STANDIFER CONTRACTS MAY BE REINSTATED

Construction of Three 9500-Ton Steamers in Prospect.

VANCOUVER YARD HOPEFUL

Government Work Until Foreign Business Is Available Seems Certain—Record of Plant Good.

Reinstatement of contracts for the continuation of two or three of five of the 9500-ton steamers recently canceled at the G. M. Standifer Construction corporation's Vancouver steel yard, as indicated yesterday in the testimony of J. T. Ackerson, head of the construction division of the Emergency Fleet corporation, before a congressional committee, is in line with reports previously received stating that in all probability the Standifer organization would get such consideration.

The corporation's original contracts called for 15 steel steamers of 9500 tons each, but contracts for five of the vessels were canceled. To date the plant has floated four of the vessels and the fifth will go overboard the latter part of July, it is thought. With five ways at the yard it would mean only one "turn over," but if three of the other vessels are given back, the organization can probably operate into the fall season, by which time the Standifer corporation may be able to close for satisfactory foreign business.

Work at the Standifer yard was in full swing when a walkout occurred about two weeks ago. The cost of the strike was considerable, and work on the fifth vessel was retarded so that its launching set for for June 10, will be delayed about 10 days.

The launching of the steamer Wawalona last month, with all of her "topside" gear in place, even to the masts and funnel, while her own whistle was sounding a salutation as she started down the ways, set a new mark in the world for floating ships of the size more than 90 per cent complete. That has brought the yard to the fore and proved what the west can do in time of peace.

The property was first laid out as a permanent enterprise and the reinstatement of government vessels will afford the desired span for carrying along the organization until private work is ready to be started.

RANCHER WILL FLY HOME

WALLA WALLAN WILL SOAR IN EXHIBITION FLIGHT TODAY.

Machine Used Was Purchased from Canadian Government for Service in Wheat Country.

Portlanders and Victory Rose Festival guests are to be treated to an additional aeroplane feature today by W. B. Hutchenson, recently instructor in the navy, who landed a private plane of the Curtiss type from the liner Rose City yesterday, and plans to fly over the city this afternoon as a preliminary to starting for Walla Walla.

The plane was used by the Canadian forces for training purposes and was purchased in California by Mr. Hutchenson. He moved the wings yesterday from Ainsworth dock to Eastmoreland, so that the army mechanics there could assist in getting them together, later taking the machine there for final assembling.

The airman informed the steamship representatives yesterday that he purchased the machine principally so that he and his two brothers could keep in closer touch on two large ranches—one in the Walla Walla country, which is devoted to wheat, and another 200 miles distant, where stock is raised. The plane has a maximum speed of 75 miles an hour, weighs 1600 pounds and is valued at about $3000. To date Mr. Hutchenson says he has received more than 100 applications from residents of the Inland Empire, who wish to fly with him for the experience, and a minimum charge of $10, which is for 10 minutes in the air, promises to repay some of the expense of getting the plane here.

The use of an airship for communication between ranches is an innovation in the northwest, and Mr. Hutchenson says he prefers that manner of traveling to an automobile, counting the risks less.

HARVEST QUEEN TO SPRUCE UP

O.-W. R. & N. Company Plans to Handle Beach Travel.

In preparing for the North Beach season the O.-W. R. & N., is contemplating early overhauling on the steamer Harvest Queen, on the Portland-Astoria route, and as the steamer Hassalo will not be ready for about 10 days some consideration has been given a plan to bring either the steamer Lewiston or Spokane here from Snake river. At the same time it is deemed more desirable to charter one of the local fleet, as the Snake river boat would have to be taken back in the fall, in order to be on hand to move wheat.

The steamer Joseph Kellogg may take the Queen's place, if the latter is withdrawn before the Hassalo is ready. The Queen is to be hauled out at the Fulton plant of the Portland Shipbuilding company and the work will be hurried so she can take care of summer travel between Astoria and Megler, the Hassalo being placed on the Portland-Astoria run.

HOOD RIVER GETS TROUT FRY

State Game Commission Plans Liberal Distribution.

HOOD RIVER, Or., June 11.—(Special.)—The Oregon game and fish commission's car, "The Rainbow," will make six trips here this summer to distribute trout fry, J. H. Fredricy, vice-president of the Hood River County Game Protective association, has notified the organization's members that three carloads of fish will be hauled over the Mt. Hood company's line to Parkdale, where they will be received by ranchers for distribution in headwaters of the middle and east forks of Hood river.

Two cars will go to Dee for Lost lake and upper west fork distribution. Lower valley orchardists will handle a carload.

SCHOONER MAY BE FLOATED

Plans Made to Tow Janet Caruthers to Seattle Drydock.

HOQUIAM, Wash., June 11.—(Special.)—Preparations are being made for an effort to float the stranded schooner Janet Caruthers off the beach, near Copalis, during the latter part of this month. The tug Galena has been chartered to tow the schooner to a Seattle dry dock for repairs.

The tug will take down two large anchors which are to be placed out at sea astern of the stranded vessel. To these will be attached wire cables connected with the donkey engine on the schooner, which will keep a continuous strain on the cables at high tide.

Several years ago another stranded vessel was pulled into deep water in this manner, in the same vicinity.

CUSTOM HOUSE CLOSES EARLY

Employes to Participate in Victory Rose Festival Frolic.

This being a Victory Rose Festival holiday the customs-house force and other departments in federal buildings will cease to function officially at noon. The department heads are determined to lend their presence and support to the big summer event and insist that all who would have business with the government negotiate before 12 o'clock.

The custom-house family has had its share of detention during the war period and since, often being held at the office to clear ships, but they say "today is the day of all days" and the mariner or agent who indicates he will have a ship to clear this afternoon may find the doors locked. The week-end half-holidays start with the government forces a week from Saturday, to continue for the three months of the heated term, and except in emergencies they will discourage transactions Saturday afternoons.

SCHOONER MAKES EIGHT KNOTS

Mount Hood Carries Owner and His Guests on Trial Flight.

HOQUIAM, Wash., June 11.—(Special.)—A speed of between seven and eight knots was maintained yesterday at the trial trip of the new motor schooner Mount Hood. Mons Isaksen, managing owner, and his son, Sverre, came down from Seattle and were on board, as was G. Frazier Matthews, the builder. This is the ship on which Major H. W. Patton, formerly editor of the Washingtonian and well-known globe-trotter, has signed up as third officer.

The Mount Hood proceeded to the Grays Harbor Commercial company's mill at Cosmopolis to take on 1,500,000 feet of lumber for English ports. She will sail in two weeks, contesting with the Mount Shasta, a sister ship, and with the Mount Whitney and Mount Hamilton in a race across two oceans. Many wagers have been registered on the outcome of this race.

MORE VESSELS ARE ASSIGNED

Mount Evans and West Nosska Built at Columbia Plant.

Assignment made yesterday of the Mount Evans and West Nosska, both being finished at the Columbia River Shipbuilding corporation's yard, makes a total of seven of the steel carriers this month for flour and all but two of them are expected to be sent away during June. Besides, there will be two, and probably three, of the fleet sent here from Puget sound. C. D. Kennedy, Portland agent for the division of operation, estimates the tonnage in sight will "clean up" the cereal stocks remaining from old-crop wheat.

The steamer Mount Evans will be managed by the Pacific Steamship company and the West Nosska by the Columbia Pacific Shipping company. The former will probably be loading early in July and the West Nosska will be receiving cargo the latter part of this month.

SHIP OFFICER IS ACQUITTED

Frederich Hansen Freed at Seattle on Charge of Murder.

SEATTLE, June 11.—Frederick Hansen, former first officer of the schooner Edward West, was acquitted by a jury in federal district court here today of the charge of murdering C. H. Hannen, second officer of the vessel, on May 31, 1918, while the West was en route to Durban, South Africa.

Hansen, according to Carl Aho, a seaman and the only eye witness of Hannen's death, testified Hansen knocked Hannen overboard. The fact that Aho stood on the poop deck 80 feet from Hansen and Hannen, and that the time of the incident was 4 A. M., the defense emphasized, threw doubt on Aho's ability to see clearly what happened.

Hansen testified Hannen stumbled and fell overboard.

Steamer Leaves for Dawson.

SEATTLE, June 11.—The first steamer left White Horse for Dawson on the Yukon river Tuesday, according to cable advices received here today. Waters of the Yukon, it is reported, are the lowest on record for this time of year.

Tides at Astoria Thursday.

High.	Low.
1:46 A. M.....0.8 feet	7:45 A. M.....-0.4 foot
.....	7:34 P. M.....3.4 feet

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 11.—Maximum temperature, 66 degrees; minimum, 49 degrees. River reading at 8 A. M., 13.6 feet; change in last 24 hours, 0.2 foot fall. Total rainfall (5 P. M. to 5 P. M.), 0.66 inch; total rainfall since September 1, 1918, 40.35 inches; normal rainfall since September 1, 42.82 inches; deficiency of rainfall since September 1, 1918, 2.47 inches. Sunrise, 5:29 A. M.; sunset, 9:01 P. M. Total sunshine, 8 hours, 10 minutes; possible sunshine, 15 hours, 41 minutes. Moonrise, 7:27 P. M.; moonset, 4:01 A. M. Barometer (reduced to sea level) at 5 P. M., 30.06 inches. Relative humidity at noon, 62 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	32	60	0.00	..	NW	Pt. cloudy
Boise	46	66	0.00	10	W	Pt. cloudy
Boston	56	76	0.00	..	E	Pt. cloudy
Calgary	36	..	0.00	..	..	....
Chicago	68	82	0.58	..	NW	Cloudy
Denver	50	84	0.00	..	S	Pt. cloudy
Des Moines	66	86	0.00	..	S	Pt. cloudy
Eureka	48	56	0.00	10	NW	Cloudy
Galveston	74	82	0.00	..	SE	Clear
Helena	50	62	0.02	18	NW	Cloudy
Juneau	48	*68	0.00	..	SE	Cloudy
Kansas City	68	84	0.00	..	N	Pt. cloudy
Los Angeles	60	70	0.00	10	SW	Clear
Marshfield	44	62	0.04	16	NW	Cloudy
Medford	44	74	0.00	..	NW	Pt. cloudy
Minneapolis	64	80	0.01	14	SE	Rain
New Orleans	74	88	0.00	..	SE	Pt. cloudy
New York	60	82	0.00	..	E	Rain
North Head	48	52	0.08	..	NW	Cloudy
North Yakima	38	70	0.00	..	NW	Pt. cloudy
Phoenix	66	98	0.00	10	W	Clear
Pocatello	50	72	0.00	10	W	Clear
Portland	49	66	0.66	..	W	Pt. cloudy
Roseburg	40	70	0.00	..	N	Pt. cloudy
Sacramento	50	78	0.00	16	SW	Clear
St. Louis	70	88	0.32	22	S	Cloudy
Salt Lake	66	84	0.00	..	S	Cloudy
San Diego	62	66	0.00	..	W	Clear
San Francisco	50	62	0.00	30	W	Clear
Seattle	48	58	0.00	..	SW	Cloudy
Sitka	44	58	0.00	..	E	Cloudy
Spokane	42	64	0.00	..	SW	Cloudy
Tacoma	48	60	0.04	..	W	Pt. cloudy
Tatoosh Island	48	56	..	18	W	Cloudy
Valdez	42	*66	0.00	..	SW	Clear
Walla Walla	46	68	0.00	..	S	Clear
Washington	70	84	0.06	..	SE	Pt. cloudy
Winnipeg	60	78	0.01	16	SE	Rain

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

FORECASTS.

Portland and vicinity—Fair; moderate westerly winds.

Oregon and Washington—Fair; moderate westerly winds.

Idaho—Fair, cooler southeast portion.

STEADY MARKET AT YARDS

LIVESTOCK PRICES HAVE MORE SETTLED TONE.

Only Five Loads Are Received During Day and Trading Is Quiet at Present Range.

There was only a small run of stock at the yards yesterday and trading was quiet. The market was steadier and had a more settled tone than for some days past. The few sales reported were within the range of quotations.

Receipts were 15 cattle, 126 hogs and 411 sheep.

The day's sales were as follows:

	Wt.	Price.		Wt.	Price
1 cow	1170	$6.50	3 calves	136	$13.00
1 cow	1070	6.50	1 calf	240	13.00
2 cows	990	6.00	1 calf	110	13.00
1 cow	920	5.50	2 bulls	840	6.50
1 cow	1190	7.50	14 hogs	180	19.25
1 cow	490	7.50	2 hogs	170	19.25
1 cow	1210	7.75	1 hog	150	17.85
1 cow	750	5.00	4 hogs	190	19.25
1 cow	880	8.00	1 hog	120	17.00
1 cow	530	8.00			

Prices at the yards were as follows:

Good to choice steers	$10.50@11.00
Medium to choice steers	10.00@10.50
Fair to good steers	8.75@ 9.75
Common to fair steers	7.75@ 8.75
Good to choice cows, heifers	9.50@10.00
Medium to good cows, heifers	6.50@ 7.50
Fair to medium cows, heifers	4.50@ 5.50
Canners	3.00@ 4.00
Bulls	5.00@ 8.50
Calves	9.00@13.00
Stockers and feeders	7.00@10.00
Hogs—	
Prime mixed	19.25@19.50
Medium mixed	19.00@19.25
Rough heavies	18.00@18.75
Pigs	17.25@17.50
Sheep—	
Prime spring lambs	11.50@13.00
Fair to medium lambs	9.00@10.00
Yearlings	6.50@ 8.50
Wethers	7.00@ 8.50
Ewes	6.00@ 7.50

Chicago Livestock Market.

CHICAGO, June 11.—(U. S. Bureau of Markets.)—Hogs—Receipts 18,000, active, mostly 25c to 35c higher than yesterday's average. Top, $20.50; bulk, $20.20@20.45; heavyweight, $20.20@20.40; medium weight, $20.10@20.50; lightweight, $19.85@20.50; light light, $18.25@20.00; heavy packing sows, smooth, $19.75@20.10; packing sows, rough, $19.25@19.75; pigs, $17.25@18.25.

Cattle—Receipts 7000, beef steers slow; packers bidding more; a few early sales steady; butcher stock steady to strong; calves steady to 25c higher; feeders active; beef steers, medium and heavyweight, choice and prime, $15@16.35; medium and good, $12.25@15.10; common, $11@12.25; lightweight, good and choice, $12.60@14.75; common and medium, $10@12.75; butcher cattle, heifers, $7.75@13.35; cows, $7.50@13; canners and cutters, $6@7.50; veal calves, light and handy weight, $15.25@17; feeder steers, $9.75@12.25; stocker steers, $7.75@12.40.

Sheep—Receipts 13,000, active; steady to strong. Lambs, 84 pounds down, $12.75@15.85; 85 pounds up, $12.50@15.85; culls and common, $9@12.25; springs, $16.50@19; yearling wethers, $10.25@13; ewes, medium, good and choice, $7.50@9; culls and common, $3.25@7.25.

Omaha Livestock Market.

OMAHA, June 11.—Hogs—Receipts 15,000, 25c higher than yesterday's average. Bulk, $20.20@23.35; top, $20.45; heavyweight, $20.30@20.45; lightweight, $20.10@20.30; medium weight, $20.25@20.45; light lights, $19.50@20.15; heavy packing sows, smooth, $20.10@20.35; packing sows, rough, $19.75@20.10; pigs, medium, $18@19.

Cattle—Receipts 3500, beef and butcher cattle steady, close lower; stockers and feeders strong. Beef steers, choice and prime, $15@16.25; medium and good, $12.75@15; common, $10.75@13; lightweight, good and choice, $13.75@15.25; common and medium, $10@14. Butcher cattle, heifers, $8@13; cows, $11.75@12.75; canners and cutters, cows and heifers, $5.75@7.75; veal calves, light and handyweight, $12@14; feeder steers, $10.50@13.75; stocker steers, $7.75@12; stocker calves, $7.50@12.

Sheep—Receipts 7000, lambs strong. Sheep steady. Lambs, 84 pounds down, $14.75@15.50; lambs, 85 pounds up, $13.75@14.70; lambs, culls and common, $11@13.75; spring lambs, medium, good, $17.50@18.75; yearling wethers, $12@13; ewes, $9@10.50; ewes, culls and common, $4@9.

STATE ORIGINS OF LIVESTOCK LOADED

Shipments to the Leading Markets of the Pacific Northwest.

State origins of livestock loaded June 10 and 8, 1919:

	Cattle Calves.	Hogs.	Sheep.	Horses, Mules.	Mixed Stock.
For Portland—					
Oregon	....	....	6	....	2
Washington	5	....	....	....	....
Total Portland	5	....	6	....	2
One week ago	2	1	3	....	2
Four weeks ago	2	2	....	....	4
One year ago	1	1	....	....	....
For other markets—					
Seattle, Wash.	19	3	6	....	....
Spokane, Wash.	4	9	....	....	1
Totals U. S.	2138	2154	1074	82	561
One week ago	2283	2019	541	86	559
Four weeks ago	2253	2170	667	105	541
One year ago	2622	2011	547	104	476

Eastern Dairy Produce.

CHICAGO, June 11.—Butter, unsettled; creamery, 46@50½c.

Eggs, lower; receipts, 37,841 cases; firsts, 38½@39½c; ordinary firsts, 31@37½c; at mark, cases included, 38@39c; storage-packed firsts, 41½c; extras, 41½@42.

Poultry, alive, higher; 5 cars, 30c.

NEWARK, June 11.—Butter weak; creamery higher than extras, 52@52½c; creamery extras, 51½@51¾c; firsts, 50@51c.

Eggs, irregular; fresh-gathered extras, 48½@49c; do, firsts, 43@44c; do, storage packed extra firsts, 47@48c; do, firsts, 45@46½c.

Cheese, weak; state whole milk flats, current make specials, 31@31½c; do, average run, 30¾@31c; state whole milk twins, current make specials, 31@31½c; do, average run, 29½@31c.

Seattle Livestock Market.

SEATTLE, June 11.—Hogs—Receipts 218, quiet and stronger. Price, $19.85@20; medium to choice, $19.60@19.75; rough heavies, $17.00@18; pigs, $17.00@19.

Cattle—Receipts 18, steady. Best steers, $11.50@12.75; medium to choice, $10.50@11; common to good, $7@10; best cows and heifers, $8@11; common to good, $5@7.50; bulls, $5@7.50; calves, $7@8.

Pacific Coast Shipping Notes.

SAN FRANCISCO, June 11.—(Special.)—There is a deal of activity in connection with the new steel steamers recently completed for the shipping board at this port. There will be three sailings this week including that of the 12,000-ton deadweight freighter Diablo, Captain Richard Connell, which will sail for Calcutta via Manila and other ports of the far east tomorrow. The West Conoh also will sail tomorrow for Manila. Both of these vessels are under the management of the Pacific Mail Steamship company. The Guimba, the big 8800-ton refrigerator steamer, will sail for Honolulu on Saturday under the management and operation of the Matson Navigation company. After discharging a general cargo at the island port, the Guimba will load sugar for the Atlantic.

The Star Trading corporation of New York has announced its intention of establishing a line of freighters on the Pacific, to be operated between San Francisco and the far east as soon as the shipping conditions will permit. The announcement was made by Robert J. Kilbey, vice-president, who has arranged to open offices here. The new line proposes to take in Batavia, Manila, Cheribon, Samarang, Soerabia, Macassar and Hongkong. It is expected that the fleet will be initiated with 8800-ton oil burners and that there will be not less than two sailings each month. The Dutch steamship concerns have enjoyed what was nearly a monopoly among the islands of the far east for many years. It is contended that American ships giving adequate service will obtain a fair share of the business.

En route to Valparaiso from the orient, the Seiyo Maru of the T. K. K., arrived in port today with 616 passengers and a full cargo of freight. The majority of the passengers and the cargo is consigned through to the west coast.

The Tenyo Maru, of the T. K. K., sailed for the orient via Honolulu today at 1 P. M. Commander Hashimoto has nearly 1000 passengers aboard, including all classes. The ship was loaded to the limit and drew 32 feet forward.

The Admiral Goodrich, of the Admiral line, arrived from Manila today with a cargo of sugar and rattan furniture. The Goodrich will be discharged and then loaded for a voyage to Nome.

TACOMA, Wash., June 11.—(Special.)—Frank Walker, representative of the French government in the matter of ship contracts in the United States, said today that the Foundation company has held its lease on the Tacoma yards and can immediately convert its plant to build steel ships, if word of new contracts is received from its agents now in France. "There are no existing contracts, however," said Mr. Walker. "Our representatives are in France at the present time after new contracts and we are waiting anxiously for some word from them."

Mr. Walker indicated that the Foundation company was greatly interested in the new turn given shipbuilding in this country by the action of the shipping board and the statement of Chairman Hurley. It is supposed by Tacoma shipbuilders that the same general conditions will govern the Foundation yard in Portland as in Tacoma.

Tacoma shipping men are expecting the schooner Robert R. Hind, now out from Honolulu, to arrive here any day to load lumber. The vessel takes cargo at the Defiance mill. Another vessel to load lumber is the Australian steamer Benowa. The vessel will take about 1,500,000 feet from local mills. She is expected by the agents, Balfour, Guthrie & Co., in about ten days.

On account of the strike in British Columbia the vessels of the Pacific Steamship company are being routed through Tacoma and some of the British Columbia freight is being handled here and at Seattle. The Governor this voyage cut out Vancouver and came direct to Tacoma.

Gerald Wagner, well-known member of the Tacoma family of the Osaka Shosen Kaisha steamship company, surprised his friends Monday when he took unto himself a wife. He is a southbound passenger on the Admiral Schley for San Francisco.

ASTORIA, Or., June 11.—(Special.)—The steamer City of Topeka sailed at 11:30 today for San Francisco via Coos Bay and Eureka with freight and passengers from Portland-Astoria.

The emergency fleet steamer Ahala, from Portland, sailed at 4:30 this morning for Grays Harbor, where she is to load ties.

Bringing a cargo of general freight for Portland, the steam schooner F. S. Loop arrived at 9 o'clock last night from San Francisco. She will load lumber at Westport.

After discharging fuel oil at Portland, the tank steamer Wm. F. Herrin sailed at 11:15 today for California.

The Japanese steamer Shinpo Maru sailed at 2:40 this afternoon for the orient with lumber from Portland.

The steam schooner Daisy Putnam arrived at 2:45 this afternoon from San Francisco with freight for Portland.

A fishing boat believed to belong to John Rapel, a troller residing at Hammond, came ashore in a battered condition at Columbia Beach last night. Up to a late hour today no trace of the owner had been found.

SEATTLE, Wash., June 11.—(Special.)—Captain Aksel Tellman, who took the new motorship Trollfind as far as San Francisco on her voyage to Copenhagen, returned to Seattle today, reporting a fine passage down the coast. The Trollfind made the run to San Francisco in 4½ days. The vessel loaded 400,000 feet of lumber in Seattle and completed her cargo with barley in San Francisco. Captain T. Hedemark, who has been master of one of the shipping board vessels, took command of the Trollfind in San Francisco, succeeding Captain Tellman.

More than 150 pleasure seekers are booked for the White Pass & Yukon route's annual midnight sun excursion to Fort Yukon, Alaska, this month, the tourists coming from all parts of the country. Two river steamboats, the Yukon and the Casca, will carry the parties down the Yukon river from Whitehorse and their accommodations already are completely sold out, an unprecedented condition.

GRAYS HARBOR, Wash., June 11.—(Special.)—The steamers Tamalpais and Ahala arrived today, the Tamalpais from San Francisco and the Ahala from Portland. The Tamalpais is loading at the E. K. Wood mill in Hoquiam. The Ahala will load a cargo for England from the bay city, Anderson & Middleton mills, Aberdeen, and the Grays Harbor Lumber company mill at Hoquiam.

The steamers San Jacinto and Carmel cleared at noon for San Francisco. The San Jacinto loaded at the A. J. West mill, Aberdeen, and the Carmel at the Lytle mill, Hoquiam.

COOS BAY, Or., June 11.—(Special.)—The Standard Oil tanker Whittier, which got into port last night with a cargo of oil, sailed for San Luis this morning at 10:30.

The steam schooner Blandon arrived this afternoon from the south at 2:40 and is loading lumber at the Oregon Exports company mill.

Vessels due tonight and in the morning include G. C. Lindauer and C. A. Smith from San Francisco.

The gasoline schooner Queen is here from Bandon, having arrived last night at 8.

Marine Notes.

Head wind and sea met the liner Rose City off the northern California coast this trip, resulting in a shipment of oil in barrels, which was lashed on the forward deck, being lost overboard and some of the rail was damaged. The seasonable northwesters are on these days, but, fortunately, they have no undesirable features for southbound travelers. The liner has some machinery repairs to make, so her sailing has been postponed from today until noon Saturday.

On her first trip between Portland and Lewiston the steamer Grahamona, of the Yellow Stack line, left the East Washington-street terminal last night. She had a good list of freight for the upriver city and it is reported fully 100 tons had been assembled there for shipment to Portland, while many inquiries had been made from outlying districts as to freight rates and accommodations.

The steamer Buttonwood, one of the Ballin type built by the G. M. Standifer Construction corporation, of Vancouver, had loaded 1,437,000 feet of railroad ties up to yesterday and a shortage of material caused the work to be suspended for a day. It is believed she will be able to take on more than 100,000 feet additional. The cargo is being handled by Balfour, Guthrie & Co. and is destined for the United Kingdom.

The wooden steamer Agarista, which loads ties on Grays Harbor for the east, was cleared yesterday in ballast and got away late last night from the bunkers.

The record steel steamer City of Eureka, which was completed in 37 days by the Columbia River Shipbuilding corporation, continued loading wheat yesterday at the Globe mill, where she shifted Tuesday from the elevator dock.

On loading the last of lumber at the Peninsula mill yesterday the steamer Daisy Freeman received orders to proceed to Kalama to work 360,000 feet and then finish with the same amount at Stella.

The wooden steamer Aframia, which was assigned Tuesday for a tie cargo, hauled across the harbor yesterday from the Victoria dolphins to the Fifteenth-street terminal to take on sea stores.

Three boilers at the plant of the Willamette Iron & Steel works will be loaded aboard the steamer Wahkeena today for shipment to San Francisco. The vessel came into the harbor from St. Helens last night and returns there to finish her lumber load.

Having been delivered to the government, the steamer West Harlan was shifted last night from the yard of the Columbia River Shipbuilding corporation to the Fourteenth-street terminal, to receive her stores.

The steamer F. S. Loop, which arrived yesterday from the Golden Gate with general cargo, discharged at Couch street and leaves there early this morning for Wauna, to take on 150,000 feet of lumber, after which she proceeds to Westport to finish.

The steamer Mahanna leaves the drydock today for sea, to undergo a test run of 24 hours, after which she will be delivered to load ties.

Carrying lumber and consignments of a minor character, the Japanese steamer Shinpo Maru got away yesterday for Shanghai via Taku Bar. She was dispatched by Dant & Russell, which firm will load the Meichu Maru that is looked for in the river tomorrow.

The steamer Daisy Putnam is in the river from San Francisco, after a lengthy absence, and brings cement and asphalt in the service of the Parr-McCormick line. The vessel discharges at the Smith dock, alongside the Kiernan & Kern shipyard.

The steamer Santa Barbara takes on the last of her Portland shipment of lumber at the Eastern & Western mill today and proceeds to St. Helens to finish. The material is for San Francisco delivery.

The river was at a stage of 13.6 feet above zero yesterday and the forecast is that it will continue to fall for a few days. On getting below the official flood stage, which is 15 feet above zero, it is felt by old timers along the front that the 1919 summer freshet will have passed into history.

U. S. Naval Radio Reports.

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

OLEUM, San Francisco for Seattle, 171 miles from Seattle.

STANWOOD, San Pedro for Everett, 232 miles north of San Pedro.

WAPAMA, St. Helens for San Francisco, 406 miles south of Columbia river.

QUEEN, San Francisco for Seattle, 7 miles north of Cape Blanco.

C. A. SMITH, San Francisco for Coos Bay, 182 miles north of San Francisco.

WHITTIER, Coos Bay for San Luis, 455 miles from San Luis.

FORT RILEY, Seattle for Panama, 200 miles south of San Francisco.

WEST ASHAINA, Portland for New York, 779 miles south of Columbia river lightship.

D. G. SCOFIELD, San Pedro for Seattle, 895 miles from Seattle.

RICHMOND, with barge 95, San Pedro for Honolulu, 760 miles from San Pedro at 8 P. M. June 10.

PORTER, Everett for Gaviota, 589 miles south of Everett.

WASHTENAW, Port San Luis for Portland, 535 miles from Portland.

FRED BAXTER, Vancouver for San Pedro, 440 miles from Vancouver.

CELILO, San Francisco for Portland, 38 miles north of Cape Blanco.

CHANSLOR, Gaviota for Linnton, 620 miles north of Gaviota.

CITY OF TOPEKA, Portland for San Francisco, 50 miles south of Columbia river.

W. F. HERRIN, Linnton for Monterey, 195 miles south of Linnton.

YOSEMITE, Port Gamble for San Francisco, 535 miles north of San Francisco.

Colonel S. B. L. Drake, San Pedro for Portland, 34 miles south of Columbia river lighthouse.

Admiral Schley, Seattle for San Francisco, 442 miles from San Francisco.

Movements of Vessels.

PORTLAND, June 11.—Arrived at noon, steamer F. S. Loop, from San Francisco. Sailed at 3 A. M., steamer Shinpo Maru, for Shanghai. Sailed at 1 A. M., steamer City of Topeka, for San Francisco via Eureka and Coos Bay.

ASTORIA, June 11.—Left up at 10 last night, steamer F. S. Loop, from San Francisco. Sailed at 4:30 A. M., steamer Ahala, for Grays Harbor. Sailed at 11:15 A. M., steamer W. F. Herrin, for Gaviota. Sailed at 3 P. M., Japanese steamer Shinpo Maru, for Shanghai. Arrived at 4 and left up at 4:30 P. M., steamer Daisy Putnam, from San Francisco. Sailed at 11:30 A. M., steamer City of Topeka, for San Francisco via Eureka and Coos Bay.

RAYMOND, Wash., June 11.—(Special.)—The steamer Tahoe of San Francisco arrived at Raymond last night and is loading a cargo of lumber at the Willapa mill.

The steamer Bee, which carried a cargo of lumber to San Francisco, sailed this morning.

The steamer Solano arrived this morning from San Francisco, and is loading a cargo of lumber at the Hartwood mill.

YOKOHAMA, June 3.—Arrived—Pennang Maru, from Seattle; Horaisan Maru, from Kobe for Seattle. Sailed June 3—Methven, for Vancouver. Sailed, June 4—Shinyo Maru, for San Francisco.

AMOY, June 5.—Arrived—Sequoya, from San Francisco for Hongkong.

SAN FRANCISCO, June 11.—Arrived—Steamers Seiyo Maru (Japanese), from Hongkong; Admiral Farragut, from Seattle; Tecumseth (British), from Saigon. Sailed—Steamer Tenyo Maru (Japanese), for Hongkong.

SEATTLE, Wash., June 11.—Arrived—Steamers Redondo, Admiral Evans, from southeastern Alaska; Rainier, from San Francisco. Sailed—Steamers Remus, for Newport News; Lyman Stewart, for San Francisco.

BELLINGHAM, Wash., June 11.—Sailed—Ship Star of Lapland, towing, for Alaska.

TACOMA, Wash., June 11.—Arrived—Steamer Governor, Rainier from San Francisco; Quadra, from Britannia Beach. Sailed—Steamers Toko, for Everett; Governor, for San Francisco; Glymont, for Honolulu.

Columbia River Bar Report.

NORTH HEAD, June 11.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, eight miles.

POLK HAS FOREST BLAZE

First Fire of Season Extinguished Without Great Loss.

DALLAS, Or., June 11.—(Special.)—The first forest fire of the season in this district broke out last week in the vicinity of Bridgeport, but was extinguished before any damage was done. W. V. Fuller, of this city, supervising fire warden for the county says that he has most of the telephone lines to the lookout stations completed and that several crews of men are now at work cleaning out the fire trails.

Everything possible will be done this season to prevent the breaking out of fires in the timber.

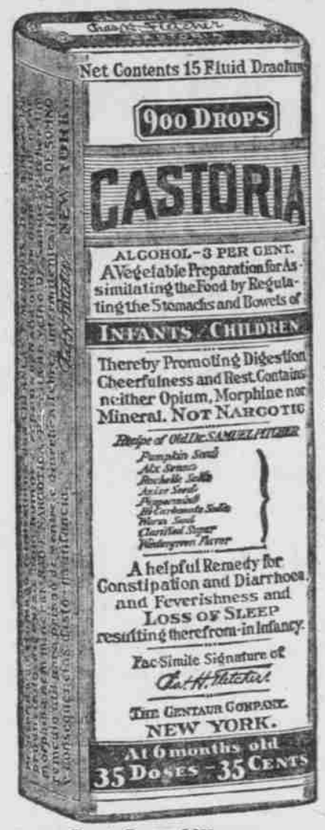
Reed Seniors Give Ball.

Reed college students will meet this evening in the last social gathering of the 1918-19 term—the senior ball. Preparations have been under way for a month to make the last social event a noteworthy one. Decorations are under the direction of the sophomores and promise to be original. Though the invitation list is more restricted than at other functions the alumni in the city will help swell the attendance. Dancing is to continue until 2 o'clock.

Save the Babies.

INFANT MORTALITY is something frightful. We can hardly realize that of all the children born in civilized countries, twenty-two per cent., or nearly one-quarter, die before they reach one year; thirty-seven per cent. or more than one-third, before they are five, and one-half before they are fifteen!

We do not hesitate to say that a timely use of Castoria would save many of these precious lives. Neither do we hesitate to say that many of these infantile deaths are occasioned by the use of narcotic preparations. Drops, tinctures and soothing syrups sold for children's complaints contain more or less opium or morphine. They are, in considerable quantities, deadly poisons. In any quantity, they stupify, retard circulation and lead to congestions, sickness, death. There can be no danger in the use of Castoria if it bears the signature of Chas. H. Fletcher as it contains no opiates or narcotics of any kind.



Exact Copy of Wrapper.

Children Cry For Fletcher's CASTORIA

Let's Think It Over.

There is such a thing as saying too much on any subject, and the "grand-stand" talker sooner or later becomes a bore. The truth is always welcomed, and the truth reiterated and confirmed is more than welcome—it reaches your innermost soul.

Fletcher's Castoria is all its advertising has claimed for it. Scrutinized by the microscope of public opinion and used for over thirty years it stands without a peer in the hearts of thoughtful, cautious, discerning Mothers. And once used, mother love—there is no substitute for mother love—will scorn to try a "substitute" or a "just-as-good".

Masquerading under many names drugs that are injurious to the tender babe have found their way into some households, but the light of experience soon casts them out. Are they cast out before it is too late?

MOTHERS SHOULD READ THE BOOKLET THAT IS AROUND EVERY BOTTLE OF FLETCHER'S CASTORIA

GENUINE CASTORIA ALWAYS
Bears the Signature of
Chas. H. Fletcher.

THE CENTAUR COMPANY, NEW YORK CITY.

Terrifying Discomfort From Skin Diseases

Itching and Burning Eruptions Torture Victims.

Only those who are afflicted with Eczema, Tetter, Erysipelas boils and similar so-called skin diseases can appreciate the real terrifying discomfort that comes from these disorders.

The constant plea of those afflicted is the oft-repeated question, "How can I find relief from this constant torture?" No palliative, temporary relief that causes the terrible itching to abate for a while, but real, genuine relief that shakes off the shackles of the disease and restores the skin to its former healthy condition.

And temporary relief is the most that can be expected from local treatment, such as ointments, salves, lotions, etc., which is one reason why these diseases seem to hold on with such tenacity. It is not because they are incurable, but because they are improperly treated, that they appear to be so stubborn and so difficult to cure.

The real cause of the disease is a germ in the blood, which multiplies by the million, and sets up an irritation in some tender location of the delicate skin.

You must locate the headquarters of the disease germs, and cut off their base of supplies. The blood is saturated with them, and they will set up their attacks on the surface of the skin as long as they remain in the blood, no matter how much local treatment you take.

A million gallons of local treatment applied to