

ST. LOUIS EXPECTED TO GO TO BORDEAUX AND OTHER PORTS.

COASTERS ALSO ARE DUE

Florence Luckenbach is Bringing Cargo Here From Mobile and New Orleans.

One offshore steamer and one inter-coastal vessel were scheduled to reach the river today, in addition to a fleet of coasting steamers bringing cargoes from various ports.

The arrivals are expected to include the French steamer Montana. She will come here after touching at Mexican and Central American ports and making calls at San Francisco and the sound. She was expected to get away from the sound yesterday for this port.

After discharging here the Montana will take general cargo for Bordeaux and other European ports. The General Steamship corporation is agent for the Montana.

Florence Luckenbach Expected. The Florence Luckenbach, which was reported off the coast of northern California Saturday en route to this port, is expected to get in today with cargo from Mobile and New Orleans.

Coasters which are due to arrive today include the motorship Babinda and the steamer Annette Rolph, both from San Francisco. Both are scheduled to take out lumber and general cargo for the return trip south.

Another vessel of the Luckenbach line, the Edgar Luckenbach, which comes from Boston, New York and Philadelphia is scheduled to get into the river early this week, probably tomorrow. The steamer Steel Voyager from New York city is also due the same day.

Other Steamers Expected. Among the other steamers which are expected to arrive during the week are the steamer Senator, April 14; the Dakotan from the United Kingdom and Europe, April 14; the Swedish motorship Valparaiso from the United Kingdom and the continent, April 14; the Neponset from New York and Baltimore, April 15 and the Hoboken from New York via Mobile and New Orleans April 15.

The British motorship Loch Katrina, which has been taking on board general cargo for Europe, dropped down the river yesterday morning at 7:15. She was expected to sail from Astoria last night or this morning.

Pacific Coast Shipping Notes.

ASTORIA, Or., April 9.—(Special).—The steamer Admiral Rodman with freight and passengers for the morning for San Francisco via Coos Bay and Eureka.

Bringing a cargo of fuel oil the tank steamer Captain A. F. Lucas arrived at 1 o'clock this morning from California and went to Portland.

Carrying freight and passengers from Portland and Astoria, the steamer Senator sailed at 8:30 this morning for San Francisco and San Pedro.

Laden with lumber from St. Helena, the steam schooner Daley Matthews sailed at 3 o'clock this morning for San Francisco and San Pedro.

After discharging in Portland the steam schooner Hequiam sailed at 11 o'clock last night for Grays Harbor to load.

The tank steamer William F. Herrin arrived at 12 o'clock last night from California with fuel oil for Portland.

The schooner Edward R. West, with lumber for Port Elizabeth, South Africa, arrived from Portland this morning and probably will go to sea tomorrow.

The British motorship Loch Katrina arrived from Portland at 2 o'clock this afternoon and is loading lumber at port terminals for Europe. She is to sail for Puget sound tomorrow.

After taking on bunker coal here the Norwegian steamer Daley Matthews left at 10 o'clock this morning for Wauna, where she will load lumber.

The tank steamer LaParadina was to sail tonight for California after discharging fuel oil in Portland.

The steamer schooner Annette Rolph left from San Francisco with freight for Portland.

The coast guard cutter Snohomish, Captain R. H. Giesche, arrived at 11 o'clock today from New York. Tomorrow she will start on a cruise between the Columbia river and Alaska.

Showing Picture News

TODAY'S FILM FEATURES. Columbia—Elsie Ferguson and Wallace Reid, "Farewell." Peoples—James Oliver Curwood's "Jan of the Big Snows." Majestic—Harry Carey, "Man to Man." Liberty—Betty Compson, "The Crown Temptation." Rivoli—Florence Vidor, "Woman, Wake Up." Blue Mouse—D. W. Griffith's "The Birth of a Nation." Star—"I Accuse." Hipodrome—Doris May, "Eden and Return." Circle—"Over the Hill."

"MAN TO MAN," now at the Majestic, is the type of picture in which film fans are accustomed to see Harry Carey. It is a picture filled with fights of many kinds, cowboys, a cattle stampede and a romance, all staged on a western ranch.

The press book says "Man to Man" is a "super western," and if you don't know what that means, just go to see the picture and perhaps you'll know then. The principal thing about the production is Harry Carey. He has a strong, virile, and a very wicked look for his enemies, and, of course, he always gets the best of everyone in a fight. He has to, because that's his hero.

The story is not as plausible or as absorbing as some of Harry Carey's pictures, but the fans don't seem to mind that. When the hero discovers the villain off a cliff the applause is deafening. There is a great deal of shooting in this picture and practically no comedy.

Harry Carey has the role of Steve Packard, who has gone to jail for a crime committed under his father's protection of the weak and loyal.

best propeller when he was bumped by a lumber shipment from Bellinham, Wash., during April will rival in extent those of March when more than 12,000,000 feet was shipped. During the first week of April 3,300,000 feet of lumber, 1,000,000 of which were carried by the boats, were shipped and vessels are now loading or within a week will be loading about 2,000,000 feet. The shipments are to California, Hawaii and oriental ports.

TACOMA, Wash., April 9.—The Admiral Dewey is due at the Commercial dock tomorrow morning from California with general freight. The next ship of the Admiral line to reach port will be the Ruth Alexander, due from California tomorrow morning on her first trip here. She was formerly the Callan, a German vessel.

The Dakotan was expected tonight to load grain and general freight for Europe. The Dakotan is one of the United American steamers from the United States.

The Julia Luckenbach, which has been loading lumber at the St. Paul mill, is expected to get out early tomorrow morning for New York.

The motorship Siam arrived this afternoon with nitrate from South America and other cargo. The ship is expected to leave for Europe at Tacoma. The Siam is the largest motorship in the world and has been seven years ago circled the globe on a voyage.

The Sacramento of the Royal Mail line is due at the Balfour dock tomorrow or Tuesday to take 1000 tons of wheat for Coos Bay, Or.

COOS BAY, Or., April 9.—(Special).—The steamer Brabner shifted today from the North Bend Mill and Lumber company wharf to the Bay Park mill to take on more lumber.

The steamer Santa Barbara sailed today for San Pedro with a lumber cargo from the Bay Park mill.

The steamer C. A. Smith arrived from San Francisco this afternoon at 2:30 and is loading lumber at the Smith electric dock.

PORTLAND, April 9.—Arrived at 9:20 A. M., steamer William F. Herrin, from Seattle; at 9:30 P. M., steamer Captain A. F. Lucas, from San Pedro. Sailed at 7:15 P. M., steamer Loch Katrina for Europe; at 10:30 P. M., steamer LaParadina for New York.

ASTORIA, April 9.—Sailed at 11 last night, steamer Hogland for San Francisco; at 11:30, Japanese steamer Kofuku Maru for Limerick. Arrived at 7 P. M., steamer C. A. Smith, from San Francisco; at 11:30 P. M., steamer William F. Herrin, from Gavota; at 3 A. M., steamer Daley Matthews for San Pedro; at 4 A. M., steamer Admiral Rodman for San Francisco via Eureka and Coos Bay; at 4:30 A. M., steamer Senator for San Francisco via Coos Bay.

SAN FRANCISCO, April 9.—Sailed at noon steamer Rose City for Portland.

SAN PEDRO, April 9.—Arrived steamer Minnesota, from Liverpool for Eugene, south and Portland.

NEW YORK, April 9.—Arrived—Ryan, from Rotterdam and Plymouth; Ballie, from Liverpool and Queenstown; Minnekanda, from Hamburg; A. L. Kott, from Yokohama; Siam, from San Francisco; Walter Luckenbach, from San Francisco via Philadelphia; Walter Luckenbach, from San Francisco via Philadelphia.

HERMEN, April 8.—Sailed—Hanover, for New York.

SAN PEDRO, April 7.—Arrived steamer Thomas P. Seal, from New York for Portland, Me., for Portland. Sailed Norwegian steamer Remulus from Portland for Astoria; steamer Chief, from Diego, from Portland for Philadelphia.

TACOMA, Wash., April 9.—Arrived—Fulton, from Powell River, B. C.; Kaka, from Astoria; Kaka, from San Francisco. Sailed—Rosale Mahoney, for San Francisco; Charlie Watson, for San Francisco; Port Seattle; Kaga Maru, for Yokohama via Seattle.

LUMBER OUTPUTS EXCEED PRODUCTION

Slight Improvement in Prices Feature of Week.

RAILROADS ORDER TIES

Mills Restoring 10-Hour Day Are Rapped by Lumbermen; Way Declared Open to Agitators.

An increased demand which exceeded actual production and a slight improvement in prices featured the lumber market during the past week, and it would seem that the long expected period of ordinary prospering which mill men have desired has arrived.

The demands for car materials have strengthened the prices of lumber. Mill stocks have been depleted of all the best grades of lumber and it is now a real effort for a mill to fill an order for specific grades and sizes.

Orders from the east and the Atlantic coast have increased materially due to the fact that a building campaign is starting with the opening of spring. Yard stocks among the retailers are exceedingly low and a buying campaign is starting, according to the view of lumber experts.

California Market Improving. The cargo business of southern California remains quiet, but the actual consumption of lumber in that district is showing improvement weekly. Due to large stocks accumulated on the docks during the fall that followed the floods and frosts, no great order prospects are expected.

Business to central and northern parts of the state have shown an improvement in both volume and price. Ordinarily these sections are in the market from 20 to 30 days earlier than they have been in the past.

Lumbermen predict that the demand will continue heavy later in the summer than it usually does. Taken as a whole, the outlook for lumber in California was never better and this is encouraging in view of the fact that a big percentage of Oregon's output now goes to that state.

Railroads Order Ties.

The placing of large orders for material with which to build rolling stock for the railroads always precedes the buying of lumber and ties for the maintenance of way. It is reported that the railroads are quietly placing orders for ties, building material in this area is handled, for the most part, by small portable mills, and these bring to Oregon millions of dollars each year. The plants are located off the railroad and therefore operate only during the portions of their year when they can transport their products to the rail lines.

This season is usually from May 1 to November 1. These mills had very little business this year, owing to the fact that the present trend of the market indicates that all will be at work in 30 days.

When during the past week lumber orders exceeded actual production there came to the industry a condition not duplicated in many months. Shipping has been for some time behind production and the result is that it has speeded. However, it is not yet abreast of output. This situation is detrimental in that it means extra handling of lumber and therefore a higher cost.

Before any great advance in prices can come the demand will have to exceed the production for a period of weeks. The slight gain in prices has been due to the great demand for uppers.

Japan has not yet resumed quantity, but recent advances point definitely to a reopening of the oriental market. Within the next 60 days the Japanese should have exhausted the stocks they have on hand and will of necessity turn to the markets of the northwest for products.

Ten-Hour Day Troublesome.

Some complaint is expressed by local lumbermen regarding the attitude of the Federal Reserve board in sound country have taken in establishing the 10-hour day. This can lead to trouble, according to the lumbermen, if they declare that it will give the I. W. W. a chance to come back and breed discord. Besides,

they assert that almost as much lumber is turned out in an eight-hour as a ten-hour day. The practice of establishing a ten-hour day is not general and is confined to some of the smaller mills.

Lumbering is being resumed by many of the camps closed on account of bad weather conditions. In the northwest as a whole, according to the Loyal League of Loggers and Lumbermen, it is now 75 per cent of possible output. On some of the high level camps have been forced to remain closed because of the snows which continue to fall. Log prices remain steady and now, according to these sources, show no inclination to change.

Output 10 Per Cent Under Normal. During the week ending April 1 the 120 mills reporting to the West Coast Lumberman's association manufactured 75,778,037 feet of lumber, sold 38,936,484 feet and shipped 38,174,747 feet. Lumbermen's association figures, the production for mills reporting was 10 per cent below normal, new business was 17 per cent above production and shipment was 4 per cent below new business.

Of the total figure for new business 31 per cent was for water shipment. New business for rail delivery amounted to 2055 cars.

SHIP SAILINGS ARE CUT

PUGET SOUND AND COLUMBIA INCLUDED IN ORDER.

Board's Permission to Run "535" Type Out of Sound Branded as Vicious Discrimination.

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The curtailment, it was said, will be made because the board has found it cannot operate at a profit at the present competitive rate of \$14 a ton for lumber. The low rate resulted from the rate war among coast shippers. The board also has ordered that none of its ships carry lumber for less than \$12 a thousand.

Combination passenger and freight lines of the "535" type, operated by the Admiral line out of Puget sound, will be the only ones retained by the government. Portland and Columbia river ports will be made subsidiary points of call by the order. Asiatic carriers operated by the Columbia-Pacific shipping company will in the future be run on a monthly basis.

The announcement of curtailment of service out of the Columbia river will have little effect here at least at present, inasmuch as the Columbia River Shipping company, the only one operating in this port affected by the order, had already taken steps to cut down its service to the orient during the present rate war to approximately 20 per cent of normal.

Major V. A. Cartwright, assistant general manager of the Columbia-Pacific shipping company, said last night that the company planned to give a service to the orient which would take care of all business and be adequate to serve all demands. At the same time, he said, his company had been keeping clear of the rate war which had been conducted primarily by Vancouver, B. C., Seattle and San Francisco interests.

James W. Crichton, district agent of the division of operations of the United States shipping board, said that the one sailing a month would be maintained. He added that it had been known here for some time that the service would be restricted.

A meeting will be held here Tuesday by private operators with a view to coming to some sort of an agreement on the rate war. Operators from San Francisco, Seattle and Vancouver, B. C., will attend.

What effect it would have on the new ruling of the shipping board, if the war were brought to an end and the old rates established no one here could say.

The policy of the shipping board in maintaining the "535" type ships for operation out of Puget sound and at the same time curtailing service out of this port was characterized as a "vicious discrimination" by W. D. B. Dodson, general manager of the chamber of commerce. He said that the government was losing large sums of money on the "535" type ships operated from the sound and at the same time refused to lose a little money on ships of the freighter type operated from here.

Best grades of coal well screened. Diamond Coal Co., Bdry. 3037.—Adv.

WORKERS in the woods frequently find the trail blazed by the axes of those who have gone before.

Guided by these marks, they easily find their way.

Advertisements perform a similar duty for you in the important business of spending your money. They point the way to values of which you would never know if they were not there to guide you.

Do you read them? Wise shoppers do. They are the economical buyers—the ones who keep themselves strictly up to date on the best opportunities for saving money, or spending it judiciously, which is one and the same thing.

Read the advertisements in The Oregonian. Read them to know what's what in the shopping district. Read them because they place before your eyes a moving panorama of business progress. Read them to save money—to save steps—to save disappointments. Read them because they blaze your trail to satisfaction in your everyday buying.

Two and two! Two tired feet and two Ground Gripper Walking Shoes makes comfort.

"The Spirit of Youth in your Feet."

Curry's Exclusive Agency GROUND GRIPPER SHOES 372 HARRISON STREET PORTLAND, OREGON

Many people suffer attacks by this arch, commonly called "nerve inflammation." The first warning is usually a sharp, stabbing pain, which may come and go or hurt constantly. You may feel it in the back, in the neck, in the arm, in the hand or down the thigh and leg to the heel. It is sometimes accompanied by a numbness or tingling, which troubles often do and go on for days.

No matter where you have nerve pains or what caused them, you can get quick relief with Tysol Tablets in hot water. Just take two Tysol Tablets in hot water and in a few minutes the pain will be gone. Tysol Tablets have a soothing, healing effect upon the diseased nerve, gradually helping to restore them to healthy condition. They contain no drugs—nothing to injure you in any way. Price \$1.00 a box. Woodard-Clarke and Owl Drug company and other leading druggists. Tysol Tablets, Chemists, 400 Sutter St., San Francisco.

A Bank for Your Baby

START your baby on the road to success with a First National Home Savings Bank. Teach him how to put coins in the slots. Show him how to count the pennies and nickels he has saved.

As small a deposit as \$1 will entitle you to one of these banks for your future "Business Man" or "College Girl."

The First National is on Fifth and Stark. The Savings Department New Account Window is on the ground floor, right hand as you enter.

A Suggestion: ANY Liberty Bond Coupon will open a savings account here. Clip when due and bring direct to the New Account Window, Savings Department. No need to cash them first.

THE FIRST NATIONAL BANK OF PORTLAND OREGON THE FIRST NATIONAL BANK WEST OF THE ROCKY MOUNTAINS

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SEATTLE, Wash., April 9.—Survey of the shipping board's new silver Stead in drydock at the Puget sound naval station yesterday, showed that she equipped with a

HATTIE LUCKENBACH, 344 miles

Every large city has one newspaper which, by universal consent, is the Want-Ad medium of the community. In Portland it's The Oregonian.

Free: Write Bauer & Black, Chicago, Dept. 119 for valuable book, "Correct Care of the Feet."

Read Them Regularly Follow Their Guidance—It Pays