-BALLOD—Guy L. Shatto, San Mateo, Cal., and Marie Balled, of San Mateo, Cal.

IKEBE-SPINNING—Tozo Ikebe, 23, of Edgewood, Wash., and Florence E. Spinning, 19, of Edgewood, Wash.

SANFORD-DUNCAN—Frank A. Sanford, 29, of Seattle, and Lola Duncan, 20, of Aberdeen, Wash.

McCRAY-JOHNSON—Floyd Ray McCray, 34, of Portland, and Lena May Johnson, 38, of Portland.

KAITERA-ARKALA—Abram E. Kaitera, 36, of Astoria, Or., and Ana Johanna Arkala, 33, of Astoria, Or.

POWELL-BULLIS—David Powell, 75, of McMinnville, Or., and E. E. Bullis, 53, of McMinnville, Or.

### DAILY METEOROLOGICAL REPORT.

PORTLAND, April 24.—Maximum temperature, 59 degrees; minimum temperature, 47 degrees. River reading, 8 A. M., 9.7 feet; change in last 24 hours, 0.2 foot fall. Total rainfall (5 P. M. to 5 P. M.), .07 inch; total rainfall since September 1, 1918, 38.15 inches; normal rainfall since September 1, 39.28 inches; deficiency of rainfall since September 1, 1918, 1.13 inches. Sunrise, 6:09 A. M.; sunset, 8:09 P. M.; total sunshine, 4 hours 17 minutes; possible sunshine, 14 hours. Moonrise, 2:37 P. M.; moonset, 1:48 A. M. Barometer (reduced to sea level), 5 P. M., 30.04 inches. Relative humidity at noon, 83 per cent.

THE WEATHER.

| STATIONS. | Minimum temperature. | Maximum temperature. | Precipitation past 24 hours. | Wind Velocity. | Wind Direction. | Weather. |
|---|---|---|---|---|---|---|
| Baker | 52 | 76 | 0.00 | 12 | N | Cloudy |
| Boise | 60 | 84 | 0.00 | .. | NW | Pt. cloudy |
| Boston | 46 | 52 | 0.04 | .. | S | Rain |
| Calgary | 34 | 58 | 0.00 | 14 | SE | Cloudy |
| Chicago | 38 | 38 | 0.00 | 12 | N | Clear |
| Denver | 40 | 58 | 0.00 | 12 | NW | Cloudy |
| Des Moines | 32 | 44 | 0.00 | 10 | NE | Cloudy |
| Eureka | 48 | 54 | 0.00 | 14 | N | Cloudy |
| Galveston | 66 | 76 | 0.00 | .. | S | Clear |
| Helena | 44 | 72 | 0.00 | 20 | W | Rain |
| †Juneau | 40 | *50 | 0.12 | .. | SE | Cloudy |
| Kansas City | 42 | 46 | 0.00 | 22 | N | Cloudy |
| Los Angeles | 54 | 64 | 0.00 | 10 | SW | Clear |
| Marshfield | 44 | 60 | 0.00 | .. | NW | Clear |
| Medford | 47 | 68 | 0.00 | 20 | N | Cloudy |
| Minneapolis | 28 | 42 | 0.00 | 12 | N | Clear |
| New Orleans | 64 | 84 | 0.00 | .. | W | Clear |
| New York | 46 | 54 | 0.18 | 30 | NW | Pt. cloudy |
| North Head | 46 | 50 | 0.10 | 24 | NW | Cloudy |
| Yakima | 50 | 74 | 0.00 | 14 | NW | Clear |
| Phoenix | 64 | 88 | 0.00 | 10 | NW | Clear |
| Pocatello | 58 | 76 | 0.00 | 10 | W | Rain |
| Portland | 50 | 58 | 0.06 | 18 | W | Rain |
| Roseburg | 46 | 62 | 0.00 | .. | NW | Clear |
| Sacramento | 48 | 64 | 0.00 | .. | S | Pt. cloudy |
| St. Louis | 48 | 56 | 0.00 | 10 | NE | Cloudy |
| Salt Lake | 58 | 70 | 0.00 | .. | SE | Cloudy |
| San Diego | 56 | 64 | 0.00 | 14 | W | Pt. cloudy |
| San Francisco | 50 | 58 | 0.00 | 14 | W | Pt. cloudy |
| Seattle | 46 | 54 | 0.02 | .. | SW | Cloudy |
| *Sitka | .. | 54 | 0.00 | .. | .. | Rain |
| Spokane | 54 | 70 | 0.00 | 14 | SW | Cloudy |
| Tacoma | 48 | 54 | 0.02 | 16 | SW | Cloudy |
| Tatoosh Island | 46 | 50 | 0.16 | 20 | W | Cloudy |
| †Valdez | 32 | *40 | 0.20 | .. | .. | Rain |
| Walla Walla | 58 | 66 | 0.00 | 12 | SW | Rain |
| Washington | 56 | 68 | 0.62 | 22 | NW | Clear |
| Winnipeg | .. | 40 | 0.00 | .. | N | Clear |

†A. M. today. *P. M. report preceding day.

FORECAST.

Portland and vicinity—Probably fair; fresh gusty westerly winds.

Oregon and Washington—Rain and cooler east portion; probably fair west portion; fresh gusty westerly winds.

Idaho—Friday rain and cooler; fresh, gusty southwesterly winds.

EDWARD L. WELLS, Meteorologist.

You Young Fellows

who want snappy, catchy style in a suit—

Better Come Up

to my upstairs store and get a line on some new arrivals in

Waist-Line Suits

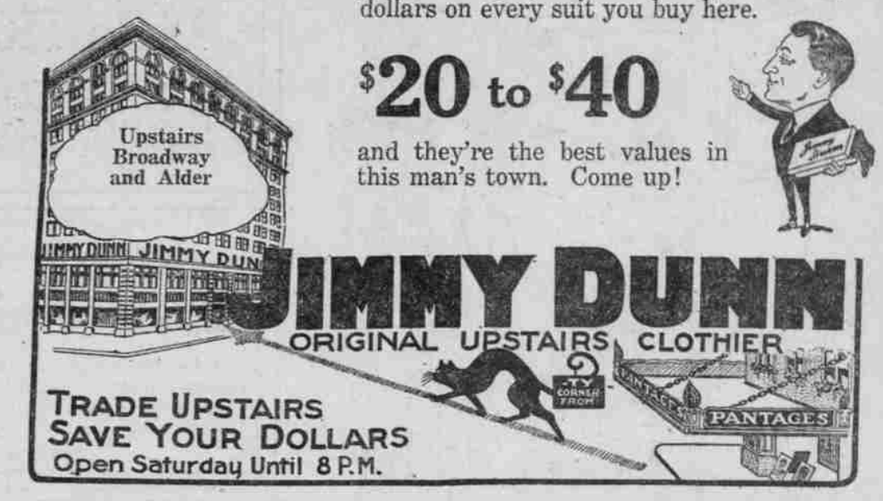
that just landed here by express a few days ago.

Though high in favor you'll find them low in price, for my upstairs low-rent plan saves you dollars on every suit you buy here.

$20 to $40

and they're the best values in this man's town. Come up!






TRADE UPSTAIRS
SAVE YOUR DOLLARS
Open Saturday Until 8 P.M.


# RED GUARD NAMES LEADERS

## SIX MILITARY OFFICERS TO HEAD RADICAL FORCES.

### Attack on Government Troops Results in Several Deaths—Krupp Works Are Fortified.

BERLIN, Monday, April 21.—(By the Associated Press.)—The Munich spartacans have secured the services of six trained military officers as leaders of the red guard.

They are Colonels Straubwasser, Langloss and Baron von Zoller, who led brigades during the war; Major Paraquin, who joined the majority socialists after the revolution and led the revolutionary student body of Munich university; Captain Zwehl, a Bavarian cavalry officer, and the Prince of Wied.

The adherence of these men to the spartacan ranks is first indication that persons other than the lowest classes were participating in the uprising against law and order.

Spartacans under their command have fortified the Krupp works at Freimann north of Munich and attacked the government troops near Pfaffenhofen with a loss of several killed and 50 men made prisoner.

The red guard newspaper is appearing regularly in Munich with reports from the front. These resemble the old regime German war reports and are said to tell of victories and often mention battles which are declared by the loyal government forces to have occurred only in the imagination of their authors.

The fate of the hostages in Munich is still a matter of doubht. The spartacans are said to have determined to shoot one hostage every 12 hours until the Hoffmann government releases the red leader, Braig, who has been imprisoned.

The communists now are forging Bavarian money and paying for their restaurant and drink accounts with it. Every person who manages to slip out of Munich brings tales of increasing terrorism and horror.

Volunteer militia is forming rapidly in Swabia and Bamberg, upper Bavaria. Hundreds of soldier students and many older men are volunteering. The communists are trying to send the bourgeosie to northern Bavaria rather than starve them. Red guard troops are given daily training. Plundering is increasing.

# GERMANS OUTLINE LEAGUE

## EQUAL VOICE TO EACH NATION IS BIG SUGGESTION.

### Disarmament and International Administration of Colonies Are Conceded in Proposals.

COPENHAGEN, April 24.—(By the Associated Press.)—The German counter proposals to the league of nations are outlined in a long dispatch from Berlin.

The German draft proposes that the league shall embrace all belligerent states and all neutral states which were signatories of The Hague treaty; other states to be admitted by the consent of a majority of the members of the league, but the holy see to be admitted without this condition.

It is proposed that the league shall function through a congress of states and a world parliament, the former to be the chief administrative body, comprising representatives with equal rights of all the governments. The world parliament is to be elected from the parliament of each state, one representative for every million inhabitants, but no parliament to send more than 10 representatives.

It is also proposed that an international tribunal and a mediation bureau be created to decide respectively questions of law and questions of interests. Every difference between states must be submitted to either body.

The draft war plans that armaments shall be reduced to domestic requirements with no armed ships except for the league's naval police force and adequate coastal protection for each country. All straits and canals are to be interantionalized. There must be no economic war unless recommended by the league as a measure of compulsion.

The draft also contains a labor agreement resembling the labor charter published in Paris.

Regard colonial questions, it recognizes the principle of international administration for tropical colonies.

## LOT AUCTION IS TONIGHT

### Special Programme to Be Held in 'Own Your Own Home' Bungalow.

The "own-your-home" campaign has requested the women's organizations of the city to use the "own-your-home" campaign bungalow at the corner of Fourth and Stark, on Friday evenings for special programmes and for small meetings during the day.

Episcopal women have arranged a special programme tonight, and will be in charge of the meeting at which several home sites will be auctioned off to the highest bidder. These home sites have been contributed to the "own-your-home" campaign for the purpose of giving someone an opportunity for securing a snap in building sites. At a recent auction lots were sold greatly below the market level and it is expected that several bargains will be obtained tonight.

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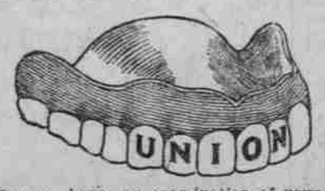


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