STEEL SHIPS HERE TO GO TO ATLANTIC

Government Vessels Needed for Food Movement.

12 MORE TO BE DELIVERED

Steamers Probably Will Not Return — Shippers at Loss for Eastward-Bound Bottoms.

Because of the urgent need of bottoms on the Atlantic coast to carry food to Europe, most of the steel vessels built here will have to go to the Atlantic, probably not to return, according to C. D. Kenpedy, agent for the division of operations of the shipping board, who returned yesterday from a conference in San Francisco with H. H. Ebey, assistant director of this division. Mr. Kennedy added, however, that all ships in service on this coast at present will be retained here and that the fleet operating out of Portland soon will be increased if the business warrants it.

Inasmuch as only 12 more steel vessels remain to be delivered to the shipping board here, it is forecast by shippers that a serious shortage of vessels will be felt here as soon as these ships have been sent to the Atlantic. The government shipbuilding programme in the Oregon district is expected to be completed by the end of the year. How cargoes will be moved from Portland to the Atlantic coast after that date is problematical.

With the departure of the last Portland-built steel vessel to the Atlantic, local shippers' only means of access to the outer world will be the oriental line of the Pacific Steamship company, with a sailing every 28 days, the monthly service of the Columbia-Pacific Shipping company to the United Kingdom and the north of Europe, a monthly service to Mediterranean ports promised by the Norton-Lilly company, and a small fleet of coastwise steamers and steam schooners.

Mr. Kennedy's only prediction for a possible relief from the shortage of vessels threatened for the period beginning with the sailing of the last shipping board vessel for the east is that thereafter an occasional vessel may be sent around from the Atlantic.

CLAIM ADJUSTER IS COMING

Agent of Shipping Board Is Due in Portland Tomorrow.

SEATTLE, Wash., Oct. 13.—Captain R. E. Bakenhuf, manager of the shipyards plant division of the United States shipping board, who is inspecting Puget sound shipyards, will leave Wednesday for Portland and other Oregon shipyard points. Later he will go to California.

Captain Bakenhuf is passing upon extra claims presented by the shipyards to the shipping board covering work required by the government above contract specifications.

Capsized Ship Is Reported.

A bulletin from the hydrographic office in Washington reports a capsized Chinese junk in latitude 23 degrees, 47 minutes north and longitude 118 degrees, 09 minutes east. This location is about 500 miles east of the southernmost point of lower California, near the trade route from San Francisco to Callao and the great circle route from Panama to Honolulu.

Queen Resumes Service.

The river steamer Harvest Queen, operated between Portland and Astoria and Megler by the railroad administration, left down at 8 o'clock last night on her first trip since the strike of deckhands and firemen was declared October 1.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 13—(Special.)—Bringing a cargo of general freight, the steam schooner Stanwood arrived at 2 o'clock this morning from San Diego, en route to Portland.

The steamer Rose City will be due at 1 o'clock tomorrow morning from San Francisco, en route to Portland.

Bringing a cargo of fuel oil for Astoria and Portland the tank steamer Oleum arrived at 4:30 this afternoon from California.

The schooner Allen A, which arrived several days ago from Squaw bay, Alaska, in a leaking condition, is still lying at the port dock. Arrangements are being made to have a steam schooner tow her to San Francisco.

The Panama motor schooner Belen Quesada, which was to have sailed last evening for Port Angeles, is again tied up at the port dock for repairs. The bar pilot declined to take the craft out on the strong ebb tide last evening on account of the vessel's lack of power. Her master then started out alone, and proceeded but a short distance below the oil factory when the schooner was swept out of the channel and went hard aground, lying there until high tide. While trying to work the vessel off the engine became disabled, necessitating repairs.

ABERDEEN, Wash., Oct. 13.—(Special.)—The steamer Chehalis arrived Sunday from San Francisco and is loading at the Lytle mill in Hoquiam.

The steamer Hartwood, which cleared Saturday afternoon from the American mill was unable to cross the bar yesterday, but got away this morning.

The steamers Raymond and Carmel and Daisy Putnam arrived from San Francisco today. The Raymond and the Carmel are booked for loading at the American mill and the Daisy Putnam at the Anderson Middleton mill, Aberdeen.

SEATTLE, Wash., Oct. 13.—(Special.)—After inspecting all Seattle shipbuilding plants which did work for the government, Captain R. E. Bakenhuf, manager of the shipyard plants division, United States shipping board, proceeded today to the naval station, Puget Sound. He will leave Wednesday for Portland, Marshfield, Or., and California, to inspect plants in each port.

Captain Bakenhuf arrived in Seattle early last week. Virtually every shipyard in the country has claims, some huge, against the emergency fleet corporation, covering extra work required by the government above contract specifications. These claims are being investigated by Captain Bakenhuf.

In honor of Columbus day, Seattle shipbuilding industries kept its gates closed all day.

E. McConalogue, manager of the steamship department of Bush & Co., said today that the Dahlia has had her trial voyage and speed tests and after a heating plant is installed, will go to her loading berth. She will be followed by the Wisteria, which is soon to take her cargo.

Bush & Co., will load four vessels in Seattle this month. The fleet will consist of the steamships Dahlia and Wisteria, of the Foreign & Domestic Steamship company of New York, the Baja California, of the South American Pacific line, which will go on berth in Seattle about October 15, after drydocking in this port and the steamship Norwood which will sail from Seattle about October 72 with cargo for the plant of the Alaska Sulphur company in Akutan, Alaska.

TACOMA, Wash., Oct. 13.—(Special.)—The schooner Spokane wants a mate to go to South Africa, at $200 a month. As the passage of the vessel will be around four months, the mate will come in with a fair amount of spending money.

The San Diego arrived yesterday and after discharging, shifted to the local mills to load lumber. The Saginaw is due tomorrow from San Francisco.

The French steamship General Pau, which has been undergoing an overhauling at the yards of Yarrows, limited, at Canpouver, B. C., will arrive here this week at one of the docks alongside the old Foundation shipyards and begin to load the entire equipment and a considerable portion of the lumber and material which was embraced in the construction of the plant and the foundation yard in Portland, which are destined for a French port.

Captain S. B. Shaw, well-known Puget Sound skipper, will pilot the General Pau to her French port from here, it has been announced.

With the withdrawal of the maintenance force permitted in the yard by the defense committee of the Tacoma Metal Trades council, the plant of the Todd Shipbuilding and Construction corporation today was in charge of the shipping board.

The 76 men permitted to enter the yard by the defense committee until Saturday, when the policy of the company was to be given, were withdrawn at midnight Saturday, when no word had been received from President C. W. Wiley regarding any action to be taken by W. H. Todd.

COOS BAY, Or., Oct. 13.—(Special.)—A second claim for salvage was filed against the French vessel C-41 by the owners of the tug Samson, which brought the craft into port when partially disabled. The new claim is for $125,000, which with the Pacific Steamship company claim amounts to $185,000. A bond for $100,000 has been filed by the French government to protect the first claim filed.

With a freight cargo for the Wedderburn Trading company on Rogue river, the gasoline schooner Tramp sailed today for the south.

The steamer Johanna Smith moved yesterday from Kruse & Banks' shipyard where her repairs were completed, and today sailed for San Francisco with a lumber cargo loaded at the Smith electric dock.

PORT TOWNSEND, Wash., Oct. 13.—(Special.)—The French steamer Mont Cenis is due from the Atlantic with 6000 tons of coal for the Puget Sound navy-yard. She is the advance guard of the line of French steamers to be operated from the northwest to France.

With a part cargo of coffee from Santos for discharge at Seattle, the Grace steamer Santa Alicia is scheduled to arrive early tomorrow. The Santa Alicia has been detained at San Francisco for some days on account of the waterfront strike, being unable to discharge a big shipment of coffee for that port.

With a cargo of nearly 10,000 tons of flour, the United States shipping board steamer Chepadoa sailed today for the Atlantic.

The United States lighthouse steamer Heather arrived from Astoria to visit the various light stations along the straits of Juan de Fuca, Puget sound, where she will deliver supplies.

RUSSIANS TAKE U. S. SHIP

CARGO CONFISCATED, VESSEL LATER RELEASED.

Right of Americans on Schooner Belinda to Hunt Walrus on Siberian Shore Denied.

NOME, Alaska, Oct. 13.—(By the Associated Press.)—Reports reached here today that Russians on the northeastern coast of Siberia recently confiscated the cargo of the American schooner Belinda, which was in Siberian waters hunting walrus.

Russians, it was said, disputed the right of the Americans to shoot walrus on Siberian shores. The Russians first seized the vessel and her cargo. Later the ship was released.

As a result of the delay the incident caused, the Belinda was caught in the early ice long before she reached Wrangell Island, in the Arctic, where she intended to spend the winter hunting walrus. The Belinda left here last month for the Arctic.

MOUNT HOOD IS TOTAL LOSS

Vessel Built in Portland Burns at Montevideo.

LONDON, Oct. 13.—The American steamer Mount Hood is a total loss as the result of fire aboard the vessel at Montevideo, according to a dispatch from that port.

The Mount Hood, which was built at Portland, Or., last year, was 285 feet long and had a tonnage of 2433.

Movements of Vessels.

PORTLAND, Oct. 13.—Arrived at 1 A. M., tug Daniel Kern and barge 39, from Port Angeles. Arrived at 2 P. M., steamer Stanwood, from San Diego. Arrived at 2 P. M., steamer Daisy Putnam, from San Francisco. Sailed at 3:30 P. M., tug Daniel Kern and barge 39, for Seattle. Sailed at 9 P. M., steamer City of Topeka, for San Francisco via Eureka and Coos Bay.

ASTORIA, Oct. 13.—Arrived at 2 and left up at 3 A. M., steamer Daisy Putnam, from San Francisco. Arrived at 3:30 and left up at 4 A. M., steamer Stanwood, from San Diego. Arrived at 4 P. M., steamer Oleum, from San Francisco.

SAN FRANCISCO, Oct. 13.—Sailed at 8 last night, steamer Ernest H. Meyer, for Portland. Sailed at 4 A. M. yesterday, steamer W. F. Herrin, for Portland.

SEATTLE, Wash., Oct. 13.—Arrived—Steamer Saginaw, from San Francisco; H. B. Lovejoy, from San Pedro; Norwood, Santa Ana, from southeast Alaska; Governor, from San Diego.

Sailed—Steamers Tyndareus, for Manila; Admiral Rodman, for southeast Alaska.

TACOMA, Wash., Oct. 13.—Arrived—Steamers Alameda, from Anchorage, via Seattle; Saginaw, from San Francisco; U. S. S. Sittern, from Puget Sound navy-yard. Sailed—Steamer Providencia, for San Pedro via Aberdeen.

ABERDEEN, Wash., Oct. 13.—Arrived—Steamers Raymond, Daisy Putnam, Carmel, from San Francisco.

SAN FRANCISCO, Oct. 13.—Arrived—Steamers Bradford, from Vancouver; Los Angeles, from Balboa; Kogei Maru (Japanese), from Kobe.

Sailed—Steamers Wapama, for Astoria; Glydon, for Hilo.

KOBE, Oct. 13.—Arrived—Seattle Spirit, from Seattle.

Vessels in Port.

West Raritan, Columbia-Pacific Shipping company, elevator.

Dertonia, Columbia - Pacific Shipping company, Mersey dock.

Wakiki, Columbia-Pacific Shipping company, Columbia dock No. 1.

Byfield, Pacific Steamship company, municipal dock No. 1.

Oakland, Albert-O'Niel, Albers dock No. 3.

Harvard, Charles Nelson & Co., Rainier.

Elsie, A. O. Anderson & Co., drydock.

H. C. Hansen, Balfour, Guthrie & Co., St. Helens.

La Primera, W. S. Scammell, Rainier.

Babinda, Pacific Export Lumber company, Clark-Wilson mill.

Lucy, A. O. Anderson & Co., municipal dock No. 1.

Hesperian, G. W. Gates & Co., Eastern & Western mill.

Wahkeena, J. R. McCormick, drydock.

Santa Barbara, J. R. Hanify, Eastern & Western mill.

West Pocasset, Pacific Steamship company, municipal dock No. 1.

Stanwood, Hart-Wood Lumber company, Peninsula mill.

Oleum, Union Oil company, Willbridge.

Rose City, San Francisco & Portland Steamship company, Ainsworth dock.

Daisy, Freeman Steamship company, Knappton.

Daisy Putnam, Freeman Steamship company, Multnomah Box & Lumber company.

Marine Notes.

The steamer West Pocasset, operated for the shipping board by the Pacific Steamship company, will move to the Albina dock today to start loading flour for the Atlantic.

The steamer Johan Poulsen arrived at the Willamette Iron & Steel works last night to load boilers for Seattle.

United States inspectors yesterday examined the boilers of the steamer Montague under construction at the Standifer plant, as well as conducting a general inspection of the steel steamer Siletz at the Columbia river plant and the wooden steamer Mindora at the Standifer wood yard.

The steam schooner Stanwood arrived from California at the Peninsula lumber mill to load.

The steamer Rose City of the San Francisco and Portland Steamship company, was expected to arrive at the Ainsworth dock at 1 o'clock this morning.

The Pacific Steamship company's steamer City of Topeka arrived, discharged, loaded and departed yesterday.

The steamer Daisy Putnam arrived in ballast from San Francisco yesterday to load at the Multnomah box factory.

VILE FOOD ON TRIP CHARGED BY SAILOR

Grand Jury Investigating West Munham Case.

ANDERSON IS ACCUSER

Company, However, Denies Death of William Glover Jr. to Have Been Caused by Meat.

Charges that the food on the West Munham, Portland-built vessel of the United States shipping board, was so vile during a recent voyage that every member of the crew sickened with dysentery, and that one death was caused thereby, are made by James A. Anderson, son of Mrs. Helen Anderson, of 535 Johnson street, who has returned home following his discharge from St. Paul's hospital, Manila, P. I., where he was ill for 40 days.

T. J. O'Connor, general agent for the Pacific Steamship company, to which the West Munham was assigned during the recent cruise of the orient, denied the charges made by Anderson and other members of the crew, and asserted that an investigation had already been made by the company, proving the food to have been the best that money could purchase.

Man From Portland Dies.

The sailor who died at Manila was William Glover Jr., son of William A. Glover of Portland, chief of secret service operatives in this district. Mr. Glover said yesterday that he is convinced that his son's death was due to bad food and bad water, and that at his instance the federal grand jury is now making an investigation.

"My son's body has been cremated, so far as we can learn," said Mr. Glover, "but we have been unable to locate his ashes or to discover what disposal was made of them. His personal effects must either have been burned or thrown overboard. No replies have been received that throw any light upon the disposal of the body or of the boy's property. We are all convinced that the illness which prostrated the entire crew, and which caused my son's death, was due directly to the unspeakable food and foul water furnished the sailors on the West Munham."

Four Left at Manila.

James Anderson is positive in his assertions that food and water furnished on the West Munham were alike unbearable.

"I was reported dead," said the young sailor yesterday, "and newspapers on this side published accounts of my death, causing much grief to my mother before word reached her of my recovery. There were four of us boys left behind at Manila, sick with dysentery and malaria, when the West Munham sailed on the return trip."

Anderson is 20 years old and is somewhat known locally as a middleweight pugilist, fighting under the name of "Kid" Anderson. He served in the navy as a member of the crew of the Alaskan coast patrol ship Explorer and was discharged last March, when he entered the merchant marine service, sailing from Portland on the West Munham on May 1. Most of the crew were Portland boys.

Company Denies Charges.

"The company held an investigation when the ship reached Portland, on September 8," said General Agent O'Connor of the steamship company, "and the sailors themselves admitted that there was nothing wrong with the food and that the complaints were unjustified.

"When the West Munham reached Seattle the crew attempted to libel the ship, as they wanted to quit at that port. They had obtained the services of a Seattle attorney and they charged that the food on the outgoing voyage had been bad. We began an investigation at once. When the ship reached Portland those same boys, right in this office, admitted that the food was all right and that they had misrepresented.

"It is true that some of the men were sick at Manila. But they went on shore leave and drank native wine, with the result that they were taken ill.

Death Is Laid to Icewater.

"Glover, we are informed, would have made a recovery had he not procured some icewater and gulped down a large quantity of it. Anyone knows what will follow such a course, in fever.

"There wasn't anything wrong with the meat taken on at Portland. It was the finest that money could buy, supplied by Swift & Co. and the other packers—just such meat as you would wish for your own table. We are always particular about the food and take pains to see that it is fresh and palatable. That bad meat was served to the crew is a charge utterly without substantiation."

U. S. Naval Radio Reports.

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

RAINIER, San Francisco for Seattle, 160 miles from Seattle.

PROVIDENCIA, Tacoma for Grays Harbor, 85 miles from Tacoma.

DEWEY, Seattle for Liverpool, via ports, 106 miles north of San Francisco lighship.

SIERRA, Portland for Balboa, 242 miles south of Columbia river.

ASUNCION, Eureka for Richmond, 137 miles north of Richmond.

HARTWOOD, Grays Harbor for San Francisco, 239 miles south of Grays Harbor.

ERNEST H. MEYER, San Francisco for Portland, 190 miles north of San Francisco.

FRED BAXTER, San Pedro for Willipa Harbor, 232 miles north of San Pedro.

U. S. T. S. IRIS, Seattle for San Francisco, four miles from Seattle.

BELRIDGE, bound for Vancouver, 90 miles north of Cape Mendocino at noon.

HORACE X. BAXTER, Everett for San Pedro, 814 miles north of San Pedro.

ROSE CITY, for Portland, 40 miles south of Columbia river.

ATLAS, towing barge 93, Portland for Richmond, 230 miles from Richmond.

BUCK, San Pedro for Meadow Point, 889 miles north of San Pedro.

MERIDEN, Bellingham for Honolulu, 678 miles from Flattery.

LAKE GILPEN, San Francisco for Kobe, Japan, via Honolulu, 754 miles southwest of San Francisco.

SANTA ALICIA, San Francisco for Seattle, 402 miles north of San Francisco.

Columbia River Bar Report.

NORTH HEAD, Oct. 13.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, ten miles.

Tides at Astoria Tuesday.

High Water.	Low Water.
3:30 A. M....7.0 feet	11:24 A. M...2.9 feet
5:04 P. M....8.7 feet	0:25 P. M...0.3 feet

PUBLIC ASKED TO HELP

Plan on Foot to Make Every Day Safety Day.

SALEM, Or., Oct. 13.—(Special.)—Notices containing diagrams of standard warnings for railroad crossings and admonitions to respect such warnings in the interests of personal and public safety are being sent this week by the public service commission, in co-operation with the state automobile department, to all automobile owners in Oregon.

The notices contain the request that the commission be notified at once of any physical conditions which serve to increase the hazard of any crossing. Obstructions of view, difficult approaches, poor roadway, absence of proper warning signs and such conditions are specially mentioned.

"National safety campaigns such as that which is to begin Saturday are of inestimable value," said Fred G. Buchtel, chairman of the commission, today, "but it is the hope of the commission to make every day a safety day. We hope that the public will co-operate in the movement, and the commission gives the assurance that it will do all in its power to enhance the safety of public travel."

MUSICIANS ACCUSE BOARD

LEADER WITHOUT BAND SAID TO BE DRAWING PAY.

Commissioners Are Declared to Be Obstructionists and Union Men Refuse to Deal With Them.

EUGENE, Or., Oct. 13.—(Special.)—In an address to the citizens of Eugene through the city council, musicians of the city, most of whom were former members of the municipal band before that organization was disorganized a few months ago, today charged the city band commission with paying a band director a salary when there is no band to direct and accuses two of the members of the commission of being obstructionists.

The address to the citizens states that the work of Frank Gilstrap, one of the members of the commission, has always been obstructive instead of constructive and that Henry Tromp, another member, is wholly incompetent.

Ross Hickernell, the new instructor of cornet at the university of Oregon, was employed by the commission to direct the municipal band before he came to Eugene from the east early this fall, but there was no city band in existence then. It was hoped by the members of the commission that the band could be reorganized by the time he began his work here.

One of the causes of the disruption of the city band, it is said, is that most of the members are affiliated with the musicians' union to which members of the commission are said to object. In their statement the musicians declare that none of the industrial union or nonunion members will meet with, treat with or play for any commission, board or committee of which the two men are members.

WABAN TO HAVE TRIAL

STEEL STEAMER READY AFTER RIVETS REPLACED.

Nishamaha of 9500 Tons Due to Be Turned Over Soon for Service in Oriental Trade.

The 9500-ton steel steamer Waban, third of her type to be completed by the G. M. Standifer Construction corporation, will make a river trial trip of six hours, starting at 8 o'clock this morning. If the vessel behaves in a satisfactory manner on this trial she will be checked in by the Pacific Steamship company on completion and will go to the St. Johns municipal terminal this afternoon or evening to start loading for the Orient.

The Waban was first announced as completed August 6, but an inspection of the vessel by shipping board inspectors on that date disclosed the fact that because of defective work in the plant, several thousand rivets in the hull would have to be cut out and redriven. The work of replacing the defective rivets has been in progress since August, except for the seven days that the Standifer plant was closed by the strike of shipyard workers.

The steamer Nishmaha, of the same type and tonnage as the Waban, is expected to be turned over by her builders the latter part of this week. Whenever she is completed she will immediately go on berth to load for the orient for the regular October sailing of the Admiral Line service. The Nishmaha, it is reported, can be finished without dry-docking.

The steamers Wawalona and Olockson, which were launched by the Standifer company some months ago, are expected to be turned over before November 1 to carry flour to the Atlantic or Europe.

PARISH SCHOOL OPENED

BISHOP O'DEA DEDICATES TACOMA BUILDING.

Disorder and General Unrest in Nation Are Attributed to Lack of Religious Teaching.

TACOMA, Wash., Oct. 13.—(Special.)—Industrial disorders are due to the lack of Christian training and education, believes Bishop E. J. O'Dea, bishop of the Catholic diocese of which Tacoma is a part. He expressed that opinion in an address delivered at the dedication of St. Patrick's parochial school here.

"I attribute the disorder and general unrest rampant all over the country to people wanting in the principles of Christian teaching," Bishop O'Dea said. "These disturbers have no sense of obligation to their fellowmen. The only remedy for revolution, rebellion, hatred of authority, and the carnival of crime pervading the country is education. And that education must not lack the religious feature."

Patriotism is second only to religion in the teaching of the parish schools, he said. He reviewed the ready response of the church to the call to arms.

Preliminary work on the new parish school was started by Bishop Joseph F. McGrath of Baker, Or., when he was pastor of St. Patrick's before being elevated to bishop.

SICILIAN UNREST GROWS

30 Persons Reported Killed in Disorders.

PARIS, Oct. 13.—(Havas.)—Newspaper dispatches from Rome state that about 30 persons have been killed in encounters between armed peasants and troops in Sicily. There were many wounded.

The unrest among the peasants is increasing and bands of armed peasants are roaming the rural districts.

Juvenile Delinquency Grows.

VIENNA, Oct. 13.—A marked increase in juvenile delinquency in Austria is shown by figures just made public. During the past year the police dealt with nearly 47,000 cases, not including those handled by the children's courts.

BRITISH ROUSED BY INVASION OF DRIES

Apostles From America Get Cool Reception.

INTRUSION IS RESENTED

Liquor Interests Use Argument That Foreigners Are Trying to Shackle Workmen.

(Copyright by the New York World. Published by Arrangement.)

LONDON, Oct. 12.—(Special Cable.)—American residents in England, particularly American business men, become more aggravated daily over the presence here of apostles of a dry world, who have come from America to try and lure England into their dry-world systems.

Many Americans here threaten to send a strong protest to the state department, urging that no passports be given to these dry propagandists, because, they consider, harm is being done to the good relations between the two countries.

Some business men say that half of their time is spent apologizing for the presence here of their dry countrymen.

Debate Causes Laughter.

In Manchester yesterday an audience was convulsed with laughter over a debate between a Mr. Johnson and a man named Wilkes Barr, from New York, who said he is a workingman and had come here to tdy to offset the work of "Pussyfoot" Johnson, chief of the dry apostles from America, and his assistants.

Barr told the Manchester audience that a man can assimilate more of a jag in an American dry state than in a wet one and that prohibition in America had developed trickery, duplicity and mendacity. Johnson then took up the cudgels for a dry world. Resident Americans now fear that these spectacles will continue all around England. The resentment of the British public is growing.

Trips Considered Blunder.

Johnson himself admits how severe is some of the anonymous and other correspondence he receives daily. The general view is that the British drys, in inviting these American propagandists to come over have committed a very serious blunder. Persons who sincerely desire a continuance of the war-time system of liquor restrictions, with its remarkable results, fear that the Americans' intervention will make it more difficult than ever to regulate the liquor traffic scientifically.

The liquor interests, realizing that they have a strong card in being able to tell the British workmen that foreigners are coming here to place dry shackles on them, seek to inflame public opinion against any form of liquor restrictions and this also is reacting on good relations between the two peoples.

CLACKAMAS ASKS BONDS

PETITIONS FOR ROAD ISSUE IN CIRCULATION.

Plans Call for Improvement of 145 Miles of Highway—Cost Put at $11,000 Per Mile.

OREGON CITY, Or., Oct. 13.—(Special.)—Petitions from the voters of Clackamas county requesting the county court to call a special election to vote on the question of issuing road bonds to the amount of $1,700,000, the constitutional limit of 6 per cent of the assessed valuation of the county, will be in the hands of the court next week, and quick action is anticipated. The petitions will be in circulation this week, and the committee in charge proposes to obtain as many signatures as possible.

Under the plan 145 miles of road are to be hard-surfaced, the grading and base for the pavement to be laid at the expense of the several road districts directly interested. In estimates by the court for laying pavement by the municipal plant, the basis cost of $11,000 per mile is used, but it will be necessary for the road districts to levy special taxes to cover the expense of grading and foundation before the county can proceed to lay the pavement, either with its own plants or by contract. In the latter event, however, it is provided that the material is to be furnished by the county and contracts let for labor only, including the furnishing of the equipment by the contractor.

Several minor adjustments have been made in the mileage since the original map was drafted, and two and one-half miles have been allotted to the road from Damascus to the Multnomah county line, leaving two miles for the road from Boring to the boundary of Multnomah county.

One mile has been placed on the west side of the Willamette from the Wilsonville ferry, two miles from the Lake Grove district to the Multnomah line on the Boone's ferry road and one mile in the Macksburg district.

DANCE CAUSES DIVORCE

WIFE SAYS "OTHER WOMAN" MADE FACES AT HER.

Mrs. Mabel I. Leonard Declares Husband Squandered Half Her Earnings Entertaining Women.

It was bad enough when her husband insisted on dancing with another woman at a dance at Riverside to which he had taken her on Sunday, September 28, 1919, but when that woman made faces at her over her husband's shoulder it was the last straw, contends Mrs. Mabel I. Leonard in a suit for divorce from Chester M. Leonard filed in the circuit court yesterday.

The Sunday following this occurrence, in which Leonard refused to reprove the woman at the remonstrance of his wife, he asked his wife to go to another dance.

"Will that other woman be there?" she asked.

"Yes, that's why I want to go," she declares was his reply. At her refusal to accompany him he took another woman, she says, and also escorted another woman to a dance last Sunday, October 12.

Mrs. Leonard declares that her husband does not support her but compels her to work and squanders half her earnings on other women and then asks her for more.

Other divorce suits filed yesterday were: A. D. against Hazel D. Allison; Cassie against Thomas L. Cooper; Lillie against Elvy Hunt; Clara E. against Lloyd E. Lillie; Charles W. against Mattie Quigley; Bertha Marjorie against Donald V. Piggott; and Levi M. against Eva Sheets.

COOKING COURSE OFFERED

Special Class to Be Organized at Girls' Polytechnic School.

How to prepare meals costing from 20 to 35 cents a plate will be the object of a course which will open at 2 o'clock this afternoon in the girls' polytechnic school under the direction of Miss Anna Arnold.

The course is for housewives and will accommodate 40 persons. No charge will be made other than a fee of 75 cents for materials. Classes will meet each Tuesday and Thursday afternoons at 2 o'clock for four weeks. Menus giving balanced rations on a cost basis will be discussed.

The first two lessons will be devoted to preparing a family meal at a cost of not more than 20 cents a plate. The next two lessons will be on a dinner costing not more than 25 cents, and will be followed by two lessons on meals costing 30 cents. Two lessons on meals costing per plate not more than 35 cents will conclude the course.

SEAT IN HOUSE IN DOUBT

Committee Report Proposes to Oust Former Boston Mayor.

WASHINGTON, Oct. 13.—Formal recommendation that Representative John F. Fitzgerald of Massachusetts, former mayor of Boston, be ousted from his seat in the house was presented today by an elections committee, headed by Representative Goodall of Maine.

A majority report proposed that Peter F. Tague, former representative, be seated, while Representative Luce, republican, Massachusetts, proposed that a new election be ordered.

Both are democrats, contesting the election of last November, and house leaders tonight agreed that committee reports should be called before the house next Saturday for final action.

BROTHERHOOD IN SESSION

Local and Nearby Congregational Ministers Meet.

The Congregational ministers' brotherhood held its annual meeting yesterday morning in the First Congregational church of Portland. Fourteen ministers were present, representing churches of Portland, Forest Grove, Dallas and other neighboring cities.

Dr. William T. McElveen, who has just taken the pastorate of the First Congregational church, spoke. Officers elected were: Rev. Robert Murray Pratt, Pilgrim Congregational church, president; Rev. Walter Blair, Forest Grove, vice-president; Rev. O. P. Avery, Waverly Heights Congregational church, secretary-treasurer. The former president, Rev. Edward Constant, presided.

Colonel Hasson Returns.

VANCOUVER, Wash., Oct. 13.—(Special)—Colonel John Hasson, son of Captain P. Hasson, retired, arrived today after being in France and Belgium for the past 18 months. Colonel Hasson will visit his father and mother and brother, Charles A. Hasson, here for a week and then return to his post in El Paso, Texas. Colonel Hasson was in the quartermaster's corps in the regular army when war was declared and he was shortly afterward sent to France.

Realtors to Meet in Hoquiam.

CENTRALIA, Wash., Oct. 13.—(Special.)—Realty dealers from Centralia, Chehalis, Raymond, South Bend, Olympia, Portland, Tacoma and Seattle will attend a meeting of southwest Washington realtors in Hoquiam next Saturday night, according to a party of Grays Harbor men who were here Saturday stirring up local interest in the meeting.

Prosser Hogs Win at Salem.

PROSSER, Wash., Oct. 13.—(Special.)—D. C. Bunn's Berkshires came out of the Oregon state fair at Salem with 15 out of 17 first prizes, all grand championships. Mr. Bunn has exhibited his hogs at Spokane, Walla Walla, Yakima and at several other fairs.

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STOCK ENTRIES POUR IN

SHOW PROMISES TO BE BEST SEEN IN WEST.

Animals to Be Exhibited at Coming Exposition Here Will Represent Many States.

With less than two days remaining before the closing of entries for the Pacific International livestock exposition, November 17-22, filled-in entry blanks are pouring in at headquarters in the Northwestern Bank building. Entries for all breeding classes will close promptly at noon on Wednesday, and all entries not in at that time will be barred from competition for honors and premium money in what is confidently expected to be the largest and most important stock show ever given west of the Mississippi.

In addition to numerous entries from all over the state, many are coming from California, Wyoming, Montana, Idaho, Washington and as far east as Duluth, Minn. Among the notable outside entries are the following:

Hereford corporation, Cheyenne, Wyo., 36 Hereford entries; Shorthorns from the famous T. S. Gilde ranch at Davis, Yolo county, Cal.; Shorthorns and Hereford cattle, Southdown, Shropshire and Cotswold sheep, and other entries from the University of Idaho, Moscow; Shorthorns to fill 21 stalls, Day & Rothrock, Spokane; eight fancy shire horses, H. E. Wagner, St. Johns, Wash.; 30 Guernseys, Albion S. Gile, Chinook, Wash.; a flock of fine Rambouillet sheep, J. M. Moran, Starbuck, Wash.; two blue-ribbon Clydesdales and a number of fancy gaited horses, E. M. Simpson, Hood, Cal.; 21 Herefords, A. B. Cook, Townsend, Mont.; 18 Shorthorns, George Bertrand, Castle Rock, Wash.; Shorthorn herd, William M. Rhodes, Sheridan, Mont.; a champion Shorthorn bull from the Caledonia farms near San Francisco; Rambouillet sheep, Bullard Bros., Woodland, Cal.; Henry Theissen, Sweetwater, Idaho, Herefords; Jean Duluth farms, Duluth, Minn., large herds of Guernseys and Red Polled; Ivon T. Edwards, Kimberley, Idaho, 50 Hampshires; Chesney stock farm, Evanston, Wyo., herd of Herefords; J. H. McCroskey, Sprague, Wash., 16 Shorthorns; University of British Columbia, Vancouver, B. C., Jerseys and Ayreshires; Carnation stock farm, near Seattle, 20 choice Holsteins; A. P. Dunn, Wapato, Wash., 25 Shorthorns.

Notable among the Oregon entries are an assorted herd of fine Shorthorns from W. B. Ayer's farm at Carlton and a herd of 25 choice Jerseys from W. M. Ladd's Iron Mine at Oswego.

APPLE CARS TOO FEW

Hood River Growers May Have to Use Ordinary Box Cars.

HOOD RIVER, Or., Oct. 13.—(Special.)—While a string of refrigerator cars was delivered here yesterday, local shippers are still far short of their needs in moving the big apple crop. To date approximately 250 cars of apples, a tenth of the total crop, has been shipped.

"We needed five more cars than we obtained today," said Walter R. Woolpert of Dan Wuille & Co. "I anticipate that we will soon have to resort to box cars for shipments. This class of rolling stock is also seriously short.

Ex-Officer Visits Roseburg.

ROSEBURG, Or., Oct. 13.—(Special.)—Howard Lembke, ex-lieutenant of the 91st division, is passing a short time in this city looking after some property belonging to his father, E. E. Lembke of Spokane. He was a member of the same regiment as Leslie Tooze. He was wounded and was only recently discharged from Letterman General hospital.

Expert butter tasters in France say they can detect the flavor of the soil over which cattle from which butter is produced have fed.

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TRAVELERS' GUIDE.

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