SALVAGE ATTEMPT IS NOT TO BE MADE

Steamer State of Washington Is Total Loss.

INSURANCE ONLY FIRE

Cause of Boiler Explosion Not Yet Definitely Settled—Investigation Is Planned.

No attempt will be made to salvage even the machinery of the steamer State of Washington, which was destroyed by a boiler explosion Wednesday afternoon near Astoria, it was stated yesterday afternoon by Captain J. W. Shaver, one of the owners upon his return from the scene of the wreck.

The hull of the steamer is partially sunk and the rest scattered broadcast over the Columbia river, while the engines lie in 43 feet of water. The State of Washington is a total loss, as her insurance was against fire only and did not cover the manner in which she was destroyed.

No adequate explanation of the cause of the disaster has been received as yet, although the matter will be thoroughly investigated by Captain J. K. Bulger, supervising inspector in the United States steamboat inspection service, who is temporarily in charge of the local office of the service.

The steamer State of Washington was built in 1899 at Tacoma, and brought here from Puget Sound in 1915, by E. H. Dodge of the Dodge Lumber company. During most of the period of his ownership the vessel was tied up at Rainier. The Willamette & Columbia River Towing company purchased the State of Washington in 1914, and equipped her with a new boiler—the one which burst Wednesday.

After only six years' service, this boiler should have been almost as good as new, according to marine experts. Drake & O'Reilley purchased the State of Washington in 1915, and operated her as a passenger carrier in the run of the Diamond O line between Portland and The Dalles. O'Reilley sold her to the Shaver interests after operating her for about a year.

The disaster to the steamer State of Washington is the second such mishap to befall the Shaver fleet. The steamer Sarah Dixon was wrecked in the Columbia river by just such a boiler explosion in 1913. Four lives were lost in this accident. She was repaired and has been in active service ever since.

Other river steamers now operated by the Shaver Transportation company are the Henderson, Shaver, No Wonder, Wauna and Cascades. Their principal function is in moving log rafts about the river.

Pacific Coast Shipping Notes.

SEATTLE, Wash., June 24.—(Special.)—Due to improvements in the ice situation the Alaska Steamship company's Bering sea liner Victoria, Captain Fred Warner, was able to begin discharging cargo in that harbor yesterday afternoon, it was announced in a wireless message received this morning from R. A. Cardwell, the company's Nome agent. With her freight discharged the Victoria will steam for Seattle. Mr. Carroll expects her to head southward June 27, which would bring her into Elliott bay the night of July 5 or the morning of July 6. She will then begin loading at pier 2 for her second voyage of the year to Nome and St. Michael.

Adding another name to the list of Seattle young men who have risen to the command of ships, Captain H. L. Jackson, former well-known navigator in the Alaska routes, and grandson of D. B. Jackson, one of the pioneer steamboat owners of Puget Sound, this morning was appointed master of the shipping board steamship Lake Flynn. The vessel has been placed under the flag of W. R. Grace & Co., as managing agent, and is now loading a full cargo of lumber at the Stimson mill, Ballard, for delivery in Cuba.

Restoration of the steam schooner Fred Baxter to a seaworthy condition is progressing so rapidly that the vessel will be ready to enter drydock at the end of the week for the removal of the three big cribs built on her bottom when she was lying keel up in Port Townsend bay. She will be ready to return to the coastwise routes early in July. She capsized last month while bound from Everett to San Pedro with a cargo of ties.

ASTORIA, Or., June 24.—(Special.)—The tank steamer Richconcal was due tonight from Puget Sound en route to Portland.

The steam schooner Tamalpais arrived at 7:30 last night from San Francisco and went to St. Johns to load lumber.

The steamer Fort Wayne from Seattle arrived at 9:30 last night and proceeded to Portland.

The steam schooner Trinidad, coming to load lumber at the Hammond mill, arrived at 9:30 last night from San Pedro.

The steamer Rose City, carrying freight and passengers from Portland and Astoria, sailed at 6:30 tonight for San Francisco.

The steam schooner Santiam finished loading lumber at the Hammond mill tonight and will sail for San Pedro.

Oil barge No. 93 left at 5:30 this morning for Portland, being towed by the steamer Henderson.

The tank steamer Washtenaw, bringing a cargo of oil for Portland and Astoria, will be due tomorrow from California.

The steamer West Hesseltine will be due during the night or tomorrow from San Francisco, en route to load lumber at the Inman Poulson mill.

With the coming of the ebb tide last night the lines running from the wrecked steamer State of Washington to the oil barge 93, were carried away and the steamer went to the bottom. Only the top of one king post is visible. This was marked today by the setting of a buoy as a warning to other vessels. Captain Shaver, managing owner of the ill-fated craft, was here today and after making an examination left for Portland to obtain barges and other equipment to raise the wreck, so it can be towed out of the channel and into shallow water.

COOS BAY, Or., June 24.—(Special.)—The fishing boat Siloam went to sea at 7 this morning, bound for the halibut banks.

After being in port one day, the gasoline schooner Tramp departed with freight for Rogue river at 7:30 this morning.

The steam schooner Tahoe finished loading a cargo of 900,000 feet of fir lumber at the Bay Park mill this morning and left at 5 o'clock for San Francisco.

The steam schooner Centralia is moored at the Southern Pacific railroad dock taking on lumber brought down from Isthmus inlet by scow.

GRAYS HARBOR, Wash., June 24.—(Special.)—The steamer Annie Hanify arrived today from San Francisco and will load at the Hoquiam Lumber & Shingle company plant.

TACOMA, Wash., June 24.—(Special.)—The Providencia arrived here this morning from Santa Rosalia with a full cargo of copper ore for the Tacoma smelter. It is understood that on the return of the Providencia to Santa Rosalia she will be placed under the French flag. She is now under American registry. After discharging ore the steamer will shift to the drydock and be out for about two weeks undergoing repairs.

A big time is expected on the Tacoma waterfront tomorrow night and Saturday morning when the Shriners arrive here from Portland to sail for Alaska. The party will go north on the steamers Jefferson and Spokane. The Jefferson is due to arrive here tomorrow and the Spokane Saturday morning. Approximately 1200 persons make the northern trip.

The Havilah arrived here during the night to load 1500 tons of flour for Europe. The steamer may get away some time tonight. The Henry Scott, which arrived here last night, began loading lumber.

The Pansa went out on trial runs this morning over the government course, down-sound. The vessel in her dock trials and preliminary runs has proved satisfactory and it is believed will be accepted by the shipping board early next week.

The Pacific Steamship company in the case of the state of Washington against the Merchants' Transportation company for the loss of the motor licenses has asked to be relieved from any connection in the case, according to claims filed in the federal district court. The company claims that it had no steamers plying to Olympia when the Amazon, which was bearing the license plates, turned over in 1919. The state is suing for $2648 damages.

The barge Henry Villard, which was due at the smelter yesterday with a cargo of ore from Anyox, British Columbia, did not arrive and is expected some time tonight.

"Down the Ways," the official publication of the Todd Drydock & Construction corporation, is being published again after a temporary suspension of publication due to the strike at the yards last winter. Claire Bowman is editor of the paper, with William East assistant and Fred Mackie associate. Clyde L. Bankson is business manager.

The Java Maru of the Osaka Shosen Kaisha line is expected to sail tonight for the orient. Outbound oriental freight is reported scarce for vessels of all lines. It is believed that the Japanese financial situation is being felt to an extent in the export market.

SAN FRANCISCO, Cal., June 24.—(Special.)—Ben C. Daily, manager of the Overseas Shipping company, will leave here tomorrow for Washington to confer with officials of the United States shipping board in an effort to obtain the allocation of the training ship Iris as an exhibit ship to carry Pacific coast products to the orient. Daily was chosen as the delegate by the Pacific coast council of the foreign trade organization, which body formulated the idea.

After being held up by the British admiralty as an enemy ship and later in litigation as to her ownership, the steamer Edna, Captain Reynolds, arrived here today from Balboa. The vessel brought a cargo of 2168 tons of scrap iron to her owners, Sudden & Christensen.

Acceptance of the offer of the board of state harbor commissioners to the United States government lighthouse service for the use of pier 16 as a berth for lighthouse tenders was announced today. A contract was entered into whereby the government pays a rental of $100 per month.

The Albers Bros' Milling company steamer Northland, Captain Johnson, arrived here today from Punta Arenas via San Jose del Cabo with full cargo of merchandise and a deckload of hardwood lumber.

To load for Buenos Aires the steamer West Norranus, Captain Morris, arrived here today in ballast from San Pedro. Swayne & Hoyt are operators of the vessel.

Announcement was made today by officials of the trans-Oceanic Steamship company that they had turned over the affairs of the company in New Orleans to a local company there and had dispensed with their agency.

Prior to proceeding to Portland to load a cargo of flour for Europe, the new steamer Quillmark went out on a trial trip today. The vessel was built by the Moore Shipbuilding company and is under operation of S. C. Evans & Sons.

Bert Rinder of the Pacific Mail announced yesterday that his company had received the steamer Eastern Importer, 9000 tons, from the shipping board. The vessel was built in Japan and is at present at Seattle. As soon as she arrives here the steamer will be placed in the round-the-world service of the company.

The steamer Santa Cruz from Indian ports with passengers and freight is expected to arrive here Monday morning.

PORT TOWNSEND, Wash., June 24.—(Special.)—The steamer West Hartland, which recently arrived from Singapore, sailed today for Portland to load flour for the United States food commission for delivery at some port in Europe.

The steamer Alaska of the Alaska Steamship fleet called here today to take the last contingent of railroad workers, landed here some days ago by the steamer President. The men will be landed at Seward and from that port will go to the construction camps of the Alaska railway engineering commission.

The increasing business of the Pacific Steamship company in the orient necessitates increasing its agencies in the far east. Four representatives of the company will leave next week on the steamer City of Spokane for their new posts of duty. R. W. Brice will go to Shanghai, W. B. Smith to Singapore, C. R. Sharpe to Manila and H. K. Laidlaw has been transferred from Yokohama to Dairen.

The steamer Havilah, formerly in the oriental service of the Pacific Steamship company, will complete loading flour and grain at Tacoma tomorrow and will proceed to sea in the afternoon en route to the Atlantic.

The Diablo today also was loading flour and grain at Tacoma for Europe. Both vessels were recently withdrawn from the oriental service by the Pacific Steamship company.

After discharging her cargo of fuel oil at Seattle and part of her cargo of gasoline, the tanker Richconcal, in the service of the Standard Oil company, received orders to go to Portland to discharge the remainder of her gasoline, there being a serious shortage of gasoline in the "Web-foot" metropolis, occasioned by the large number of cars being attracted there as a result of the Shriners' convention.

The steamer Cordova, coming from Portland to load for Cuba, arrived this morning and proceeded to Seattle.

Columbia River Bar Report.

NORTH HEAD, June 24.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, 12 miles.

Tides at Astoria Friday.

High.	Low.
8:49 A. M....6.1 feet	2:36 A. M....1.2 feet
8:50 P. M....8.5 feet	2:39 P. M....2.6 feet

ITCHING PIMPLES ON CHILD'S FACE

And Legs. Very Irritable and Would Scratch. Cuticura Heals.

"My little boy was broken out all over his face and legs with pimples. The pimples were scaly and itched dreadfully, causing him to become very irritable. He would scratch and make them bleed and his face was disfigured.

"I used a free sample of Cuticura Soap and Ointment, then purchased one cake of Cuticura Soap and one box of Cuticura Ointment. I used the Soap and Ointment every night until he was entirely healed." (Signed) Mrs. Edith Kling, 1511 16th St., Santa Monica, Calif., Aug. 4, 1919.

Daily use of Cuticura Soap, Ointment and Talcum usually prevent skin troubles.

Sample Each Free by Mail. Address: "Cuticura Laboratories, Dept. H, Malden, Mass." Sold everywhere. Soap 25c. Ointment 25 and 50c. Talcum 25c. Cuticura Soap shaves without mug.

Got Good Results.

This honest, straight forward letter from a woman who has suffered should be heeded by all afflicted with backache, rheumatic pains, sore muscles, awful tired feeling and other symptoms of kidney and bladder trouble: "I have got such good results from Foley Kidney Pills that I can sleep much better and the pain in my back and sides is a good lot better. I am going to keep on taking them." Mrs. Charles Gray, 270 Sixth street, Detroit, Mich.—Adv.

SUGAR PROFITS ARE LARGE

Five Companies in Hawaii Pay Dividends in June of $637,000.

HONOLULU, T. H., June 24.—(Special.)—Illustrating the remarkable profits of sugar companies at the present time, five of them, together with the Oahu Railway company, paid out almost as much in dividends in one day as were disbursed by all the listed companies of the Hawaiian islands in some whole months of last year.

The total amount of dividends paid for the month of June by the five companies was $637,000.

COMPANY RESUMES WORK

WHARF TO EXTEND TO MAIN CHANNEL OF RIVER.

Possibilities of Port of Umpqua Are Being Considered by Shipping Firm.

REEDSPORT, Or., June 24.—(Special.)—The Winchester Bay Lumber company has again resumed work at their mill and intend to run on a larger scale. They have been shut down on account of the traffic congestion. They are getting under way to construct a 600-foot wharf to extend out to the main channel of the Umpqua river.

The steamship Nehalem which left here recently has opened the eyes of the shipping companies to the possibilities of the port of Umpqua. Mr. Stark, one of the officials of the Parr-McCormick Steamship company, made a visit here to consider the matter of having their ships come to this port regularly. The Centralia, which is due here July 2, is bringing four miles of 12-inch pipe for the city of Reedsport. This pipe is to extend from Clear lake to Reedsport and is to supply this community with water. The lake has been tested by experts and proclaimed exempt from any impurities. The Centralia will return with a cargo of lumber from the C. McC. Johnson Lumber company.

MARINE BILL TEXT SOUGHT

British Insurance Companies Cable for Contents.

LONDON, June 24.—British marine insurance companies are eagerly awaiting the text of the Jones merchant marine bill recently signed by President Wilson, for which they have cabled. Pending the receipt of the text, officials of business firms are at a loss to know what action, if any can be taken, other than complete acceptance of the provisions. The belief has been expressed in insurance circles that some joint action will be decided upon by the underwriters among whom there is a disposition to endeavor to find some way to continue their American business.

The refusal of Lloyd's marine insurance exchange to take more insurance on American cargoes is regarded as only temporary and the belief is expressed that this may soon be followed by the opening of a marine insurance bureau in New York.

$1,000,000 BOND ISSUE SOLD

Henry Teal Purchases Harbor Development Securities.

An issue of $1,000,000 of harbor development bonds was sold by the dock commission yesterday to Henry Teal, bond broker of this city, whose bid of $905,700 was the highest of five received. Other bids were as follows: Carstens & Earles, Inc., $901,60; Ralph Schneeloch company, Anglo-London-Paris National Bank of San Francisco, First National bank of New York, Eldredge & Co., and Stacy & Braun, $895,900; National City company, $891,399.

This issue of serial bonds, bearing 5 per cent interest, will net the purchaser 5⅞ per cent annually, considering the dates of issue and maturity. The money derived from the bond sale is to defray the expenses of harbor improvements already under way.

FOUR CRANES PURCHASED

Astoria Port Commission Lets Contract for Equipment.

ASTORIA, Or., June 24.—(Special.)—The port of Astoria commission today awarded a contract to the Wellman, Seaver Morgan company of Cleveland, O., for four electrically operated cargo-handling wharf cranes for $81,160. The cranes will be installed on the new port terminal pier No. 3, which is now under construction.

The cranes have a lifting capacity of 1½ tons from a ship's hold, a racking motion of 400 feet a minute and hoisting motion of 250 feet in 60 seconds. They will weigh approximately 40 tons each, will be erected on the roof of the cargo sheds and will be on tracks so as to be movable to the different sections of the buildings.

MANAGER GOING TO SHANGHAI

Position Here Taken by F. N. Bush, Admiral Line Agent.

R. W. Bruce, for the past year manager of the foreign freight department of the local Admiral Line offices, left last night for Seattle where he will board a steamer for Shanghai to assume his new duties as manager of the Shanghai office of the company.

His place is to be taken here by F. N. Bush, a veteran steamship man who has been local agent of the Admiral line in the offices on municipal terminal No. 2. Mr. Bush has been operating steamships for the past quarter century. He was formerly assistant general manager of the Humboldt Steamship company.

Chinese Eggs Coming.

Omelettes galore are speeding on their way to Portland on the steamer Wawalona of the Admiral line oriental fleet, due in the Columbia river Sunday. The cargo of this vessel, according to information received in the local offices of the company yesterday, includes 242 tons of eggs, presumably fresh, and for local consumption. Other items of the cargo are a large shipment of valuable furs from Siberia, alfalfa seed, also from Siberia and graphite, vegetable oils and miscellaneous oriental merchandise.

Aladdin House Is Exported.

The first house to be exported from the new plant of the Aladdin company went out yesterday on the steamer City of Topeka, bound for San Francisco to be trans-shipped to San Jose de Guatemala. The knock-down house was packed in 500 cases. The separate pieces when fitted together will form a southern type bungalow. The shipment was arranged for the Aladdin company by the Oregon-Pacific company.

Jackson Club Meeting Postponed.

The Jackson club meeting, which was to be held tonight, will be indefinitely postponed on account of the Rose Festival, according to announcement made yesterday at the club's headquarters.

Marine Notes.

The Admiral line steamer West Hartland was reported as leaving Seattle at 8:30 o'clock yesterday morning to load a full cargo of wheat here for Strauss & Co. She will start loading at the North Bank dock.

The steamer Dewey of the European-Pacific line departed yesterday morning with a full cargo of wheat for Dublin, Ireland.

The steamer West Hesseltine, under the local management of the Columbia-Pacific Shipping company, will be due at the West Oregon Lumber company's mill this morning to start loading lumber for north China ports.

The steamer Fort Wayne arrived yesterday to load a full cargo of wheat for Europe.

The steam schooner Tamalpais of the E. K. Wood Lumber company's fleet arrived at the Peninsula mill yesterday, loaded 77,000 feet of lumber for California and dropped down to Knappton to complete her cargo.

Bringing 20,000 barrels of fuel oil for the Associated Oil company, the shipping board tank steamer Richconal left Seattle yesterday morning for Portland. The fuel brought by this tanker is for the account of the shipping board and will be sufficient to supply three big steel steamers for trans-Pacific voyages.

The river steamer Undine of the Harkins fleet carried members of El Karubah temple on a farewell trip through the lower harbor yesterday afternoon.

U. S. Naval Radio Reports.

All Positions Reported at 8 P. M. Yesterday Unless Otherwise Indicated.

WEST HARTLAND, Seattle for Portland, off Tatoosh.

SAN DIEGO, Port Blakely for San Francisco, 595 miles north of San Francisco.

LOS ANGELES, Darien for Portland, 269 miles from Columbia river.

RICHCONAL, Seattle for Portland, 29 miles south of Tatoosh Island.

ANNETTE ROLPH, Seattle for San Francisco, 526 miles from San Francisco.

LYMAN STEWART, Port Angeles for Oleum, 470 miles from Oleum.

ROSE CITY, Portland for San Francisco, 26 miles south of Columbia river.

GEORGINA ROLPH, Tacoma for San Pedro, 420 miles north of San Francisco.

ALASKA, Seattle for Ketchikan, abeam Ballenas island lighthouse.

VALDEZ, Seattle for Nome, off Dungeness.

NORWOOD, Bellingham for Ketchikan, 20 miles from Bellingham.

ARTIGAS, Seattle for Portland, off Edmonds, Wash.

WINDER, San Francisco for Bellingham, 216 miles from Bellingham.

JOHANNA SMITH, 258 miles from San Francisco, for Coos Bay.

CLAREMONT, 442 miles from Willapa Harbor, for San Pedro.

IDAHO, San Francisco for Eagle Harbor, 30 miles north of Northwest Seal Rock.

ARGYLL, Port San Luis for Seattle, 515 miles from Seattle.

OLEUM, Portland for San Pedro, 553 miles from San Pedro.

WASHTENAW, Port San Luis for Portland, 334 miles from Portland.

E. H. MEYER, 293 miles north of San Francisco, for Puget Sound.

Danish motorship DORIS, San Francisco for Dalny, at noon, lat. 40:19, long. 128:42.

W. F. HERRIN, Monterey for Portland, 10 miles south of Monterey, June 23, 8 P. M.

WHITTIER, Port San Luis for Oleum, 95 miles from Oleum, June 23, 8 P. M.

MANOA, San Francisco for Honolulu, 329 miles west of San Francisco, June 23, 8 P. M.

LA BREA, Honolulu for San Luis, 190 miles from San Luis, June 23, 8 P. M.

W. F. HERRIN, Monterey for Linnton, 196 miles from Monterey.

HORACE X. BAXTER, San Francisco for Seattle, 85 miles from San Francisco.

HARTWOOD, San Francisco for Grays Harbor, 26 miles north of San Francisco.

ATLAS, Richmond for Portland, 85 miles from Richmond.

DILWORTH, Seattle for Richmond, 163 miles from Richmond.

ADMIRAL NICHOLSON, Monterey for Port San Luis, 50 miles north of San Luis.

RICHMOND, towing barge No. 95, Seattle for San Pedro, 82 miles from Seattle.

WAPAMA, Astoria for San Francisco, 390 miles south of Columbia river.

ADMIRAL SCHLEY, Seattle for San Francisco, 100 miles north of San Francisco.

LA BREA, anchored in San Luis bay.

ADMIRAL FARRAGUT, San Francisco for Seattle, 40 miles north of San Francisco.

PRESIDENT, Wilmington for San Francisco, 20 miles south of San Francisco.

STORM KING (tug), San Francisco for Point Wells, 80 miles from San Francisco.

Movements of Vessels.

PORTLAND, June 24.—Arrived at 5 A. M., steamer Tamalpais, from San Francisco; at 11 A. M., steamer Fort Wayne, from Seattle; at 8 P. M., barge 93, from San Francisco. Sailed at 8:30 A. M., steamer Dewey, for Belfast; at 10 A. M., steamer Rose City, for San Francisco; at 2 P. M., steamer City of Topeka, for Coos Bay, Eureka and San Francisco; at 7 P. M., steamer Tamalpais, for San Pedro via Grays Harbor.

ASTORIA, June 24.—Left up at 2 A. M., steamer Fort Wayne.

SEATTLE, June 24.—Sailed at 5 A. M., steamer Richconcal, for Portland; at 9 A. M., steamer West Hartland, for Portland. Arrived—Steamer Cartona, from Portland.

ASTORIA, June 23.—Arrived at 7:15 P. M., steamer Trinidad, from San Pedro; arrived at 11 P. M., steamer Fort Wayne, from Seattle.

SEATTLE, Wash., June 24.—Arrived—Cartona, from Portland; Governor, from San Pedro. Departed—Admiral Dewey, for San Diego via San Francisco; Latouche, for Nome and St. Michael; Argyla, for Valparaiso; Alaska, for Southwestern Alaska; West Hartland, for United Kingdom via Portland; Richconcal, for San Francisco via Portland; motorship Tillamook, for Southeastern Alaska.

TACOMA, Wash., June 24.—Arrived—Havilah, from oriental ports; Providencia, from Rosalia.

SAN FRANCISCO, Cal., June 24.—Sailed—Steamers Horace X. Baxter, for Seattle; Atlas, for Astoria; Coalinga, for Antofagasta; Admiral Farragut, for Seattle; Bearport, for Portland.

YOKOHAMA, June 20.—Arrived—Manila Maru from Seattle, June 21; Aquaria from Seattle, June 21.

SINGAPORE, June 20.—Arrived—Methven from Vancouver.

BLACKBEE BEGS MERCY

Love of Family Cause of Operating Still, Says Prisoner.

Efforts of Frank Blackabee, residing on a homestead near Estacada, to keep up the payments on his place and provide food for his wife and four children by operating a still will result in still greater destitution if a six months' sentence in jail and a heavy fine are imposed by the federal court. Blackabee was apprehended with R. E. Thompson, his brother-in-law, while trying to escape when his distillery was raided by revenue officers.

Blackabee told the authorities that he took to moonshining to avoid losing the homestead upon which he had lived with his family for two years. Mrs. Blackabee and the children have been making daily pilgrimages to the federal building in the hope of averting the penalty.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	
Str. West Hesseltine	San Fran.	June 25
Str. West Selene	San Fran.	June 25
Str. The Angeles	Darien	June 25
Str. Wawalona	Orient	June 26
Str. Beaverton	San Fran.	June 27
Str. Oregon	San Fran.	June 27
Str. Artigas	New York	June 28
U. S. S. South Bend	Alaska	June 29
Str. Waban	Orient	July 4
Str. Westward Ho	Baltimore	July 7
Str. Effingham	New York	July 10
Str. Sinaste	San Fran.	July 10
Str. Hayden	San Fran.	July 10
M. S. Culburra	Galveston	July 15
Str. Eastern Ocean	Seattle	July 20
Str. West Keats	China	July 22
Str. Pomona	San Fran.	July 22
Str. Harwarden	New York	July 30
Str. West Nivaria	China	July 30

To Depart From Portland.

Str. Multnomah	San Pedro	June 26
Str. Willamette	San Fran.	June 26
Str. Klamath	San Fran.	June 26
Str. Johan Poulsen	San Pedro	June 26
Str. Haxtum	Europe	June 27
Str. West El Cajon	Europe	June 28
Str. Coaxet	Orient	June 30
Str. Bakersfield	Europe	June 30

Vessels in Port.

Vessel—	Berth.
Str. Bakersfield	Alb. En. & Mac. wks.
Str. Coaxet	Terminal No. 4.
Sch. Columbia River	East. & Western mill.
Sch. Ecola	St. Johns mill.
Str. Fort Wayne	Terminal No. 1.
Sch. Golden Shore	Inman-Poulsen mill.
Str. Johan Poulsen	Westport.
Str. Klamath	St. Helens.
Bkt. Kath. Mackall	Columbia dock.
Str. Haxtum	Inman-Poulsen mill.
Str. Multnomah	Couch-street dock.
Sch. Oregon Fir	Drydock.
Sch. Oregon Pine	Prescott.
Str. Solano	Westport.
Str. Ryder Hanify	Prescott.
Str. West El Cajon	Drydock.
Str. West Wind	Terminal No. 1.
Str. Willamette	Vancouver.
Str. Yosemite	Peninsula mill.
S. O. Barge 95	Linnton.

WETS ROIL DEMOCRATS

ECONOMIC PROBLEM HELD REAL ISSUE OF CONVENTION.

Liquor Lobby Apparently Making Itself Obnoxious to Many San Francisco Delegates.

SAN FRANCISCO, June 24.—(Special.)—With the season for mud-slinging approaching its height here as the democratic convention is about to begin its labors, a new sensation has been sprung with charges that a big, strong and well organized "wet" lobby is keeping discussion centered on the wet-dry issues at the expense of all other questions. Along with this charge it is stated on authoritative grounds that Attorney Theodore Bell, for years a prominent local politician and at present counsel for the wet interests of this state, has declared he will join the Governor Cox camp. That the "wet" lobby is making itself obnoxious to certain delegates to the convention is very apparent. W. A. Julian, delegate from Cincinnati, when asked about the much discussed stand of Cox on the wet question, declared:

"The big issue before the convention and before the country is not the wet question. It is the economic and reconstruction problems that must be met. And that's why we are annoyed to have this 'wet' rag hung on us. The supreme court has passed on this matter and I cannot see where it is anything like the issue they try to make of it. The whole situation seems to be that a powerful lobby is being maintained here to keep this wet talk going and not let it die for a minute. There is very likely a lot of money being spent in lobbying and propaganda. These people have announced they are going into politics to see that no one is elected to public office who is a 'dry' and they are surely trying hard to secure favors at the hands of this convention."

GERARD WOULD HELP IRISH

Ratification of Treaty With Safe Reservations Advocated.

SAN FRANCISCO, June 24.—James W. Gerard, former ambassador to Germany and mentioned as a candidate for the presidential nomination, arrived today. Mr. Gerard said he favored a declaration in the platform to the effect that before the United States becomes a member of the league of nations it request other members to release any nations under their dominion that are capable of self-government. Mr. Gerard said it would not be necessary to name such nations, but it would have the effect of giving freedom to Ireland.

Mr. Gerard favored immediate peace and the ratification of the peace treaty with such reservations as would not nullify its objects. He expressed the opinion that the sentiment of the country was in favor of prohibition and he favored leaving the subject out of the democratic platform.

SHRINE SHOW IS GIVEN

MIDNIGHT MATINEE HELD AT LIBERTY THEATER.

Nobles and Enthusiastic Members of Audience Join in Impromptu Programme.

Officially the Shrine convention may have closed with the floral parade yesterday afternoon, but actually it closed this morning when the midnight matinee at the Liberty theater ended.

To a crowded house the programme as conceived by the management and a dozen impromptu stunts born of the hilarity of the occasion were given by paid performers, by Shriners and by enthusiastic members of the audience who did not even wear the fez.

The Bagdad (Butte) band gave an elaborate concert, supplemented by its soloist and Mademoiselle Doret, one of the dancers brought north by Islam temple, San Francisco, performed. Joe Roberts, banjoist, played and Casey Jones and Albert Gillette, local singers, gave Shrine and popular songs and ballads. Aleppo temple (Boston) had its patrol give maneuvers and its band play. Bagdad gathered in on one section of the theater for cheers not only for Portland but for C. S. Jensen, owner of the Liberty, who is an honorary member of its patrol and who has entertained them with auto drives and other special features.

Everything which toy makers have conceived to add noise and merriment were in the audience. Guests were given balloons, squeakers and other favors.

SIOUX FALLS IS GONE

El Riad Bids Farewell in Way to Warm Hearts.

Sioux Falls, once the mecca of divorcees but now the greatest center of home-owners in South Dakota, said farewell to Portland last evening with a street parade that held up traffic and grew in size as it progressed.

Led by the El Riad temple band the South Dakotans marched the streets with a banner which said:

We're going home
but
We won't forget
El Riad temple and ladies,
Sioux Falls, S. D.

Former South Dakotans who saw it joined the throng and before it had gone many blocks, there were several hundred in the parade. The marchers went through the larger hotels with L. M. Coppens, band master, directing the concerts and in between times pulled "stunts" until a late hour in the morning.

The El Riad special leaves this morning for home via Banff and Lake Louise.

JURISTS ARE OPTIMISTIC

Sessions at Peace Palace Spent in Exchanging Views.

THE HAGUE, June 24.—Those who have believed it easy to create a competent high court of nations found a striking refutation of their views at The Hague peace palace. Although the jurists have been in session for a week and have made considerable progress in the exchange of views, there has not been a single decision nor have they agreed on the draft of any part of the plan. They are, however, optimistic of final results.

FATHER TO GIVE UP SON

Three-Year-Old Boy Kept in This City After Abduction.

TACOMA, Wash., June 24.—Orval Brewington, arrested here last week on a charge of abducting his little son and who, it is alleged, stole the child from the home of his father-in-law here eight months ago, will tomorrow lead officers to the place in Portland where the child is being kept.

This was the promise he made today to Deputy Prosecuting Attorney James H. Selden of Pierce county and a representative from Seattle of the King county attorney's office after a long conference in which it was brought home to him just how his refusal to divulge the child's whereabouts was compromising him before the law.

Elmer, the 3-year-old boy who has been the storm center in the lives of both Brewington and a former wife, Mrs. Ines Brewington, since the latter started divorce proceedings in Seattle last fall, will be brought back to Tacoma tomorrow and placed in the care of County Juvenile Officer S. S. Healey, pending the outcome of the case in the courts of Pierce and King counties, it was stated.

HEROES OF '60 GIVE PUBLIC THE FACTS

Want Everyone to Know How Much Good Tanlac Has Done at Old Soldiers' Home.

So many of the old "vets," out at the Soldiers' Home in Leavenworth have been benefited by Tanlac lately that they decided the fact ought to be made public.

The call for volunteers to report the matter was quickly answered by J. F. Johnson and C. H. Ostrander, each seventy-four years of age, and David M. Cain, who is now in his eightieth year.

Their statements, which were received at the Tanlac offices a few days ago, all seem to have been signed with a steady hand and tell in no uncertain terms of the remarkable results these old heroes of the "sixties" have obtained from the Master Medicine.

David M. Cain, Corporal of Company "L," Ward 1, the older of the trio, says: "I have lived a long time and have had lots of experience with medicines, but I have never come across the equal of Tanlac. It has not only rid me of a case of nervous indigestion of eight years' standing, but I have actually gained sixteen pounds in weight by taking it. Before taking Tanlac I had no appetite and what little I did eat would sour on my stomach and I would swell up with gas until I could hardly breathe. My heart would palpitate at a terrible rate and I also had raging headaches, and often got so Dizzy I could scarcely stand on my feet. I had pains all through my body and was so weak it was difficult for me to get around at all.

"But Tanlac has done away with all my miserable feelings and put me in better shape than I have been for eight or ten years. I can eat just anything I want and my appetite is a caution. And sleep, why, I just sleep like a log every night, feel good and strong, and have more energy than I have had in years. I have recommended Tanlac to many of my comrades, who have also taken it with fine results. It certainly is the right medicine for old folks."

"At the time I began taking Tanlac," said J. F. Johnson, "I couldn't eat or sleep to do much good and just felt miserable all the time. I suffered from indigestion, dizziness, pains in my back, and about all my strength had left me. I had just about come to the conclusion that I would never be well again, but I am now in better physical shape than I have been for a long time. In fact, I don't think I ever felt much better, even when I was a young man, than I do since taking Tanlac."

C. H. Ostrander says: "I believe I had about all the miserable feelings anybody with indigestion can have, and I was so weak and nervous I could hardly drag around. I had been battling with this condition for three years and was ready to give up the fight. But by the help of Tanlac I am now feeling fine.

"I'd like to tell all the soldiers everywhere how Tanlac is helping us here in Leavenworth."

Tanlac is sold in Portland by the Owl Drug Store.—Adv.

BLACKS HELD MURDERERS

Leader in Chicago Riots Said to Have Confessed.

CHICAGO, June 24.—Charges of murder today were placed against five negroes in connection with the south side riot last Sunday night in which two white men, one an American sailor, lost their lives and several persons were injured.

One is Grover Cleveland Redding, who, according to the police, has confessed that he was the instigator of the riot and the man who set fire to the American flag, thus starting the trouble. Redding also is declared by police to have admitted that he was the man known in negro districts as "the prince" and "the great Abyssinian" and that he called the parade of "back to Africa" advocates which preceded the riot.

High Prices in Spain Protested.

MERIDIA, Spain, June 24.—Women of all classes in this city yesterday organized a demonstration against the prevailing high prices of necessaries of life. When the officials arrived at the town hall, a delegation entered and demanded that the mayor join them. This he did, leading the procession.

Crater Park Ready for Guests.

MEDFORD, Or., June 24.—(Special.)—All visitors can reach Crater lake in their autos tomorrow morning, when the road will be opened to the lake rim. The hotel is now ready to take care of guests. This news was brought to the city this evening by Alexander Sparrow, superintendent of Crater National park.

Summer Vacation Tickets

are now on sale

TO

Tillamook County Beaches

Week End Fare $4.50—Season Fare $5.50 to Garibaldi Beach Resorts
Proportionate round trip fares to Neah-Kah-Nie, Manzanita and Bay Ocean.

Newport (Oregon's old favorite resort)

On Yaquins Bay—Large Natatorium—Ample Hotel accommodations and camping facilities.

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One of the natural wonders of the world. A Lake in the heart of an extinct volcano.

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New Summer booklet contains general information on the different Oregon Resorts; Summer Excursion fares; Hotel and Camp rates.

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Reached via S. P. & S. by Direct Service from Portland to Seaside. Also Steamer Georgiana and O.-W. R. & N. Steamer Astoria