

LIGHTHOUSE FACING NO GREAT DANGER

Dolphins and Materials Are Attacked by Water.

INSPECTION IS MADE

Superintendent Declares Station Will Not Suffer Further Because Flood Is Dropping.

Damage to the lighthouse at the mouth of the Willamette river, due to the freshets, conditions, which prompted an inspection yesterday, is said not to have reached a dangerous point as yet. Keeper Halkett, who went ashore late Sunday to report the fact dolphins had been carried away from around the lighthouse, was unable to get back to his station because of the drift that accumulated about the structure. In lieu of maintaining the regular illumination an eight-day beacon has been posted there in the interest of navigation.

Robert Warrack, superintendent of the seventeenth lighthouse district, went to the station early yesterday in response to reports that the station was being washed out. He found that a tree in the rear of the station, on the east side, had been carried away from the structure, but that the lighthouse, on the west side of which was fastened a boom to keep drift away from the structure, had been carried out and drifted permitted to collect directly against the foundation pillars of the lighthouse.

One pile in a dolphin on the inside shore was found loosened and had raised above the others. Mr. Warrack is of the opinion material is being washed away from the base. However, he said yesterday that despite reports, he thought the light station structure was not endangered and as the freshet gives promise of receding he is hopeful no further harm will be shown.

General conditions at the mouth of the Willamette river have been materially improved, according to navigators, there being less current than before and the advantage has been attributed to the construction of the dike by the Port of Portland commission, as well as extensive dredging carried on in the way of deepening and widening the road at the mouth also for a considerable distance upstream.

River at 22.4 Feet.

The freshet stood at 22.4 feet above zero yesterday, the gauge reading at 5 o'clock in the morning, and an unofficial reading of the gauge at 4 o'clock in the afternoon showing the same stage. E. L. Wells, meteorologist of the United States weather bureau, expects the stream to show a decline to 22.2 feet today, 22 feet tomorrow and 21.6 feet Wednesday. At every station on the Columbia, Snake and Willamette outside of Portland, a decline was reported yesterday morning for the 24-hour period.

The expectation is that while more surplus water probably will find its way from the highlands with warmer weather, it will not be sufficient to bring the water again to the 22.4-foot level here.

WEST CAYOTE TO BE IDLE

Ship Board Steamer to Be Ordered Out on Arrival Here.

Under plans announced yesterday the shipping board at West Cayote, which is on the way back from the far east for the Columbia Pacific shipping company, is to be ordered out of commission and will be used as a floating warehouse for the company's cargo. The steamer, which is owned by the company, is to be used for the purpose of carrying cargo to and from the company's wharves at the mouth of the Columbia river.

The Eastern Sailing, now loading for the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The Eastern Sailing, now loading for the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

ALBERS DOCKS TO CLOSE

Respect to Be Shown James Davidson During Funeral Today.

In respect to James Davidson, for 25 years foreman of Albers docks, whose death occurred Sunday night at Good Samaritan hospital, the docks and mill plant will close today.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

The steamer Willamette, of the Columbia Pacific, is to sail for Portland on June 18 and will be followed July 6 by the steamer West Kade, while the steamer Hanawa is to be back to take the August sailing and the West Kade, which the Columbia Pacific dispatched May 18, is to be the September sailing.

LIFEBOATS ARE BOUGHT

JACK BARDE TAKES 350 OF WAR BUILT CRAFT.

Condensers Left at St. Johns Warehouse Are Purchased and Will Be Stored in Halls.

Purchase of 350 lifeboats, all that remained in the Oregon district from war shipbuilding days, has been completed by Jack Barde and associates from the material and sales division of the shipping board. In addition to the lifeboats, the same interests bought all condensers remaining at the St. Johns concentration warehouse.

Mr. Barde says the question of warehousing the lifeboats will probably be taken care of through storing them aboard four of the wooden hulls lying on New York harbor, which were purchased from the shipping board not long ago. Other ship equipment will be warehoused in the same way.

A short time ago the Port of Portland commission bought all lifeboats remaining at the government storehouse and it is planned to utilize them as pontoons for dredge pipeline, it being intended to have them for service in quiet waters for supporting the line in place of wooden pontoons that are now in use.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

During the war construction period steel and wooden lifeboats were built in many parts of the country, some turned out at eastern plants shipped to northwest yards, while Portland and Vancouver plants added scores of lifeboats to the collection that remained when the armistice was signed.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

During the war construction period steel and wooden lifeboats were built in many parts of the country, some turned out at eastern plants shipped to northwest yards, while Portland and Vancouver plants added scores of lifeboats to the collection that remained when the armistice was signed.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

During the war construction period steel and wooden lifeboats were built in many parts of the country, some turned out at eastern plants shipped to northwest yards, while Portland and Vancouver plants added scores of lifeboats to the collection that remained when the armistice was signed.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

During the war construction period steel and wooden lifeboats were built in many parts of the country, some turned out at eastern plants shipped to northwest yards, while Portland and Vancouver plants added scores of lifeboats to the collection that remained when the armistice was signed.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

During the war construction period steel and wooden lifeboats were built in many parts of the country, some turned out at eastern plants shipped to northwest yards, while Portland and Vancouver plants added scores of lifeboats to the collection that remained when the armistice was signed.

As to the lifeboats Mr. Barde says all are in good condition and it is aimed to go over each one in advance of being stored on the hulls so any sold can be delivered with- out delay.

He says there are opportunities for the sale of them in small lots and he believes that the stock will be absorbed among Pacific coast shipping interests before long.

The best merchants of the Pacific Northwest have guaranteed Days' tailored trousers for years. Friendship has been made and held on staple fabrics, exceptional tailoring and fair prices.

Day's Trousers For Sale by All Leading Dealers

TEE-N-TEE IS DISABLED

Twisted Propeller Cause of Motorboat Quitting.

Contact With Piece of Wood Assigned as Reason Speedy Racer Failed to Finish.

An examination of the Tee-N-Tee, Frank Linneman's speedy 350-horsepower motorboat, after Sunday's annual spring regatta of the Portland Motorboat club, showed it was not engine trouble but a twisted propeller and shaft that put the racer out of the going in the final heat of the day.

Tee-N-Tee had an apparent clutch on first money right through the three heats of the inch displacement class, but was forced to quit in the second lap of the third heat.

Small driftwood coming down the Willamette caused the trouble. With the propeller turning at high speed the smallest piece of wood coming in contact with the whirling blades was enough to twist one of them nearly double.

Doe Yak, Commodore Prier's speed boat, piloted by Carl Johnston, met the same sort of a mishap while tuning up for the races earlier in the day. However, Johnston got another propeller before the races started.

The excellent patrolling of the course by the harbor patrol was largely responsible for the propeller damage, ruling out sabotage. The patrol was in charge of T. J. Ahern, engineer, and A. T. Astud.

The next regatta of the club will be held at Vancouver, Wash., St. Helens, Rainier or Newberg.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

PORT TOWNSEND, Wash., June 12.—Arrived: Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.; Steamer "Hokkaido," from Seattle, at 10 P. M.

The makers of El Sidelo Cigar wish to inform the friends of this brand that El Sidelo is coming through with a particularly fine run of Havana filler tobaccos and shade grown wrappers. The cigars are especially good and will confirm smokers in the high opinion they have long held of El Sidelo quality.

Seven distinguished shapes

Ideals 10c
Chesterfield 2 for 25c
Lily 2 for 25c
Mas Altos 15c
Emperors 15c
Ambassadors 3 for 50c
Chums (2 in foil) 25c



El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

Allen & Lewis, Portland, Ore.

Smoked TIA JUANA from KULSHAN

El Sidelo Cigar is made by Consolidated Cigar Corporation, New York

For little feet this summer

THIS popular children's model is made of fine canvas with white rubber soles. Ideal for either dress or play.

Many other types of Keds for men, women, and children for every summer need. All are made of specially woven canvas with springy rubber soles.

Keds are made only by the United States Rubber Company. If the name Keds isn't on the shoes, they aren't real Keds.

Keds

Trademark U. S. Pat. Co.

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds

Keds</