

BEING MARU OFF
GENERAL CARGO
Japanese Steamer Carrying
Portland Flour.

LIQUOR IS CONFISCATED
Beverage Taken From Passengers
on Toyo Kisen Kaisha
Vessel in Port.

On schedule time for the west coast of South America, the Toyo Kisen Kaisha liner Genyo Maru swung out from the globe dock at 4 o'clock yesterday afternoon, carrying cargo and passengers. Regrets among the latter were not altogether due to having adieu to the city, but for having said farewell shortly before to certain stores of beverages, possession of which was held contrary to the Volstead act.

The ship carried a few passengers from Portland, while there were a number aboard from Japan and others who boarded the ship at San Francisco, all bound for South American ports. The vessel's final preparations for the voyage were conducted a search for liquids held under the ban, and a fair collection accrued.

Flour Loaded Here.
The vessel's cargo loaded at Portland included 3525 barrels of flour for Africa and 250 barrels for Panama, with 186,566 bushels of wheat for Callao. For Salinas, Peru, a large consignment of household goods was shown on the manifest. The ship carried Japanese and San Francisco freight for those ports as well.

Another deepwaterman to get away last night was the Dakota of the United American line service, bound for the coast of Colombia and to work a parcel of lumber. For Liverpool the ship took aboard 1000 bushels of green hides, 100 cases of canned peaches and 15 cases of drug acids, while for Belfast 8000 sacks of flour and 500 cases of canned apples.

London Gets Casaca Bark.
London freight was made up of 225 sacks of casaca bark, 1500 sacks of flour and a consignment of sugar, and there were cleared for Hamburg 10,000 barrels of flour and a box of clothing.

The Minnesotan is due to get away in the same service the last of the month, and the Kentuckian and Mexican will be May ships. The Kentuckian is scheduled for June loading.

LOGS IN COLUMBIA TARGET
Towing Operators Preparing for
Removal of Impediments.

Steamboat operators engaged in towing logs from lower Columbia river points to Portland mills and at the mouth of the Columbia are preparing to undertake the removal of abandoned logboom piling and dolphins at the mouth of the Kalamia and Cowitz rivers, so as to facilitate towing rafts during fresher conditions. Whether towboat interests are to be allowed to saw off certain standing above the encroachment of dykes at one or two points, so during high water stages they can tow over them, has not been determined.

The desire of the towing organizations is to make it possible for steamers handling rafts to get away from the channel between the Columbia and the banks, where there is less swift water to stem. Recently dolphins have been driven between the banks to facilitate the mooring of ships loading logs for the orient. That will get towboats out of a narrow channel, and will be a great relief, yet the facilities are held essential in loading ships.

PACKERS TO REFIT VESSELS
Port Commission of Astoria to
Lease Pier Building.

ASTORIA, Or., April 18.—(Special.)—At the meeting of the port commission this morning the chairman was authorized to arrange with the Columbia River Packers' association for lease of the pier building on the pier to be used as a carpenter shop while overhauling and refitting its two new cannery ships. These vessels arrived here a few days ago from British Columbia, and the ship Tona-wanda. The latter vessel is of 1843 tonnage and was built in Greenock, Scotland, in 1852. The Tona-wanda will bring a cargo of coal from Norfolk to the Pacific coast.

Both these ships will be fitted up during the summer and will be ready to supplant the ships St. Nicholas and Reuce next spring as members of the Alaskan salmon fleet.

RATES GENERALLY APPROVED
Grain Men of Portland Indorse
New Port Scale in Main.

Grain men of the city expressed themselves as satisfied in the main with the amended tariff to be made effective tomorrow by the commission of public docks in conjunction with railroad and steamship lines.

A meeting was called for 11 o'clock yesterday morning for discussion of rates and charges in which wheat exporters and serial shippers generally are concerned, but it was shown that exporters handled the bulk of their business over their own docks, not moving large shipments over municipal terminals through dockage.

The commission afterward opened bids for printing 2000 copies of the annual report. The award was made to H. Rosger, at \$775. The previous report, with a total of 2500 copies, cost \$390.

The meeting was attended by J. Fred Larson and E. D. Finney of the port of Astoria commission, who were principally interested in grain handling and storage matters.

NEW YORKERS INSPECT PORT
Waterfront Facilities Please Marine
Insurance Men.

Portland's waterfront facilities have been accorded a thorough inspection by H. Lohne, of New York, connected with the widely known marine insurance firm of Johnson & Higgins, who visited here last week in company with W. H. Laboyteux, president of the firm. The latter was concerned with general conditions, while Mr. Lohne took in the harbor, not alone looking over facilities, but going into stevedoring features, all of which were covered as bearing an important relation to insurance.

& Co., Oregon representatives of the firm, saw the visit of the New Yorkers, while, without special significance, resulted in their being more impressed with Portland affairs and the growth attained of late years in commerce.

STOWAWAYS QUICKLY FREED
Youth Well Known on Waterfront
Meets Friends.

Called aboard the McCormick steamer Cello yesterday to take charge of two stowaways handcuffed together, members of the harbor patrol force recognized in R. J. Brady, a Portland youth, who was arrested a few years ago who knew every haunt on the waterfront, a knowledge gained through selling newspapers. He and his companion, a middle-aged man named Jim Dolan, were said to have exhibited insubordinate tendencies "on the high seas" and were put in irons.

Their dismissal at the station followed. Brady headed for his mother's home in Albina and Dolan got under way for the liberty hole. The latter told what Brady, missing his ship at San Francisco, had stowed aboard the Cello. His only clothing was his best suit, and he being found aboard by the mate and ordered to "turn to" and paint, he objected to soiling his clothes at such labor, suggesting that overall be found for him. Mistaking a move of the mate as an attempt to strike the youth, Dolan interfered and the two were handcuffed. Brady assumed all of the blame. Persons who knew him as a boy, on hand at every steamship sailing and popular because of his general demeanor, saw that his release was assured.

The ship St. Nicholas, one of the Columbia River Packers' association fleet, is due to depart from the river today for the Alaska salmon grounds. The Reuce, of the same flag, towed to sea by the Columbia, will follow her. The Berlin and Levi G. Burgess, with the tug Akutan, are here preparing for their annual Alaska run, which will be in the Alaska-Portland Packers' association and will be towed to Astoria in a few days.

The St. Nicholas was built at Bath, Me., in 1869; the Reuce at Kennebec, Me., in 1881; the Berlin at Phippsburg, Me., in 1882; and the Levi G. Burgess at Portland, Me., in 1887, all being wooden vessels. The Chillicothe is one of the more modern salmies in the trade.

ST. NICHOLAS LEAVES TODAY
Craft Is Due to Start for Fishing
Grounds in Alaska.

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Marine Notes.
The steamer Devere, bound here to load in the west coast service of the General Steamship corporation, got away from Portland yesterday afternoon.

The steamer Brush, bringing cargo from the Atlantic coast in the Nawaco fleet, is expected to arrive here tomorrow and will discharge at terminal No. 2 today.

The Japanese steamer Cape Town Maru, which left the river March 19 for Nippon, arrived at Yokohama Friday, and will be towed to the Merchants' Exchange.

The steamer Rose City left San Francisco at noon yesterday on her return to Portland. She was carrying a large passenger list, which includes some cannery hands bound for Alaska.

The steamer N. R. Lang of the Western Transportation company's fleet has been chartered by the general steamship corporation to be overhauled in preparation for the coming season. She will be towed to Astoria by the tug Akutan.

The steamer Pennsylvania, eastbound in the service of the United American line, for which the Columbia-Pacific Shipping company is agent, got away from Portland yesterday afternoon.

The steamer Captain Roman of the Atlantic, Gulf and Pacific line is looked for here tomorrow, with freight from eastern states and is to be dispatched on her way to Puget sound the following day.

The steamer Elmer, bound for San Francisco, left the plant of the Eastern & Western Lumber company yesterday afternoon. The vessel was towed by the tug Akutan and will arrive at San Francisco in a few days.

The steamer Daisy Freeman, carrying lumber for San Francisco, got away from Portland yesterday afternoon.

The Japanese steamer Port Said Maru passed through the harbor yesterday afternoon for the coast of Japan. She will arrive at Yokohama in a few days.

The steamer Georgina Rolph is looked for Friday from San Francisco, having come to sea at 4 o'clock yesterday morning.

The steamer Anna Hanly is scheduled to leave for San Pedro for Portland today, and her return will be in a few days.

Inquiries have been made by German interests of prospects in this territory, according to correspondence reaching A. C. Callan, general agent for the Pacific Steamship company. It is believed that there is an increased movement of commodities to Germany before long.

The tank steamer Frank G. Drumm pumped the last of her fuel oil cargo aboard at Linton yesterday afternoon, and will arrive at Astoria tomorrow.

The steamer Harry Luckenbach, Captain Seare, who plied here years ago, will arrive here yesterday and will lead additional cargo today at Astoria, continuing to ply in the international service, steaming via Puget sound.

The steamer Steel Voyager of the International Pacific Mail line is expected to arrive here tomorrow afternoon on her way for the coast.

The steamer Johan Poulsen has reached Westport from San Francisco to load a full cargo of lumber for delivery in the south.

The steamer Santa Barbara, which reached Wauna from San Francisco yesterday and started her return lumber cargo, will arrive here tomorrow.

at 8:30 A. M. from California, with a cargo of fuel oil and west to Portland.

The steamer schooner Shasta is due from San Francisco and will load lumber at Rainier.

Among the steamers which are to load at the port terminals during the coming few days are: Harry Luckenbach, salmies and lumber, for New York; Dakotan, flour and lumber for United Kingdom; Pennsylvania, lumber cargo for New York; Willapa, flour for Philadelphia; Swedish steamer Lurline, for Australia; Lurline, general cargo for Honolulu.

The Japanese steamer Tamatsu Maru will finish taking on lumber at the Hammond mill tomorrow and shift to Westport, where she will complete her cargo.

The British steamer Canadian Rover is scheduled to arrive here tomorrow with a cargo of paper pulp from Coos Bay. It is expected to arrive here tomorrow with a cargo of paper pulp from Coos Bay.

The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

TACOMA, Wash., April 18.—This week will witness considerable flour movement out of Tacoma in the foreign trade. The steamer British Columbia is expected to arrive here tomorrow, and will be loading flour for the coast.

The motorship Slam, which will sail early Wednesday morning for Europe, is taking on flour from local mills, while the Toyo Maru, loaded with flour for the coast, is expected to arrive here tomorrow.

The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

SAN FRANCISCO, April 18.—The British steamer Calcutta, on a cruise including the islands of the south Pacific and the Hawaiian group, arrived in this harbor today for a stay of about a week. The Calcutta carries 229 officers and men.

SAN FRANCISCO, April 18.—The Hawkeye steamer, reported today for Baltimore to be turned back to the shipping board by the general steamship corporation, is expected to arrive here tomorrow.

The three-masted schooner W. G. Irwin, which before the war was a clipper ship in the Hawaiian sugar trade, has been sold by the Bank of Italy to a moving picture concern in Los Angeles.

The freighter Hollywood, which has been chartered by the general steamship corporation, is expected to arrive here tomorrow.

The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

GRAY'S HARBOR, Wash., April 18.—(Special.)—The steamer Carmel arrived from San Francisco late last night with general merchandise cargo for Aberdeen and Hogueham. After discharging at the port, she will be towed to the Balfour dock, Aberdeen, the Carmel began loading cargo at the Hogueham Lumber & Shipyard.

The steamer Tamaulipas, for San Pedro with cargo from the E. K. Wood mill, Hogueham, Providence, for Santa Rosa, Mexico, with cargo from the A. J. West mill, is expected to arrive here tomorrow.

The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

COOS BAY, Or., April 18.—(Special.)—The steamer Elizabeth and steam schooner Acme 2nd Brooklyn, loaded for San Francisco, were delayed by the storm. The steamer Elizabeth, bound for San Francisco, will arrive here tomorrow.

Several vessels crossed the Coos Bay bar yesterday afternoon. The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

WILLAPA HARBOR, Wash., April 18.—Arrived at quarantine at 10:00 A. M. The steamer British Columbia will be due from San Francisco during the night and the steamer Pennsylvania will be due tomorrow morning from Puget sound. Both are en route to Portland.

NEW YORK, April 18.—Arrived: Princess Matloka, from Bremen.

BREMEN, April 18.—Arrived: Hudson, from New York.

QUEENSTOWN, April 18.—Arrived: Granite State, from New York.

PLYMOUTH, April 18.—Arrived: Caronia, from New York.

SOUTHAMPTON, April 18.—Arrived: Aqueduct, from New York.

DUBLIN, April 18.—Arrived: Mannon, from Seattle.

LIVERPOOL, April 18.—Arrived: Florinda, from San Francisco.

1:30 for London, where she is to tow out a scow and machinery to be used on the coast.

The lightship tender Mammilla sailed for Kobe with freight; steamer Admiral Dewey, for Vancouver, B. C., with bulk oil; the tanker Lyman Stewart, for Guam, with bulk oil; the tanker Whittier, for San Diego, with bulk oil; and steamer Prentiss, for San Diego, with a partial lumber cargo.

Arrivals at the harbor today included the steamer Knoxville City, from Baltimore, with freight; steamer Admiral Dewey, from San Diego, with freight and passengers; steamer Brunswick, from Mendocino, with 450,000 feet of lumber; and the tanker Charlie Watson, from San Diego, in ballast for Seattle, via San Francisco, with passengers and freight; tanker La Prade, for Vancouver, B. C., with bulk oil; the tanker Lyman Stewart, for Guam, with bulk oil; the tanker Whittier, for San Diego, with bulk oil; and steamer Prentiss, for San Diego, with a partial lumber cargo.

SEATTLE, Wash., April 18.—The Blue Funnel liner Titian is expected to arrive here tomorrow, and will be loading flour for the coast.

The motorship Valparaiso, now discharging ore at the smelter, has a large shipment of flour to load here tonight or tomorrow morning at the St. Paul mill to load for the orient.

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ASTORIA, April 18.—Arrived and left up a last night, steamer Johan Coulter, for Westport from San Francisco. Arrived last night and left up at 12:00 A. M. steamer British Columbia, for Portland. Arrived at 8:10 A. M. steamer Hannawa, for the orient. Arrived at 8:30 and left at 10:00 A. M. steamer La Purisma, from San Francisco.

LIVERPOOL, April 18.—Arrived: Steamer Florinda, from Portland for Hamburg.

SEATTLE, April 18.—Sailed at 4 A. M. steamer Devere, for Portland.

SAN FRANCISCO, April 18.—Arrived at midnight, steamer Admiral Evans, from general merchandise cargo for Aberdeen and Hogueham. After discharging at the port, she will be towed to the Balfour dock, Aberdeen, the Carmel began loading cargo at the Hogueham Lumber & Shipyard.

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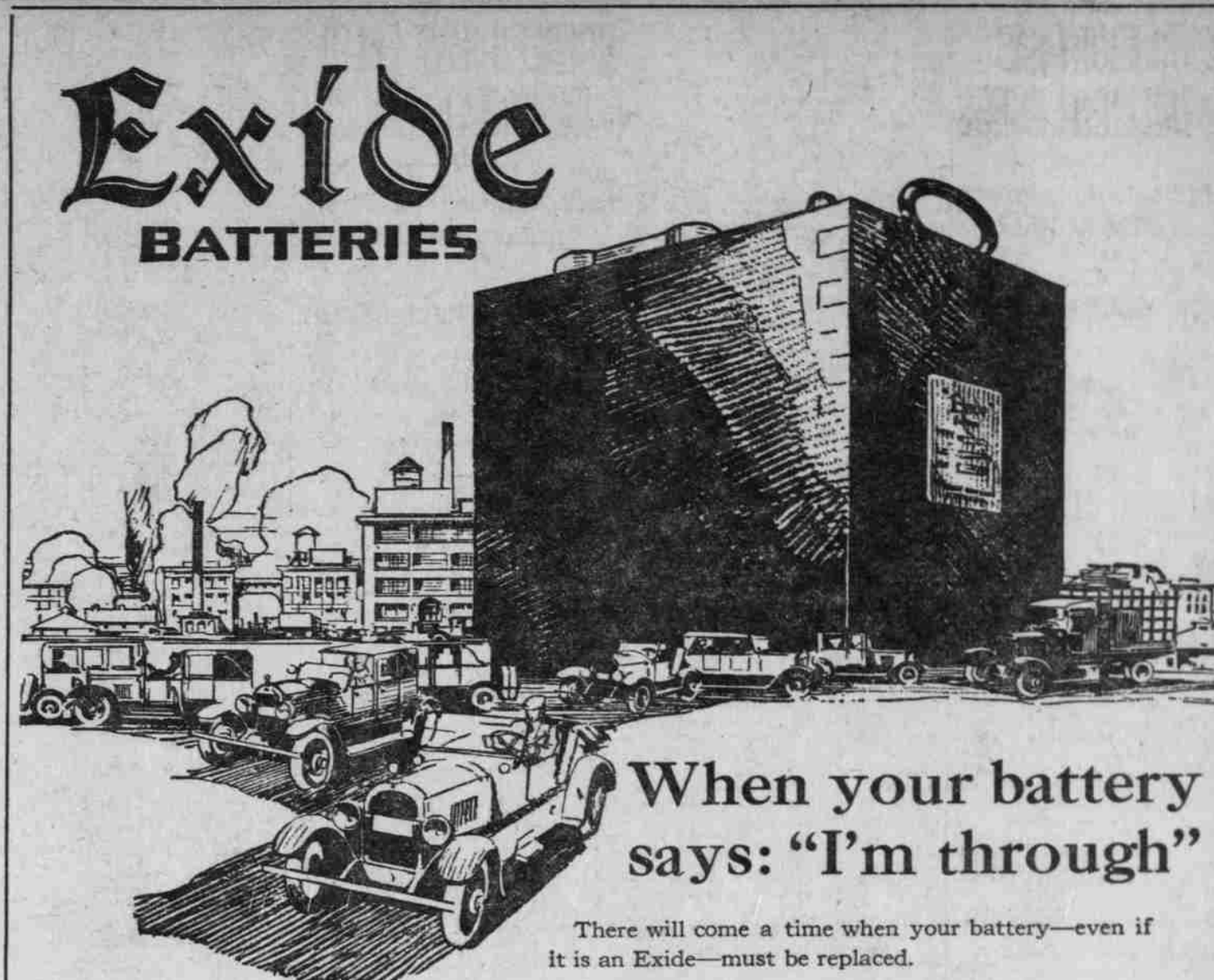
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BATTERIES
When your battery says: "I'm through"
There will come a time when your battery—even if it is an Exide—must be replaced.
How will you acquire a new one—by simply calling at the nearest place where batteries are sold, or by getting one for the least money possible? Or will you automatically buy another of the same kind that has just worn out?
Or, realizing how much a battery means to your comfort, will you be sure to get an Exide and let it give you its sturdy power through a long life of ungrudging service?
There is economy in buying an Exide Battery, because it lasts so much longer than others. Ruggedness is built into it, so the battery spends its time in your car instead of in the repair shop.
When you must have a new battery or when your present one needs help, do yourself the justice of stopping at the nearest Exide Service Station.

THE LONG-LIFE BATTERY FOR YOUR CAR
Visit the nearest Exide Service Station
Whatever make of battery is in your car, you can be confident of skilled repair work, fair prices, and responsible advice at the nearest Exide Service Station.

IN PORTLAND.
George R. Herd Co., 348 Couch st.
Grant & Linneman, 400-402 Burnside
EMERSON, 400-402 Burnside
Bruce McLean, 544 Lomb ave.
Albany, Irving's Garage.
Ashland, Murphy Electric Shop.
Astoria, Beaman's Auto Repair & Battery Co.
Baker, Dependable Auto Repair & Battery Co.
Corvallis, Elvin Eads.
Eugene, C. H. Worthen.
Festerville, Cascade Garage.
Grants Pass, C. N. Bakery Electric Co.
Kant, Frank Hayes.
La Grande, R. T. Battery Station.
Marshfield, Lloyd E. Le Mieux.
Medford, Battery & Electric Co.
McMinnville, J. & K. Klatt.

LA PURISMA, Martinez for Portland, arrived at Portland.
QUINAUAT, San Francisco for Seattle, 450 miles south of San Francisco.
TAUSSIG, Everett for San Francisco, 432 miles north of San Francisco.
WILLAPA, San Francisco for Grays Harbor, 200 miles from Grays Harbor.
HANNAWA, Portland for Columbia river, 112 miles north of San Francisco.
ADMIRAL SCHLEY, Seattle for San Francisco, 218 miles from San Francisco.
BRUSH, San Francisco for Portland, 60 miles south of Columbia river lightship.
MINNESOTAN, San Francisco for Seattle, 538 miles north of San Francisco.
ADMIRAL DREWY, Seattle for San Francisco, 140 miles north of San Francisco.
ADMIRAL KING, San Pedro for San Francisco, 137 miles from Vancouver, April 17.
COLISA, Callao for San Francisco, 1241 miles south of San Francisco, April 17.
SEA LION, towing Willapa, Mexican coast for San Francisco, 1948 miles from San Francisco, April 17.
LA BREA, Antofagasta for Port San Luis, 1570 miles from Port San Luis, April 17.
WEST MAHWAH, San Francisco for Sydney, 710 miles from Honolulu, April 17.
KEYSTONE STATE, Kobe for Shanghai, 247 miles from Kobe, April 17.
HOOSIER STATE, Hongkong for San Francisco, at Yokohama, April 17.
COLANEY, Seattle for San Francisco, 190 miles from Nagoya, April 17.
WESTERN STATES, Seattle for San Francisco, 187 miles from Vancouver, April 17.
DUNDEE, New York for Yokohama, 23 miles west of Honolulu, April 17.
HONOLULU, Seattle for Yokohama, 850 miles west of Seattle, April 17.
HERNERT H. MYER, Columbia river for San Pedro, 62 miles north of San Francisco, April 17.
FUMBOLDT, San Pedro for San Francisco, 105 miles south of San Francisco.
YALE, San Francisco for San Pedro, 70 miles from San Francisco.
W. F. HERRIN, San Pedro for Honolulu, COLUMBIA, New York for San Francisco, 45 miles south of San Francisco.

By Federal Telegraph Company.
MAKURA, Vancouver for Sydney, latitude 40°15 north longitude 138°25 west, April 17.
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Say Ben-Gay for Scatica
Say Ben-Gay at any drug store and you will get a tube of the original French Baume Bengue (Analgésique), then apply as follows: massage the area of pain with the Baume—rubbing gently at first—and then with more firmness. Keep a tube handy for Lumbago, THROES, LUMBAGO & CO., NEW YORK

Pep!
The word "pep" means a lot. It means health—good digestion—normal bowel action—appetite—in fact, it means a system in condition.
BARK ROOT TONIC
is Nature's own revitalizer. It is a gentle laxative, an appetizer, an aid to digestion and a systematic tonifier.
Bark Root Tonic is made in our own laboratory and sanitary laboratories, where the best curative properties of such herbs as Cascara, Cinchona, Gentian and Anemone are extracted by the most scientific formula.

"THE MOTHER OF MEDICINE"
Isis, the Queen and afterwards the Goddess, was called the "Mother of Medicine" in ancient Egypt. Centuries before Christ, women were skilled in medicine. They knew the great value of medicinal plants. Hippocrates, the "Father of Medicine," many centuries later, knew less of the merit of vegetable drugs than did the women of ancient times. Lydia E. Pinkham, nearly fifty years ago, gave to women her Vegetable Compound, now known everywhere as Lydia E. Pinkham's Vegetable Compound. This is a woman's medicine for women's ailments, prepared from medicinal plants—Adv.