PHOSPHATE BOOKED TOTALS 55,000 TONS

Japanese Firm's Additional Order 15,000 Tons.

PIER CONTRACT AWARDED

Bulk of Shipments to Move in May or August, Depending on Negotiations.

An additional 15,000 tons of phosphate rock have been booked by Japanese interests for export through Portland, bringing the amount already booked to 55,000 tons, according to a telegram received by the Portland Chamber of Commerce yesterday from W. D. B. Dodson, executive secretary of the chamber, who is now in the east. The information was given to Mr. Dodson in the New York office of Furukawa & Co., the purchasers of the rock, and is verified by George Powell, president of the Oregon-Pacific company, who conducted the negotiations for the booking of the phosphate rock for shipment.

The first shipment of phosphate rock to pass through this city on its way from the Idaho mines to Japan was carried by the Admiral line steamer Waban, which left here Monday. This was a portion of an order of 5000 tons of the rock in sacks, which was booked with the Pacific Steamship company by the Dyson Shipping company of Seattle. The remainder of the 5000-ton order will be carried by the steamers Montague, sailing from here April 24, and the Abercos, sailing May 17.

The 50,000 tons of phosphate rock booked by Furukawa & Co. is all to move in bulk through the new bunkers, which are to be built by the commission of public docks on pier 5 of municipal terminal No. 4. A contract for the erection of this pier was awarded by the dock commission yesterday to A. Guthrie & Co. The bulk movement is to start either in May or in August, depending upon the outcome of negotiations now in progress with the ship operators.

It was pointed out yesterday by Mr. Powell that if vessels of the 9500-ton type, such as were built by the Standifer company here, are used in the movement of the phosphate rock in bulk, the quantity already firmly booked for shipment within a year from the time the movement starts will provide 12 cargoes of 4000 tons each, and will mean one sailing a month from Portland. A freighter of the 9500-ton type, in addition to the 4000 tons of phosphate rock, would also take out about 3,000,000 feet of lumber to balance the cargo.

LUMBER SHIPMENT HEAVY

CARGOES OF $36,313,410 FEET LOADED DURING MONTH.

Mills in Lower District of Columbia River Reported to Be Doing Large Business.

ASTORIA, Or., March 31.—(Special.)—The lumber shipments from the Columbia river during the month of March were the largest for some time. According to statistics compiled by Deputy Collector Karinen, 28 vessels loaded at the mills in the lower river district and their combined cargoes were 21,629,529 feet of lumber. Twenty-five of those vessels carrying 19,390,000 feet went to California; one vessel laden with 120,316 feet went to the Atlantic coast and two with 1,119,212 feet on board are en route to foreign ports.

In the same period, 10 vessels loaded 14,683,881 feet at the upriver mills, making a grand total of 36,313,410 feet of lumber which left the Columbia river in cargoes during the month which closes tonight. In addition to the above, one steamer loaded 3319½ tons of box shooks at the port of Astoria terminals for Honolulu.

TACOMA DREDGING PROPOSED

Channel 30 Feet Deep to Eleventh Street Bridge Recommended.

TACOMA, Wash., March 31.—(Special.)—The dredging of the Tacoma waterway to a depth of 30 feet up to the Eleventh-street bridge is to be recommended to the government by Lieutenant-Colonel J. A. Woodruff in charge of the United States engineers' office for this district. He will urge that one-half the cost of construction be met locally and that the government be insured against damage to docks which might result through deepening of the channel.

Inquiry was made of the port commission to find out what help could be obtained in doing the work. The commission has no funds for the work, it announced. Colonel Woodruff found that insufficient water is in the channel at low tide to float the largest of freighters.

WESTWARD HO COMING BACK

Portland-Built Ship to Return to City for Operation.

The 8800-ton steel steamer Westward Ho, the first ship launched by the Columbia River Shipbuilding corporation of this city, is coming back home as the first vessel in the new Baltimore-Portland service of the Pacific Mail Steamship company, according to a telegram received from Baltimore yesterday by J. G. Melvin, Portland agent. She will leave Baltimore April 25. The Westward Ho was launched by the Columbia River Shipbuilding corporation November 19, 1917.

Four vessels besides the Westward Ho have been assigned to the Pacific Mail for the Baltimore-Portland service, and a monthly service is to be maintained.

ARCTURUS IS LAUNCHED

Wife of President Struthers Acts as Sponsor for Vessel.

The 9600-ton steel steamer Arcturus, the first of five such vessels which are under construction for the Green Star Steamship corporation, was launched at 12:30 o'clock yesterday afternoon from the plant of the G. M. Standifer Construction corporation at Vancouver. Mrs. Harry R. Struthers, wife of the president of Struthers & Dixon, Inc., acted as sponsor. The Struthers & Dixon company was recently merged with the Green Star line and with the Cosmopolitan Shipping company of New York to form an organization operating the largest fleet of freighters under the American flag.

The steamer Aquarius, the next Green Star vessel to go down the ways of the Standifer plant, will be launched about April 15. The other Green Star vessels under construction at the plant are the Argus, Antinous and Apus.

SOVIET FILES LIBEL ACTION

Return of Russian Steamer and Payment of $50,000 Demanded.

SAN FRANCISCO, March 31.—The soviet government of Russia, through two San Francisco attorneys, filed a libel action in the United States district court here today for the return of the Russian steamer Rogdai, now in San Francisco harbor, to bolshevik control and the payment of $50,000 damages for the libeling of the vessel by other parties.

The suit was filed in the name of the "Russian socialist federal soviet republic and Ludwig C. A. K. Martens, its representative or agent."

Pacific Coast Shipping Notes.

SEATTLE, Wash., March 31.—(Special.)—Seven carriers operating in the Alaskan-Hawaiian and far eastern trades, flying the house flags of five different shipping corporations, were moored at Smith Cove, pier A of the port commission this morning, representing the biggest tonnage of ocean craft ever berthed at the terminal. The fleet was composed of the steamships Havilah, Iconium and Cross Keys of the Pacific Steamship company's shipping board fleet, which ply from Seattle to ports in the far east; the Hyades of the Matson Navigation company, operating the triangular route between Seattle, Hawaii and San Francisco; the barge Henry Villard of the Coastwise Steamship & Barge company, in service between Seattle and Alaska; the steamship Kaian Maru of the fleet of Mitsui & Co., plying between Seattle and ports in the orient, and the steamship Alaska of the Alaska Steamship company, operated between Seattle and ports in southeastern and southwestern Alaska as a freight and passenger carrier.

After circumnavigating the globe the steamship Olen of the United States shipping board, which sailed from Seattle August 22, 1919, will arrive in this port late in April, according to representatives of the Pacific Steamship company, manager and operator for the vessel.

The Olen did even more than carry the American flag around the earth. She steamed a distance of 28,000 miles with a total expense for repairs of only $2700, a record Seattle shipping men say has rarely been equaled, and one which speaks volumes for the vessel's builders, The Todd Dry Docks & Construction corporation of Tacoma.

SAN PEDRO, Cal., March 31.—(Special.)—News that the lighthouse district, with headquarters in San Francisco, had reached an agreement with the owners of the Palo Sverdes ranch whereby the necessary land for a lighthouse at Point Vintene can be purchased, was received here today. Construction work will begin as soon as the contracts have been let.

The announcement of the agreement between the government and the owners of the property recalls the fight made when the property owner demanded what the government declared was an exorbitant price for the few acres necessary for the lighthouse. The owners of the property held that the noise of the fog siren would depreciate the property and prevent sales of villa sites to prospective owners. The latter were to be retired business men and millionaires from the east.

Frank A. Vanderlip is the owner of the ranch.

Ujiro Oyama, Japanese consul in Los Angeles, said in a speech before the business men that there should be better coaling facilities here.

ASTORIA, Or., March 31.—(Special.)—The steam schooner Florence Olson is expected to sail next Saturday for Arica, Chile, with lumber from Westport and Wauna. She signed on her crew yesterday afternoon and will shift tomorrow morning from Westport to Wauna to finish. On her way down the coast the Florence Olson will stop at San Pedro and Salina Cruz for fuel oil.

The report from the lower river that the steam schooner Halco had crossed in proved to be an error. The vessel had not arrived this evening, although she is two days overdue.

The steam schooner Johan Poulsen, en route from San Francisco for Portland with freight, was off the mouth of the river this afternoon and is expected inside tonight.

The tank steamer William F. Herrin, from California, with a cargo of fuel oil for Portland, was outside the mouth of the river this afternoon, being delayed by the high seas and is expected in during the night.

The government wireless station at North Head resumed operations today after being out of commission for nearly six weeks while repairs were in progress.

A log raft belonging to the Astoria Box company was broken up by the heavy seas last night while lying at the company's boom at the foot of Thirty-eighth street. Quite a number of the logs were lost.

PORT TOWNSEND, Wash., March 31.—(Special.)—The British steamer Mount Etna, under charter to the French line of steamers operating between Puget Sound and France, is scheduled to arrive early in April for France. She will be the third steamer of that line to come to the northwest. Norton, Lilly & Co. are agents for the new concern.

The steamer Steelmaker of the Isthmian line, now at Vancouver, is scheduled to load lumber at Everett for the United Kingdom. She will arrive at Everett on April 12.

As a result of yesterday's storm, a heavy sea is running in the straits of San Juan de Fuca causing small steamers to return here to await favorable conditions. The freighter Morning Star, after bucking a heavy sea for two hours, being unable to make headway, returned this morning. The cannery steamers Einar, Beyar and Saginaw II, en route to southeastern Alaska in the service of the Southeastern Alaska Canning company, are stormbound here.

GRAYS HARBOR, Wash., March 31.—(Special.)—The steamer Carmel dropped down to the lower harbor this morning and will get out as soon as bar conditions permit.

The steamer Tamalpais has shifted to the E. K. Wood mill, Hoquiam, to complete cargo.

The Annie Hanify is still in the lower harbor waiting a favorable bar.

TACOMA, Wash., March 31.—(Special.)—The steamer Eastern Guide, carrying about 1500 tons of cargo from Tacoma firms, sailed this morning for Honolulu via Seattle. The Eastern Guide will be followed within a few days by the Hyades, which will take 3000 tons of freight here for the islands. In this freight will be 2000 tons of box shooks. The Delwood, to load for the islands, is expected the latter part of next week.

Max H. Houser of Portland, of the United States grain corporation, was a speaker here today before members of the commercial club. Mr. Houser is one of the owners of the Puget Sound Flouring mills at Tacoma.

The Eastern Admiral will shift tomorrow morning to Seattle to discharge. There the vessel will be turned over to the United States shipping board.

After a week's business trip to San Francisco, H. F. Alexander, president of the Pacific Steamship company, returned to Tacoma today.

The Governor is due here early tomorrow from San Francisco and the Providencia is expected to sail tonight for Grays Harbor via Seattle.

Two orientals, members of the crew of the steamship Javary of the Garland line, now in port loading for the east, are out $600 worth of whisky just because they were not conversant with modern finance. It is claimed that the two Chinese arranged to dispose of $600 worth of whisky to a Tacoma man. The Tacoma man, it is claimed, turned over to them a check for $600 and the delivery was made. However, the Chinese found when they went to the bank to cash the paper that payment had been stopped. Inspector Roy L. Ballinger of the custom-house listened to the tale and began an investigation.

SAN FRANCISCO, March 31.—(Special.)—A preliminary conference attended by about 50 representatives of operators of shipping board vessels from Seattle, Portland, San Francisco and Los Angeles met today in the San Francisco merchants' exchange with shipping board officials. The meeting was for the purpose of formulating an interpretation of the new operating agreement sent out from Washington to conform to Pacific coast conditions. According the Harold H. Ebey, director of operations of the United States shipping board here, the conference met and discussed clauses and interpretations in the managing and operating agents' agreement with the shipping board. A subcommittee was appointed before the conference adjourned for the purpose of delving into certain phases of the agreement and to make a report of their findings tomorrow.

The China Mail liner Nile will not arrive until daylight Monday, according to a wireless received by the company today. The vessel is being delayed on her run here one day on account of the cylinder heads becoming scored.

The barkentine Mary Winkleman, Captain Vindving, after a voyage of 109 days from Sydney via Tarawa, 54 days, arrived in port today under full spread and anchored in quarantine without the aid of a tow. On the voyage from Sydney to Tarawa the sails of the vessel were carried away by storms and a new set had to be rigged. The vessel brought 535 tons of copra to Burns, Philp company.

The ship Moshulu, now being repaired, will leave port in three weeks, it was announced today, for a trip to Manila.

Harry Levinson, manager of the Peterson Launch & Tugboat company, announced today that plans have been completed for the building of six new barges for the company at a total cost of $120,000. The craft will be constructed at the yards of Kruse & Banks at Marshfield, Or.

The super-dreadnaught New Mexico will be taken from the Hunter's Point drydock by Peterson tugs at noon tomorrow. The Idaho will follow the flagship into drydock Monday morning.

The new steamer Portola-Plumas, in command of Captain Rogers, went outside the heads today on her trial trip.

With passengers and merchandise consigned to the Matson Navigation company, the liner Wilhelmina arrived early this morning.

Tides at Astoria Tuesday.

High.		Low.	
11:42 A. M.	7.9 feet	5:54 A. M.	0.8 foot
....	....	6:07 P. M.	0.6 foot

Columbia River Bar Report.

NORTH HEAD, March 31.—Condition of the bar at 5 P. M.—No report. Wind south, 34 miles.

Read The Oregonian classified ads.

PIER CONTRACT AWARDED

A. GUTHRIE & CO. TO DO WORK FOR $37,865.

Proposal to Buy Old Seattle Drydock Is Rejected as Bids Are to Be Received for New One.

A contract for the construction of pier No. 5 at municipal terminal No. 4 was awarded by the commission of public docks yesterday to A. Guthrie & Co., on a bid of $37,865. Other contracting firms bidding on the work, with the amount of their bids were the Pacific Foundation company, $41,570; Joseph Pacquet, $42,350; Portland Bridge & Building company, $43,972 and Miller, Grier & Co., $52,385.

A proposal of C. H. Hamilton, purchaser of the Skinner & Eddy 15,000-ton drydock at Seattle, to sell the drydock to the Portland dock commission for $900,000, was rejected by the commission, the commissioners agreeing that it would be better to build a new drydock here than buy an old one at Seattle. The dock commission will open bids for the construction of a 15,000-ton floating drydock April 5.

In view of the increased business of the dock commission and the congestion of its present quarters at the foot of Stark street, it was recently determined to learn the attitude of the owners of adjoining property toward additional construction. Communications read at yesterday's meeting from the Henry Failing estate, H. L. Pittock estate and the board of directors of the Reed institute all protested against further construction on this property on the ground that it would decrease the value of their holdings. The matter was referred to City Attorney La Roche to determine the rights of the commission.

If an addition to the building at the foot of Stark street is not to be erected, it has been agreed by the commission that office space will have to be rented in some downtown office building.

Movements of Vessels.

ASTORIA, March 31.—Steamer Multnomah, from San Francisco, lost propeller off bar. Tug went out to assist.

SAN FRANCISCO, March 31.—Sailed at 7 A. M., steamer The Angeles, for Portland. Sailed at noon, steamer Klamath, for Portland. Sailed at noon, steamer City of Topeka, for Portland via Eureka and Coos Bay.

BALBOA, March 30.—Arrived—French steamer Mont Cervin, from Seattle via San Francisco, for Marseilles.

SEATTLE, Wash., March 31.—Arrived—Steamers Eastern Guide, from Honolulu via San Francisco; Alameda, from southwestern Alaska; Jefferson, from southeastern Alaska; Victoria, from Nanaimo, B. C. Departed—United States steamship Surveyor and Admiral Watson, for southwestern Alaska; Santa Ana, for southeastern Alaska; Havilah and Hokkai Maru, for Kobe via Yokohama; Fulton, for British Columbia ports.

TACOMA, Wash., March 31.—Departed—Steamers Providencia for Aberdeen; Eastern Guide, for Honolulu via Seattle.

SAN FRANCISCO, March 31.—Arrived—Steamer Wilhelmina, from Honolulu. Departed—Steamers Necanicum, for Brookings; Northland, for Vancouver; The Angeles, for Astoria; Atlas, for Astoria; Tokufuku Maru, for Yokohama; Klamath, for Astoria; Bandon, for Bandon.

IMMINGHAM, March 30.—Arrived—Aimwell, from Astoria, Or.

KOBE, March 25.—Sailed—Chicago Maru, for Tacoma.

COOS BAY, March 31.—(Special.)—Arrived—G. C. Lindauer, from San Francisco at 8:25 A. M.

SAN PEDRO, Cal., March 31.—(Special.)—Arrived—Daisy Putnam, from Grays Harbor, 1 P. M. President, from Seattle, at 10 A. M.; Bertiem Hanlon, from Redondo, in the night; Svea, from Grays Harbor at 9 A. M.; Stanwood, from Puget sound, in the night. Sailed—Santiam, for Astoria at 3 P. M.; Ernest H. Meyer, for San Francisco at 6 P. M.; Celilo, for San Francisco at 6 P. M.; Queen, for San Diego at 10 A. M.; Lassen, for Grays Harbor, in the night; Grays Harbor, for Grays Harbor, 3 P. M.; Brunswick, for San Francisco, 6 P. M.

Marine Notes.

The steam schooner Multnomah of the McCormick fleet was reported in distress off the mouth of the Columbia river yesterday with her propeller gone, and the tug Oneonta was dispatched to her assistance. The Multnomah is en route to Portland to go on drydock for repairs necessitated by an accident at San Pedro, when the shipping board steamer West Nomentum, coming off the launching ways, crashed into the little steam schooner.

S. E. Ellis of A. H. Holt & Co., Liverpool, and K. J. Middleton, manager of Dodwell & Co., of Seattle, were visitors in this city yesterday and inspected the new municipal terminal No. 4, which they pronounced the finest on the coast. A. H. Holt & Co. are the owners of the Blue Funnel line, which is represented in Seattle by Dodwell & Co. Mr. Ellis, a construction engineer, is on his way to Shanghai to supervise the construction of certain docks for his company.

C. O. Yoakum, Pacific coast manager of the supply and sales division of the emergency fleet corporation, returned to his headquarters in this city yesterday from a business trip which included the ports of Puget sound. He reported the Puget sound business of the division proceeding favorably.

U. S. Naval Radio Reports.

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

ROSE CITY, San Francisco for Portland, 305 miles north of San Francisco.

FRANK S. BUCK, Monterey for Wilbridge, 370 miles from Monterey.

W. F. Porter, Monterey for Everett, 548 miles from Monterey.

ADMIRAL SCHLEY, Seattle for San Francisco, 339 miles from Seattle.

ASUNCION, Oleum for Bremerton, 450 miles north of Oleum.

W. F. HERRIN, Gaviota for Portland, off Columbia river lightship.

1000-Foot Fall Kills Flyer.

MINEOLA, N. Y., March 31.—Captain John M. Foote of Chicago, an army pilot during the war, was killed today when a monoplane he was flying fell 1000 feet to the ground near Roosevelt field here.

PLUMB PLAN FORCES JOIN WITH GERMANS

Hyphenates Start Boom for La Follette for President.

WAR RECORD IS PRAISED

Pre-War Propaganda Started in Wisconsin, Where Aliens Are Told to Take Concrete Action.

OREGONIAN NEWS BUREAU, Washington, March 31.—The Plumb Plan league and the Germans are working side by side in Wisconsin politics to elect the LaFollette so-called progressive republican delegation to the republican national convention.

The Germans began their activities first and the Plumb Plan league, which proposes the turning over of the railroads of the United States to the railroad brotherhoods, came along the other day with instructions to all the railroad workmen in Wisconsin to support the LaFollette ticket.

In this connection it is interesting to note that Senator LaFollette has been made the choice of the Germans, those who have grown bold enough to resume the old pre-war propaganda, as their candidate for president. This is not a charge but is the statement of a fact supported by a publication of which George Sylvester Viereck is the editor and publisher.

Viereck's connection makes no further identification necessary. Under the head, "German-Americans Organize," Viereck is preaching the necessity of all persons of German descent in the United States getting together. Dr. George Edmund von Mach is chairman of a "committee of 96" which is in charge of the organization work, the object of which is to solidify German-Americans for political action and to "devise ways and means of co-operation with Irish-Americans, and all Americans, irrespective of descent, who believe in old-fashioned Americanism."

Prohibition Also Attacked.

Another object is to "combat all restrictions of personal liberty, including prohibition," but to read the letters that are published under the heading, "German-Americans Organize," the foremost object would appear to be to elect Senator LaFollette to the presidency of the United States.

There is little division of opinion among the noble German patriots who express themselves in the Viereck publication on the matter of choosing a leader. Practically all are for LaFollette, with a disposition on the part of some to give secondary prominence to Jeremiah O'Leary. One correspondent who signs himself "A patriotic American" says:

"A true-blooded American like Robert M. LaFollette should head the ticket of such a party."

Another who conceals his foreign nomenclature under the initials "M. R." writes:

"Start the boom, O'Leary as a leader for the Germans, O'Leary as a leader for the Irish and O'Leary as president of the United States, for the citizens of the United States who believe in a government of the people, by the people, for the people."

H. E. Otto, of Minnesota, says: "The writer is overjoyed to note so many brave expressions voiced in your valuable paper, in favor of a man whose record shows 100 per cent American. LaFollette has proved himself fireproof and defies the poisonous hiss of the sneaking reptiles. Let us keep up this glorious cry until the birds chirp. The writer, a lifetime democrat, joins with those loyal Americans who gather around LaFollette."

Establish Papers, Is Advice.

Charles F. Straube, of somewhere in Pennsylvania, proposes that Viereck call for contributions to establish newspapers in every state to further the German-American cause and to protect those newspapers that have been "loyal to the truth." He, too, likes LaFollette best of all, saying:

"To me any of these national defenders of Americanism, who have so nobly withstood anglophile collusion and contagion, such as Robert LaFollette, P. C. Knox, Reed, Hiram Johnson or Senator Borah, would be acceptable, with Senator LaFollette as a favorite, as he has been the most abused for defending truth."

A Kansan who is strong for the revival of German activities in politics says that "As standard bearer, I will suggest the grand old Roman, Robert M. LaFollette," but opines that several other men would make capable leaders, including George Sylvester Viereck, Mayor William Hale Thompson of Chicago, Mayor Grace of Charleston, S. C., Victor Berger, Eugene Debs, Senator Reed "and many others."

This is the company which the Plumb Plan league is keeping in Wisconsin, where it has made its first active entrance into politics.

SEATTLE PRESSES CLAIM

CITY DEMANDS SHARE OF SHIP REPAIR BUSINESS.

Consolidation of Emergency Fleet Districts, It Is Said, Gives San Francisco Advantage.

SEATTLE, Wash., March 31.—(Special.)—Seattle today is in the midst of a battle for her share of the government's ship repair business on Pacific coast.

Announcement was made in Washington, D. C., last night that Seattle would be placed under San Francisco control by a new consolidation ordered by the shipping board and this brought a sharp telegraphic protest from this city, followed by a rejoinder from Admiral William H. Benson, chairman of the board, that the Golden Gate port would not be allowed to obtain any "undue advantages."

Seattle, as a center of government ship construction and ship repair work, passes under San Francisco tomorrow, when the shipping board puts into effect an order consolidating the northern Pacific, Oregon and southern Pacific districts of the emergency fleet corporation. The three districts have been united as the Pacific coast district, with A. J. Frey, a San Francisco shipping man, as manager.

The government's ship construction work in Seattle and other northern Pacific ports is nearing an end, but a new era in government ship repair work is about to begin and Seattle and other northern ports will enter this era, according to local shipping men, handicapped by San Francisco control.

Admiral Benson declares that he will smash any plan that contemplates developing one port at the expense of another. The movement to consolidate the three coast districts under San Francisco control, however, was begun before Admiral Benson became chairman of the board, and he will now find the new plan in operation before he becomes fully settled in his new office, said Seattle men today.

BRAND RULING MODIFIED

Justice Holds Older Brand on Animal Carries Primary Right.

SALEM, Or., March 31.—(Special.)—"Where there are two brands upon an animal, one older than the other, we think the natural presumption from the brands alone would be that the ownership of the animal belonged to the older brand, and that ordinarily under such conditions the burden would be upon the owner of the later brand to establish his right to put his brand upon the animal," was the ruling of Justice Bennett, who yesterday modified a previous decision of the supreme court in the case of William Moss.

Mr. Moss was indicted in Lake county for cattle rustling and upon being tried in the circuit court there was convicted and sentenced to a term of 10 years in the Oregon state penitentiary. Moss then appealed to the supreme court, with the result that the verdict of the lower court was reversed.

CERTIORARI IS REFUSED

Supreme Court Will Not Interfere in Case of E. J. Frasier.

SALEM, Or., March 31.—(Special.)—Petition for certiorari in the case of E. J. Frasier against the state of Oregon has been denied by the United States supreme court, according to a telegram received by Attorney-General Brown here today.

Mr. Frasier, who was engaged in the real estate business in Eugene, was indicted there on a charge of uttering a forged indorsement to a check and introducing it as evidence in a court of bankruptcy. The case was later transferred to the Benton county circuit court, where Frasier was tried, convicted and sentenced to an indeterminate term of from two to 20 years in the Oregon state penitentiary.

Frasier then appealed to the Oregon supreme court, which affirmed the verdict of the lower court. An appeal to the United States supreme court was then sought by Frasier.

FOREST BILL INDORSED

McNary Measure Would Protect Beauty of Multnomah Falls.

OREGONIAN NEWS BUREAU, Washington, March 31.—Favorable report was made today by the senate agricultural committee on the McNary bill enlarging the Oregon national forest to place the area of Larch mountain under the forest reserve.

The purpose of the bill is the preservation of the summer flow of Multnomah creek and the beauty of Multnomah falls on the Columbia River highway. The legislation has been urged by the Trails club of Oregon.

HAMMOND FAVORS BONDS

Special Election Indorses $50,000 for Reclamation Work.

WARRENTON, Or., March 31.—(Special.)—The town of New Astoria, generally known as Hammond, held a special election yesterday to authorize a $50,000 bond issue for bulkhead and reclamation work along the Columbia river. The vote was 70 for and 15 against.

Hammond is one of the cities within the port of Astoria, lying directly west of Warrenton and adjoining the Fort Stevens military reservation at the mouth of the Columbia river.

DAILY CITY STATISTICS

Vancouver Marriage Licenses.

PENDLETON-REVELLE—Robert Pendleton, 20, of Spokane, Wash., and Madeline Revelle, legal, of Colman, Mich.

BEADLEY-WALDRON—Alfred A. Beadley, 21, of Oregon City, Or., and Louise Waldron, 20, of Oregon City, Or.

POPE-WILLIAMS—William C. Pope, 34, of Portland, and L. Beatrice Williams, 25, of Portland.

SIMMS-MURDEN—Roy L. Simms, 19, of Portland, and Alice M. Murden, 19, of Portland.

JONES-SNOW—Corry L. Jones, legal, of Portland, and Martha Snow, legal, of Portland.

BUTZER-CHENEY—Elmer F. Butzer, legal, of Portland, and Alice Cheney, legal, of Portland.

BURNS-GATES—Charles W. Burns, 60, of Portland, and Gussie M. Gates, 48, of Portland.

CRUSE-BELL—H. H. Cruse, 35, of Portland, and Katherine Bell, 26, of Portland.

KEMP-OTTO—John J. Kemp, legal, of Portland, and Eda A. Otto, legal, of Portland.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., March 31.—Maximum temperature, 43 degrees; minimum temperature, 33 degrees. River reading, 8 A. M., 4.2 feet; change in last 24 hours, 0.5-foot rise. Total rainfall (5 P. M. to 5 P. M.), .15 inches; total rainfall since September 1, 1919, 25.45 inches; normal rainfall since September 1, 36.75 inches; deficiency of rainfall since September 1, 1919, 11.30 inches. Sunrise, 5:53 A. M.; sunset, 6:38 P. M.; total sunshine, 4 hours 45 minutes; possible sunshine, 12 hours 45 minutes. Moonrise, 4:08 P. M.; moonset, 4:16 A. M. Barometer (reduced sea level), 5 P. M., 30.03 inches. Relative humidity: 5 A. M., 94 per cent; noon, 85 per cent; 5 P. M., 66 per cent.

THE WEATHER.

STATIONS.	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	Weather.
Baker	22	30	0.02	..	SE	Cloudy
Boise	26	36	0.00	10	NW	Pt. cloudy
Boston	40	58	0.00	..	NE	Pt. cloudy
Calgary	8	20	0.00	..	NE	Cloudy
Chicago	52	72	0.00	20	S	Clear
Denver	38	60	0.00	..	NW	Cloudy
Des Moines	50	76	0.00	20	SW	Rain
Eureka	38	46	0.00	12	N	Clear
Galveston	62	72	0.01	14	SE	Cloudy
Helena	22	28	0.02	12	SW	Pt. cloudy
†Juneau	14	*24	0.00	12	NE	Clear
Kansas City	56	74	0.00	24	S	Clear
Los Angeles	52	62	0.00	..	SW	Cloudy
Marshfield	32	46	0.30	..	S	Cloudy
Medford	32	44	0.01	12	NW	Cloudy
Minneapolis	36	74	0.00	..	S	Pt. cloudy
New Orleans	58	82	0.12	..	S	Pt. cloudy
New York	48	70	0.00	16	SW	Pt. cloudy
North Head	34	40	0.08	34	S	Rain
Phoenix	46	74	0.00	14	W	Cloudy
Pocatello	24	30	0.04	..	W	Snow
Portland	33	43	0.15	10	W	Cloudy
Roseburg	32	44	0.08	..	S	Pt. cloudy
Sacramento	46	58	0.00	28	NW	Clear
St. Louis	54	72	0.00	22	S	Cloudy
Salt Lake	26	36	0.24	16	NW	Cloudy
San Diego	54	58	0.00	14	S	Pt. cloudy
S. Francisco	46	56	0.00	20	NW	Pt. cloudy
Seattle	32	46	0.01	20	SW	Cloudy
*Sitka	18	32	0.00	..	E	Pt. cloudy
Spokane	26	40	0.00	12	SW	Clear
Tacoma	..	44	0.00	10	SW	Cloudy
Tatoosh Isld.	36	42	0.04	..	S	Snow
†Valdez	6	*14	0.00	..	NE	Clear
Walla Walla	32	40	0.00	..	SE	Cloudy
Washington	52	74	0.00	..	SW	Clear
Winnipeg	20	33	0.00	..	NE	Cloudy
Yakima	26	48	0.00	10	NW	Pt. cloudy

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

FORECASTS.

Portland and vicinity—Rain; southerly winds.

Oregon and Washington—Rain; strong to whole southerly gales along the coast.

Idaho—Probably rain or snow.

STORM WARNING.

Northwest storm warnings changed to southeast at 6 P. M. on Columbia river and all Washington stations. Storm off Vancouver Island moving rapidly southeastward. Strong to whole southeast shifting to southwest gales tonight and Thursday.

COAST PAYS MORE FOR HARD WHEAT

Interior Purchases on Basis of 60 Cents Premium.

CLUB BIDS AT 20 CENTS

Offers for Coarse Grains Are Also Raised—Bags Higher at 19¼ Cents for Carlots.

The wheat market was firm yesterday with a better demand from mills. A premium of 20 cents was offered for club and hard wheat was bought in the interior for coast delivery on the basis of 60 cents premium. Offerings by both dealers and farmers were small.

The coarse grain market was generally firm, but no sales were posted on the board. Corn bids were advanced 50c@$1 and oats averaged 50 cents higher.

The San Francisco barley market was steady, with sales of December at $2.50. May barley at Chicago closed 1⅞ cents higher at $1.50⅞.

Grain bags were strong and local dealers quoted carlots at 19¼ cents.

According to a Chicago bulletin, Goodman puts the winter wheat condition at 77.8 per cent, or 7.3 per cent under the government estimate of December 1. The forecast for the middle west this week follows: Ohio Valley and Tennessee, generally fair after Tuesday and unsettled at end of week; temperatures will average above normal first half of week and nearly normal thereafter. Region of the Great Lakes, rain early days of the week, temperature above normal, probably rain closing days with nearly normal temperatures. Upper Mississippi and lower Missouri valleys, generally fair first half of week and unsettled second half, with local rains probable; nearly normal temperatures.

On July 1, according to a bulletin of the department of agriculture, the wheat surplus in the United States will be approximately 150,000,000 bushels, which will be carried into the new crop year. This amount includes commercial stocks of flour estimated as wheat at 4½ bushels to the barrel. The estimate of 150,000,000 is based on the March report of the amount of wheat on farms, issued by the bureau of crop estimates, and the amount of mill and elevator stocks of wheat and the commercial stocks of flour, as estimated by the grain corporation.

From this sum is deducted the probable amount that will be exported between March 1 and July 1, the amount that will go into domestic consumption, and the amount that will be used for spring seeding. Household supplies, which are believed to be large, are not included. Such supplies are doubtless much larger than they will be July 1.

Stocks of wheat in first and second hands on July 1, for a long series of years before the war, averaged about half the prospective total this year. As a partial offset to the large amount, however, there is a prospective small spring wheat acreage, and poor winter wheat condition caused by insufficient moisture last fall and during the winter. Should there be a material shortage in the winter wheat states, the big carry-over will not be burdensome as a market factor. Owing to an abundance of snow on the ground and frost in the ground, soil conditions in the spring wheat states are such that a heavy yield may be produced on a decreased acreage.

Terminal receipts, in cars, were reported by the Merchants' Exchange as follows:

	Wheat.	Bar.	Flr.	Oats.	Hay.
Portland, Wedn.	12	1	11	1	69
Year ago	6	2	3	2	15
Season to date	7461	170	3413	415	1836
Year ago	6765	945	2192	618	2894
Tacoma, Tuesday	3	...	...	...	5
Year ago	13	...	...	...	5
Season to date	6219	77	2641	167	758
Year ago	4970	32	...	143	1103
Seattle, Tuesday	25	1	5	2	1
Year ago	...	...	...	...	...
Season to date	5404	234	677	630	1126
Year ago	5061	71	1055	516	2367

BUTTER DOWN FOUR CENTS TODAY

Decline Puts Portland on Equal Basis With Seattle—Eggs Higher.

Following the lowering of butterfat prices, print butter quotations will be reduced 4 cents a pound this morning to 63 cents for parchment wrapped and 64 cents for carton butter in box lots. The 4-cent decline puts the Portland market on an equal basis with Seattle. There was practically no trading in cubes yesterday. Holders offered extras at 62 cents, but there were no buyers.

Eggs were firm with liberal receipts. Because of the competition between local traders, the country buying price will be raised one cent today to 38 cents, delivered Portland. A straight car of eggs was shipped to San Francisco last night and a car will go east today.

Poultry and dressed meats were unchanged. Receipts were not heavy.

POTATOES HIGHER IN COUNTRY

No Coast Sales of Onions Reported This Week—Produce Trade Slow.

Up to $6 was paid for potatoes at country points yesterday with few offerings by growers. On the street the market was firm, but trading was not brisk. Oregon Burbanks were available at $6.50 and Yakima Netted Gems at $7.

No further carlot sales of onions have been reported this week and the association selling price remains unchanged.

A car of mixed vegetables arrived from Los Angeles. The movement of vegetables and fruit was slow, owing to the cold weather.

California Asparagus Pack Larger.

Preliminary advices relative to the 1920 California asparagus pack indicate that it will be somewhat larger than 1919 but still below previous seasons. Ground on which asparagus is grown must be rotated with other crops in order to produce a satisfactory crop. For this reason considerable acreage devoted to this crop last year has been abandoned and will be used for other vegetables. This will cut down production, particularly of the better class, it was reported. Stocks of canned asparagus are in short supply, the primary market being virtually bare of tips except for small lots of ungraded stock. Jobbers' stocks also are spotted.

Next Government Wool Sale.

The war department announces that the wool branch of the zone supply officer at Boston will conduct another government auction sale of wool, beginning Thursday, April 8. There will be offered approximately 6,000,000 pounds of wool, made up as follows: Australasian, approximately 2,000,000 pounds; South American, South African and West Coast, 2,500 pounds; territory, domestic and pulled, 900,000 pounds; scoured, foreign and domestic, 600,000 pounds.

PORTLAND MARKET QUOTATIONS

Grain, Flour, Feed, Etc.

Merchants' exchange, noon session.

	March.	April.	May.
Oats—			
No. 3 white feed	$59.00	$59.50	$60.00
Corn—			
No. 3 yellow	.....	63.50	64.00
Eastern grain, bulk:			
Oats—			
36-lb. clipped	.....	59.00	59.50
38-lb. clipped	.....	60.00	60.50
Corn—			
No. 3 yellow	67.50	65.00	64.50

WHEAT—Government basis, $2.20 per bushel.

FLOUR—Family patents, $13.15; bakers' hard wheat, $13.75; whole wheat, $12.05; graham, $11.80; valley, $11.40; straights, $11 per barrel.

MILLFEED—Prices f. o. b. mill, city cartage $1.50 extra. Mill run, car lots of mixed cars, $40 per ton; rolled barley, $72; rolled oats, $65; ground barley, $72; scratch feed, $80.

CORN—Whole, $74; cracked, $76 per ton.

HAY—Buying prices, f. o. b Portland: Alfalfa, $30.50; cheat, $19; oats and vetch, $26; valley timothy, $27@28.

Dairy and Country Produce.

BUTTER—Cubes, extras, 62c per pound; prints, parchment wrappers, box lots, 63c per pound; cartons, 64c; half boxes, ½c more; less than half boxes, 1c more; butterfat, No. 1, 62@63c per pound at stations; Portland delivery, ordinary grades, 64c; A grade, 66c.

EGGS—Jobbing prices to retailers, Oregon ranch, case count, 37c; candled, 38c; selects, 40c.

CHEESE—Tillamook, f. o. b. Tillamook; Triplets, 32c; Young Americas, 33c; longhorns, 33c. Coos and Curry, f. o. b. Myrtle Point; Triplets, 31c; Young Americas, 32½c.

POULTRY—Hens, 34@37c; springs, 33@40c; ducks, 45c; geese, 20@25c; turkeys, live, 40c; dressed, choice, 50c.

VEAL—Fancy, 24c per pound.

PORK—Fancy, 21½c pound.

Fruits and Vegetables.

FRUITS—Oranges, $2.75@7.75; lemons, $5.50@6.50 per box; grapefruit, $3.25@7.50 per box; bananas, 10@11c per pound; apples, $1.50@4 per box.

VEGETABLES—Cabbage, 5@6½c pound; lettuce, $2.75@3.75 per crate; cucumbers, $1.25@2.75 dozen; carrots, $1.75 per sack; celery, $9@10 per crate; horseradish, 15c per pound; garlic, 40@45c per pound; cauliflower, $1.75@3.75 per crate; tomatoes, $4.25 per box; parsnips, $3.50 per sack; artichokes, $1.75 per dozen; peppers, 40@50c per pound; spinach, $1.65 per box; rhubarb, 10@12c pound; peas, 15@17c per pound; asparagus, 14@18c per pound.

POTATOES—Oregons, $6.50 per sack; Yakimas, $7; sweets, 8½@10c per pound.

ONIONS—Oregon, $6@6.50 per sack; Australian Browns, $7 per sack.

Staple Groceries.

Local jobbing quotations:

SUGAR—Sack basis: Cane granulated, 16c per pound; extra C, 15.66c; Golden C, $15.50; Yellow D, $15.40; cube, in barrels, $16.85; powdered, in barrels, $17.45.

NUTS—Walnuts, 32@39c; Brazil nuts, 30c; filberts, 35c; almonds, 35@38c; peanuts, 15@15½c; chestnuts, 25c; pecans, 32c; hickory nuts, 15@16c; cocoanuts, $2 per dozen.

SALT—Half ground, 100s, $17.75 per ton; 50s, $19.50 per ton; dairy, $26.50@28 per ton; best refined, 50s, $36.50.

RICE—Blue Rose, 16c per pound.

BEANS—White, 8¼c; pink, 8¼c; lima, 13c per pound; bayous, 10c; Mexican reds, 8c per pound.

COFFEE—Roasted, in drums, 39@51c.

Provisions.

Local jobbing quotations:

HAMS—All sizes, 36@39c; skinned, 29@39c; picnic, 24@25c; cottage roll, 30c.

LARD—Tierce basis, 25½c; compound, 25c per pound.

DRY SALT—Short, clear backs, 25@29c per pound; plates, 25c.

BACON—Fancy, 44@52c; standard, 33@41c per pound.

Hides and Pelts.

HIDES—Salt hides, under 45 lbs., 28c; green hides, under 45 lbs., 25c; salt hides, over 45 lbs., 21c; green hides, over 45 lbs., 18c; green or salt calf, to 15 lbs., 57c; green or salt kip, 15 to 30 lbs., 30c; salt bulls, 17c; green bulls, 14c; dry hides, 32c; dry salt hides, 26c; dry calf, under 7 lbs., 55c; salt horse, large, $8; salt horse, medium, $7; salt horse, small, $6; dry horse, large, $4; dry horse, medium, $3; dry horse, small, $2.

PELTS—Dry pelts, fine long wool, 35c; dry pelts, medium long wool, 30c; dry pelts, coarse long wool, 25c; salt pelts, long wool, March take-off, $3 to $4; dry goat's long hair, pound, 28c; dry goat's short hair, pound, 20c.

Hops, Wool, Etc.

HOPS—1919 crop, 82c per pound; 3-year contracts, 40c average.

MOHAIR—Long staple, 40c; short staple, 25@30c.

TALLOW—No. 1, 12½c; No. 2, 10½c per pound.

CASCARA BARK—Per pound, 10@11½c; car lots, 12½c.

WOOL—Eastern Oregon, fine, 40@50c; valley, medium, 50@52c; coarse, 35@57c.

GRAIN BAGS—Car lots, 19¼c.

Oils.

LINSEED OIL—Raw, barrels, $2.06; raw, cases, $2.21; boiled, barrels, $2.08; boiled, drums, $2.11; boiled, cases, $2.23.

TURPENTINE — Tanks, $2.39; cases, $2.54.

COAL OIL—Iron barrels, 14½@17c; cases, 25@32c.

GASOLINE—Iron barrels, 27c; tank wagons, 27c; cases, 37½c.

FUEL OIL—Bulk, $2.10 per barrel.

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Turpentine Advances Again.

An advance of 6 cents a gallon in turpentine was announced yesterday. Case lots are now quoted at $2.54 and tanks at $2.39 per gallon.

1919 Notes Not Exempt.

SALEM, Or., March 31.—(Special.)—Mortgage notes appearing on the taxrolls for the year 1919 are not to be stricken therefrom as being exempt from taxation, according to a legal opinion given by Attorney-General Brown today. Mr. Brown held in his opinion that while it was true that chapter 104, Oregon laws of 1919, provided that notes secured by mortgage on real estate were exempt from taxation, the law was not effective in 1919. This year, according to the attorney-general, notes shall be exempt from taxation.

ORDERS ISSUED BY LABOR

Objection Raised to Giving Men Certain Kinds of Training.

WASHINGTON, March 31.—The federal board for vocational education in placing former service men in vocational work has followed instructions from organized labor, Douglas MacMurtrie of the Red Cross institute of New York declared today before the house committee investigating the board's work. Labor representatives have objected to putting men in certain classes of training, he said, adding that some men incurred the displeasure of organized labor because they had chosen skilled work.

Teaching of printing in six months under the vocational course, MacMurtrie said, had brought protests from representatives of typographical unions.

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Kills germ life at the instant of application.

Order Lysol Disinfectant sprinkled throughout your establishment, wherever germs might lurk or be created.

Take a bottle home. Have a solution sprinkled in sinks, drains, toilets, garbage cans, dark corners. Then forget about the menace of the disease germ.

A 50c bottle makes five gallons of powerful disinfectant; a 25c bottle makes two gallons.

Remember, there is but one genuine Lysol Disinfectant—made, bottled, signed, and sealed by Lehn & Fink, Inc.

Lysol Toilet Soap *25c a Cake*

Contains the necessary proportion of the antiseptic ingredients of Lysol Disinfectant to protect the skin from germ infection. It is refreshingly soothing and healing and helpful for improving the skin. Ask your dealer. If he hasn't it, ask him to order it for you.

Lysol Shaving Cream *in Tubes*

Contains the necessary proportion of the antiseptic ingredients of Lysol Disinfectant to kill germs on razor and shaving-brush (where germs abound) and to guard the tiny cuts from infection and give an antiseptic shave. If your dealer hasn't it, ask him to order a supply for you.

Lehn & Fink New York Inc.

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