DREDGES TO USE STEEL PONTOONS

Federal Specifications for 80 Are Ready.

BIDS TO BE OPENED SOON

Device to Replace Wood Floats Now Supporting Pipe Lines Across River.

Substitution of steel pontoons, supported by two cylinders so as to form a catamaran, for wood floats that are in use for floating dredge pipeline, is to be made by government engineers. Specifications have been issued for proposals on 80 of them, bids to be opened August 21. The adoption of steel in place of fir for the pipeline floats was said to be principally in the interest of economy, it being calculated there will be less upkeep as well as longer life.

In specifications issued from the office of Major Richard Park, Corps of Engineers, U. S. A., details of construction provide for cylinders that will be approximately 48 inches in diameter and 20 feet long, and in assembling frame work for the pontoons the center of the cylinders will be about eight feet apart. On top a cast steel swivel pipe saddle is to be provided, so when necessary under certain conditions the pontoons can be swung under the pipeline.

Steel to Replace Wood.

When the government constructed the dredges Multnomah and Wahkiakum in 1913, their hulls being of steel, there were 80 wooden pontoons ordered for each dredge, and 60 additional were contracted for last season. With the completion of the steel pontoons, they will probably be divided between the two dredges so that wooden ones may be used as well until they are replaced with a sufficient number of steel ones.

The Port of Portland commission, which has wooden pontoons for its four pipeline dredges, recently purchased a number of life rafts from surplus shipping board stocks. It is proposed to use these as pontoons in quiet water. The rafts were said to have been acquired at a surprisingly low figure.

The steel pontoon contract for the government is expected to attract bidders from points outside of Portland, but interest shown by plants here in the work indicates that competition at home will be keen, and every effort will be made to capture the award.

Dredging Is Begun.

The dredge Multnomah left the government moorings at Linnton yesterday morning for Slaughter's to undertake the first dredging of the season, and the dredge Wahkiakum follows today, being assigned to channel work at Kalama. The Port of Portland dredge Tualatin begins operations at the mouth of the Willamette today, while the dredge Columbia goes to Morgan bar and the Willamette to Willow bar. While the two latter locations are in the main Columbia and part of the territory in which the government diggers operate, the port machines were assigned there because the port offered to assist in early work following the freshet.

MANY SHINGLES SHIPPED

Saginaw Mill Leads in Exports From Aberdeen District.

ABERDEEN, Wash., July 20.—(Special.)—Since beginning operations about three months ago, the Saginaw Timber company mill has shipped by water more than 15,000,000 shingles. Two and one-half million shingles were shipped yesterday on the steamer Willfaro, half going to the east coast and the rest to California. According to reports from harbor mills the Saginaw mill has shipped about twice as many shingles as any other mill with the exception of the East Hoquiam company, and one-fourth of the total number from the harbor by water.

Other harbor mills shipped as follows: Eureka mill, Hoquiam, 3,000,000; Woodlawn, Hoquiam, 9,890,000; Aberdeen Lumber & Shingle company, 3,000,000; East Hoquiam, 25,000,000, which makes a total of 55,000,000 shingles shipped in the past three months.

STEAMER HAS NEW MASTER

Captain Tibbetts in Command of Admiral Goodrich.

On the arrival of the steamer Admiral Goodrich yesterday on her initial voyage from San Francisco via Eureka and Marshfield, in the service of the Pacific Steamship company, Captain Tibbetts was on the bridge, having been transferred from the steamer Admiral Farragut, aboard which he was first officer. Captain Tibbetts has been in the Admiral line service for some time and previously was with the San Francisco & Portland Steamship company.

The Admiral Goodrich will shift from terminal No. 2 today to the concentration yard of the shipping board at St. Johns and to the Standifer yard at Vancouver to load surplus material for San Francisco. She replaces the Admiral Rodman and, being a larger vessel with additional passenger accommodations, is counted on to move increased business.

STEAMER'S FIREMEN STRIKE

Loading of Cargo by Non-Union Men Causes Refusal.

ANACORTES, Wash., July 20.—The Australian steamship Waitenata, loading a cargo of box shooks here, was tied up today through a strike of firemen who refused to get up steam because the cargo was being loaded by non-union longshoremen. The tug Tyee of Seattle was called and the Waitenata may shift to Vancouver, B. C., in tow.

Part of the shipment of box shooks was loaded into the vessel's hold before the firemen's strike was called. The master of the vessel decided to shift to Vancouver for further orders but the men refused to work unless the cargo was discharged.

Captain Shaver Is Back.

After completing a land voyage from Portland to Yellowstone park and return, Captain James W. Shaver of the Shaver Transportation company has resumed the deck at the headquarters of the fleet. He was accompanied on the trip by Mrs. Shaver and reported that on leaving the park there were found to be about 200 automobiles held up at Livingston because of road conditions, following a cloudburst and electric storm. They were detained only about two days.

Barges Carry Road Equipment.

NEWPORT, Or., July 20.—(Special.)—The tug Deep Sea and the gasoline schooner Louise arrived in port this morning from Waldport with an empty barge. The two boats will return to the Alsea bay today to bring out the second barge. The two barges will then be towed to Astoria. The two boats have towed both barges from Astoria to the Alsea, loaded with roadbuilding equipment for Soul & Young, road contractors. Captain J. C. Smith of Astoria is in charge.

Marine Notes.

C. A. Cox yesterday was signed as master of the steamer Shaver, vice Ed. Barclay, and C. J. Hooghkirk was signed aboard the steamer America, succeeding D. L. Hooghkirk.

Customs house attaches received a call from Harold C. Merryman of Klamath Falls, whose father, the late Captain J. D. Merryman, was connected with customs house affairs for many years.

The six-masted schooner Oregon Fir arrived last night in tow of the tug Wallula and was ordered to berth at the Peninsula mill. She came from Japan, after having delivered a Portland lumber cargo and will join her sister ship, the Oregon Pine, on the idle list for the present.

The Dutch steamer Tjikarang shifted from the Globe mill to the dock of the Shell Oil company to fill her bunkers and will depart this morning for oriental ports.

The steamer Remis of the Latin-America line will shift from Inman-Poulsen's mill to the Peninsula mill early this morning and at noon will shift to the plant of the Portland Flouring Mills company.

The tank steamer Frank G. Drum, which discharged oil here Wednesday, got away at daybreak for San Francisco. The tanker Richmond left the Standard Oil dock for the south in the afternoon.

The Japanese steamer Meigen Maru, which finished her lumber cargo for Australia at Westport, departed from there for sea last night.

The Norwegian steamer Niels Nielsen of the Asiatic-American flag was reported to the Merchants' Exchange as having departed from Shanghai for Portland Wednesday.

Movements of Vessels.

PORTLAND, July 20.—Arrived at 3 A. M., steamer Virginian, from European ports; at 3:30 A. M., steamer La Purisima, from San Francisco. Sailed at 1 A. M., steamer Frank G. Drum for San Francisco. Arrived at 4 P. M., steamer Admiral Goodrich, from San Francisco and way ports. Sailed at 5 P. M., Japanese steamer Meigan Maru, from Westport for Japan, via Astoria. Sailed at 5 P. M., steamer Richmond.

ASTORIA, July 20.—Sailed at 1 A. M., steamer Robin Gray for New York and way ports; at 1 A. M., British steamer Canadian Observer for San Pedro. Arrived at 3 and left up at 5 A. M., steamer Admiral Goodrich, from San Francisco, via Eureka and Coos Bay. Sailed at 3 A. M., steamer Edna for San Francisco, via Grays Harbor. Arrived down at 7 A. M., steamer Daisy Putnam, from Portland for San Francisco, via Knappton; down at 6 A. M., and sailed at 12:20 P. M., steamer Lewis Luckenbach for New York and way ports. Sailed at 9 A. M., steamer Frank G. Drum for San Francisco. Left up at 7:30 A. M., schooner Oregon Fir.

SAN FRANCISCO, July 20.—Arrived at 7 A. M., steamer Floridian, from Portland for New York and Boston. Sailed at 7 A. M., steamer Orleans, from New Orleans for Portland; at 3 P. M., Dutch steamer Tjileboet, from Batavia for Portland.

ASTORIA, July 19.—Arrived at 5 and left up at 6:35 P. M., steamer La Purisima, from San Francisco at 4:45 and left up at 5:30 P. M., steamer Virginian, from European ports, via Puget sound. Sailed at 7:30 P. M., steamer Robin Goodfellow, for New York and way ports; at 7:35 P. M., British steamer Carmarthenshire for European ports.

SAN FRANCISCO, July 19.—Sailed at 6 P. M., steamer Orient, from New York for Portland and Puget sound; at 9 P. M., steamer Lehigh, from Portland for Portland, Me., and way ports; at 5 P. M., steamer Nehalem for Columbia river. Arrived at 9 P. M., steamer Walter A. Luckenbach, from Boston and New York for Portland.

BOSTON, July 19.—Arrived, steamer Steel Worker, from Portland, via way ports. Cleared, steamer Cold Harbor, from Portland for Portland, Me.

HULL, July 19.—Sailed, British steamer City of Rangoon for Portland.

SHANGHAI, July 19.—Sailed, Norwegian steamer Niels Nielsen for Portland.

PHILADELPHIA, July 20.—Arrived, steamer Edward Luckenbach, from Portland for New York. Sailed, steamer Andrea F. Luckenbach, from New York for Portland.

BOSTON, July 19.—Sailed, steamer Lena Luckenbach for Portland.

NEW ORLEANS, July 17.—Arrived, steamer Pleiades, from Portland.

SAN PEDRO, July 20.—Sailed, steamer Florence Luckenbach, from Portland for New Orleans.

HONGKONG, July 19.—Departed: Peru for San Francisco.

MANILA, July 19.—Departed: West Chopaka, for San Francisco.

CRISTOBAL, July 19.—Departed: City of Honolulu, for Los Angeles; Hawaiian, for Portland, Or.; M. S. Dollar, for San Francisco.

HAMBURG, July 15.—Departed: Nordlys, for Baltimore.

FALMOUTH, July 19.—Departed: Oswego, for Houston.

NEW YORK, July 20.—Departed: Scythia (British), Liverpool, via Boston; Mount Carroll, for Hamburg; Hellig Olav, for Copenhagen.

GIBRALTAR, July 18. — Departed: Italia, for New York.

SAN DIEGO, Cal., July 20.—Arrived: Nyanza, from Mobile, New Orleans, Cristobal and Balboa, 5:30 A. M.; Yale from San Francisco and San Pedro, 8 P. M. Departed: Nyanza, for San Pedro, 5 P. M.

TACOMA, Wash., July 20.—Arrived: K. I. Luckenbach, from New York, 11 A. M. Departed: Nika, for Seattle, 12:10 A. M.; Ibukasan Maru, for Yokohama via Portland.

SAN PEDRO, Cal., July 20.—Arrived—Claremont, from San Diego, at 12:10 A. M.; Santa Inez, from Coos Bay, at 12:30 A. M.; Catherine G. Sudden, from San Diego, at 1:30 A. M.; Los Angeles, from San Francisco, at 5:30 A. M.; Dorothy Alexander, from Seattle, at 9 A. M.; Bessemer City, from Baltimore, at 9:30 A. M.; Yale, from San Francisco, at 10:15 A. M.; Katherine, from Eureka, at 11:30 A. M.; C. A. Smith, from Coos Bay, at 7:45 A. M.

Sailed—Ernest H. Meyer, for Redondo, at 5:30 A. M.; R. J. Hanna, for San Francisco, at 12:45 P. M.; Davenport, for Portland, at 1 P. M.; Yale, for San Diego, at 3 P. M.; Fred Baxter, for Tacoma, at 4:30 P. M.; Stanwood, for Tacoma, at 5:30 P. M.; Virginia Olson, for Portland, at 5:45 P. M.; Florence Luckenbach, for Mobile and New Orleans, at 6 P. M.; Los Angeles, for Oleum, at 8:30 P. M.; Dorothy Alexander, for San Diego, at 10 P. M.

RAYMOND, Wash., July 20.—(Special.)—Departed, Tamalpais for Oakland, 3 P. M.

NEW YORK, July 20.—Arrived: Homeric, from Southampton.

BUENOS AIRES, July 19.—Arrived: McLeay, from Pensacola.

BREMEN, July 16.—Arrived: West Hardaway, from Norfolk.

BUENOS AIRES, July 19.—Arrived: West Katan, from San Francisco.

CRISTOBAL, July 19. — Arrived: Iowan, from San Francisco.

MANILA, July 19.—Arrived: Empress of Canada, from Vancouver; President Wilson, from San Francisco; President Jackson, from Seattle.

SAN FRANCISCO, July 20.—Departed: Newport, for Canal Zone, 1:35 P. M.; Whitney Olson, for Bellingham, 2:10 P. M. Arrived: Mukilteo, from Santa Rosalia, 5:30 A. M.; Harvestehude, from Santa Rosalia, 5:30 A. M.; H. F. Alexander, from Seattle, 6 A. M.; William F. Herrin, from Seattle, 6:45 A. M.; Floridian, from Astoria, 6:50 A. M.; Colima, from Salina Cruz, 7:30 A. M.; Northland, from Roche Harbor, 1:10 P. M.; Nikko, from Seattle, 2:10 P. M.

PHILIPPINE ISLANDS IMPORT MUCH RICE

Senator F. W. Mulkey Is Back From Orient.

CHAMBER HEARS SPEECH

Application of Coastwise Shipping Laws Would Hurt Portland, Says Speaker.

The application of the coastwise shipping laws, if applied to the Philippines, which is being agitated by the American business men in the islands, would be disastrous to the shipping interests of Portland, in the opinion of ex-Senator F. W. Mulkey, who recently returned from a six weeks' trip to the Philippines and the orient, and who was the principal speaker at the foreign trade department of the Chamber of Commerce luncheon meeting yesterday noon.

Senator Is Astonished.

Senator Mulkey spoke principally regarding the trade and shipping developments in the Philippines.

"I was greatly astonished to find that great quantities of rice are being imported into the islands," he said. "Another thing that surprised me was the exporting of lumber to the Pacific coast. I also found that the sugar was being exported from the islands mostly in British bottoms."

A summary of the import and export tonnage during the year 1921 was read by Senator Mulkey. It was found that the tonnage carried in and out of the Philippines by Pacific coast bottoms was only a little greater than that of the Atlantic coast ships.

Philippine Imports Greater.

Philippine imports were also greater than the exports in 1921. Of the ships that brought cargo into the islands in 1921, 192 were American, 264 British, 135 Japanese and 86 miscellaneous. Ships that took cargo from the islands in 1921 were 176 American, 259 British, 112 Japanese and 57 miscellaneous.

In the opinion of Senator Mulkey the Philippine trade is not a profitable trade for Portland shippers. The wheat, flour and lumber exports during 1921 from the Columbia river were very small. Big cargoes can be had easily from the islands to fill Columbia river vessels, but the return cargoes are not in demand enough to make the trade profitable.

A great deal of agitation is going on in the islands over the independence question, reported the senator. The insular government is practically bankrupt, yet vast sums of money are appropriated for independence propaganda and instead of staying home to attend to their affairs, the native lawmakers were spending most of their time traveling to Washington to further their independence campaign.

Columbia Tonnage Inadequate.

That Columbia river ship tonnage was still inadequate, although somewhat relieved by the addition of the new ships allocated by the shipping board, was the report given by the ship tonnage committee at the luncheon yesterday.

The foreign trade department went on record as favoring the reduction of passport viseing fees from $10 to $2, which is being advocated by a number of commercial organizations in eastern cities.

The department also voted to invite to Portland a delegation of 15 Japanese business men who left Yokohama yesterday and who will stop over in the United States a short time before going to the Brazilian centennial exposition, which opens September 7 at Rio de Janeiro.

LIGHTVESSEL IS ON DUTY

Umatilla Reef Craft, Overhauled, Resumes Her Station.

Completely overhauled, Umatilla reef lightvessel, which had been at the Tongue Point buoy station for about three months, resumed her station yesterday and relief lightvessel No. 92 was ordered to Puget sound to coal and take on other stores in preparation for relieving the Swiftsure Bank lightship, which goes to Puget sound for overhauling. The overhauling of the Columbia river lightvessel has not been definitely fixed, but will probably be ordered following the return to service of the regular Umatilla Reef ship.

The driving of piling for three new light structures and the replacing of a fourth on the lower Columbia, which was started Tuesday morning, was finished yesterday, according to word reaching the office of the 17th district. The work included new structures at Slaughter's, Fisher island and Westport crossing, with the rebuilding of another at Hunting island.

ORLEANS ON WAY TO PORT

Steamer Bringing Cargo From Gulf Region to Portland.

On her first voyage here in the service of the Luckenbach line the steamer Orleans left San Francisco yesterday, bringing 1200 tons of cargo from the gulf region for Portland. The steamer Walter Luckenbach, with freight from North Atlantic coast harbors, is scheduled to leave San Francisco for Portland today, and has approximately 740 tons aboard. The Lewis Luckenbach got away Wednesday with 780 tons of freight for the east, going by way of Puget sound.

With two steamers of that flag in the harbor in company the first of the week terminal No. 1 faces prospects of having its space taxed, there being considerable already on hand from other intercoastal vessels. The second unit of the terminal is being hurried and the work of laying track connections from the terminal yards was started yesterday. Cargo can be handled there the last of this month, it was said.

Hides Go to Europe.

On the outbound voyage, the liner Virginian of the American-Hawaiian fleet, which arrived early yesterday morning from Europe and is loading for Liverpool, Glasgow, London and Hamburg, will take about 250 tons of hides. It was said at the office of the Columbia Pacific Shipping company, agent for the service, that the movement of hides has grown to a marked extent during the last year and of late forms an important part of each cargo.

Grays Harbor Crane Rising.

ABERDEEN, Wash., July 20.—(Special.)—Work of assembling the first car of structural steel for the crane of the Grays harbor port commission terminal, which arrived Wednesday, was begun yesterday. The crane will be the largest on the Pacific coast, requiring about 30 days for erection. Six thousand feet of trackage on which the crane will operate have been laid on the port property and wharf. Further shipments of structural steel and parts of the crane are expected daily.

Cargo Cleared for Orient.

With a varied cargo destined for the orient, the Java-Pacific steamer Tjikarang is to leave the harbor today. The cargo was cleared yesterday and the items include 500 barrels of flour for Yokohama, 500 barrels for Kobe, 7000 barrels for Shanghai and 3880 barrels for Hongkong, also fir, hemlock and Port Orford cedar lumber, as well as cedar poles. The steamer Tjileboet of the same line left San Francisco for Portland at 3 o'clock yesterday afternoon, hailing from Batavia, to load for the orient.

Pacific Coast Shipping Notes.

ASTORIA, Or., July 20.—(Special.)—The tank steamer Frank G. Drum after discharging fuel oil in Portland sailed at 9 o'clock this morning for California.

Carrying general cargo from Portland and 5000 cases of canned salmon from Astoria, the steamer Lewis Luckenbach sailed at 12:40 this afternoon for New York.

The steamers Delco and Felix Taussig and the steam schooners Cellio and Wapama are due from San Francisco en route to Portland.

The British steamer Carmenthenshire of the Royal Mail line sailed at 7:45 last night for the United Kingdom after taking on freight at Portland and Astoria.

The steamer Robin Goodfellow, with freight from Astoria and Portland, sailed at 7:30 last night for New York.

The British steamer Canadian Observed sailed at 1 o'clock this morning for San Pedro, after discharging 500 tons of wood pulp here.

The steamer Robin Gray, with freight from Portland, sailed at 12:30 this morning for Boston, via Puget sound.

The steamer Edna, with freight from Portland, sailed at 7:10 this morning for San Francisco.

The steam schooner Daisy Putnam, after discharging freight in Portland, shifted this morning to Knappton, where she will load a full cargo of lumber.

Bringing freight and passengers for Astoria and Portland the steamer Admiral Goodrich arrived at 5 o'clock this morning from San Pedro and San Francisco.

The Japanese steamer Meigen Maru, which is loading lumber at Westport, shifted tonight to the Hammond mill, where she will complete her cargo.

The steam schooners George L. Olsen and Thomas L. Wand are loading lumber at Westport for California.

The steam schooner G. F. Lindauer is due from San Francisco and after discharging freight will load a full cargo of lumber at Warrenton.

The schooner Oregon Fir, which arrived a couple of days ago from the orient, left this morning at 7 o'clock for Portland.

The French steamer Texas, which is loading spruce lumber at the Astoria terminals, was scheduled to sail tonight for France.

COOS BAY, Or., July 20.—(Special.)—The steamer Johanna Smith arrived last night from San Francisco, and is now about ready for sea again, loading at the electric dock.

The fishing schooner Acme went to sea this morning at 8:20, bound for the halibut banks.

This morning at 11:55 the gasoline schooner Osprey, recently off the ways, left with a general freight cargo for Gold Beach.

The steamer Oridono Maru, loading at North Bend, is scheduled to leave tomorrow for Grays Harbor, there to complete her cargo of lumber.

Firemen in the hold of the Oridono Maru this morning found Yakushizin Shinchi and Kaisuka Umeshige, who stowed away when the craft left Yokohama 22 days ago. It was expected the men would be weak from hunger, but the sailors found food in their hiding place and also water. The men were held awaiting orders from the immigration officers. It is expected that Captain Ohno will be ordered to return them to Japan.

SEATTLE, Wash., July 20. — The steamship Hakata Maru of the Nippon Yusen Kaisha service, will reach William head Saturday night and after calling at Vancouver Sunday will dock in Seattle Monday, according to announcement at the local offices of the company today. She has a good sized cargo for local discharge.

The freighter Derblay is en route north with 3000 tons of ore from Chilean ports for the Tacoma smelter and will reach Tacoma early next week. It will be her last voyage in the service of the General Steamship company, as she is to be turned back to the shipping board and will likely be tied up on Lake Union.

Examination of the Isthmian line freighter Mobile City, which went ashore on Protection island Sunday, has been concluded and her hull is reported undamaged. The vessel stranded on a sandy beach and her plates were not injured. The liner will commence loading outward at once and will proceed to Vancouver tomorrow, returning later to Bellingham and Tacoma. Her destination is Baltimore, New York and Boston and a full cargo has been booked.

The steam schooner Willamette, which was damaged by running ashore near Point Wilson Sunday morning, is overhauling at the Todd plant. She will reenter the service of the McCormick Steamship company Sunday and will load a full cargo at Puget sound ports for San Francisco.

The steamship Admiral Rodman, which has been plying between Portland and San Francisco, arrived here tonight and will start loading Saturday or Monday for southeastern Alaska points.

SAN PEDRO, Cal., July 20.—Approximately 500 tons of southern California products have been stored in the holds of the Struthers & Barry freighter Dewey, operated in the oriental trade, and preparations are being made for the craft to sail from Los Angeles harbor tomorrow.

The Luckenbach freighter Harry Luckenbach, reported to have rammed and sunk the steamer Henry F. Scott, out of Seattle last Sunday, will omit Los Angeles harbor as a port of call on the voyage to New York, according to advices reaching here today. This will enable the steamer to reach New York only two days behind her regular schedule.

The Luckenbach freighter Florence Luckenbach loaded a southern California cargo here today for Gulf ports and sailed tonight.

SAN DIEGO, Cal., July 20.—Rear-Admiral David H. Potter, paymaster-general of the United States navy, will arrive here from Washington August 2, according to word received here today. Rear-Admiral Julius Latimer, judge advocate-general of the navy, is expected here next week. When they have arrived in San Diego, practically every bureau chief of the navy will have visited this city within 10 months.

The tug Sea Lion sent word by radio here today that it and its huge tow, a log raft containing 5,000,000 feet of logs would arrive here from the Columbia river early tomorrow. The raft is 900 feet long and besides its 5,000,000 feet of logs, carried a deckload of 1,000,000 shingles, 500,000 laths and 30,000 lineal feet of telephone poles.

SAN FRANCISCO, July 20.—The Standard Oil company has placed an order for a 2500-deadweight-ton tanker with the Union plant of the Bethlehem Shipbuilding corporation. The ship is to be of special type for coastwise service, 250 feet long and equipped with oil motors and electric drive.

Captain C. A. McAllister, vice-president of the American bureau of shipping, pointed out that ships of this type were in the majority in the few ship construction jobs recently undertaken. He called attention to the fact that the trial development of the electric drive was carried on by the United States navy, all of whose new vessels are so equipped.

David Walter Razer, vice-president of the firm of Sudden & Christenson, died early today at the hotel here where he made his home. He was a well-known figure in Pacific coast shipping circles. He started as office boy with Sudden & Christenson and at the time of his death was in charge of the firm's affairs. He was 42 years old.

Japan has negotiated for the major portion of this year's grain crop in the Pacific northwest, Clayton R. Jones of the firm of W. J. Jones & Sons of Portland stated on his arrival here today. He said that present indications were that Japanese buyers would far exceed their heavy buying of last year.

Shipping men from northwest ports in San Francisco on business and pleasure trips include Captain Dan Killman, Seattle; Captain William C. McNaught, surveyor for the marine underwriters at Portland; Captain Burgess, Clayton R. Jones, Portland; Hugh Delanty of Grays Harbor; W. R. Berchgrevink, manager of the Seattle office of W. R. Grace & Co.; G. B. Durham and Robert McIntosh of Portland.

TACOMA, Wash., July 20.—Two Osaka Shosen Kaisha liners will be here Saturday to load and discharge freight. The Alabama Maru is due tomorrow from the orient, while the Hawaii Maru is due from Vancouver, where it has been taking British Columbia freight. The Alabama Maru, reports received by the Osaka Shosen Kaisha show, has a fair amount of general freight for Tacoma discharge. The steamer has 108 passengers for British Columbia and the United States. The vessel has about 100 tons of freight for Vancouver. The steamer will probably shift Sunday to Vancouver.

The Hawaii Maru has a big lot of general cargo to load at the various docks at Tacoma and will sail for the orient next week.

The K. I. Luckenbach arrived at the St. Paul mill today to load lumber for east coast ports. The vessel will probably sail tomorrow night.

On her first trip to Tacoma the Nika of the McCormick line arrived at the terminal dock Wednesday night and sailed this morning for down sound ports. The vessel is to return here Saturday to take cargo.

The Ruth Alexander will have 600 tons of general freight out of Tacoma this voyage to California. The ship is due at the Commercial dock tomorrow. The vessel had nearly a full list of passengers northbound this voyage for sound and British Columbia ports.

The Inyo Maru of the Nippon Yusen Kaisha line, which has been loading general cargo here for the past week, will sail tomorrow from the Defiance Lumber company dock for the orient.

After loading copper at the smelter, the Mitsui steamer Ibukasan Maru sailed this evening for the orient, via Portland. This vessel inbound brought approximately 800 tons of oil for the Philippine Vegetable Oil company and outward has over 1,000,000 feet of lumber beside copper.

While it was thought yesterday morning that the Agwidale would sail for east coast ports this noon, additional freight for the steamer sent the vessel to the port dock, where a large consignment of shingles will be loaded. She will probably sail tomorrow.

GRAYS HARBOR, Wash., July 20.—(Special.)—Steamer Carlos arrived from San Pedro at 2 o'clock yesterday afternoon to load at the Donovan mill, Aberdeen.

Steamer Daisy Freeman reached here at 2 o'clock yesterday afternoon from San Pedro to take lumber at the National mill, Hoquiam.

Steamer J. B. Stetson arrived from San Pedro at 6 o'clock last night to load at the Grays Harbor mill, Aberdeen.

Steamer Memnon arrived from San Francisco at 2:30 o'clock yesterday afternoon to be loaded at the Aberdeen Lumber & Shingle company. This is the Memnon's first trip into Grays Harbor. The Memnon is a new ship, having been launched in 1920. She is of 2070 tons displacement and will carry 1,250,000 feet of lumber. She belongs to the General Steamship company of San Francisco.

Steamer Willfaro shifted last night from the Donovan mill to the National mill, Hoquiam.

Steamer Munairgo was due to clear tonight for San Francisco with lumber from the Grays Harbor Commercial company's dock at Cosmopolis.

VICTORIA, B. C., July 20.—The Mongolian Prince, Captain Halloway, arrived early this morning from Osaka, Japan, to load sperm oil for Glasgow. She will begin loading tomorrow morning 608 drums, this shipment having been left over by the freighter Ocean Prince.

Fog and overcast weather marked the passage of the Osaka Shosen Kaisha liner Alabama Maru from the far east. The liner docked at 6 o'clock this morning. She brought in 26 cabin passengers and 82 steerage and 2000 tons of cargo. There were 22 cabin and 51 steerage passengers for Seattle. The silk cargo included 1000 bales of raw silk and 65 cases of silk goods. There were 490 tons of frozen eggs for Seattle.

VANCOUVER, B. C., July 20.—The Royal Mail Steam Packet company freighter Eemdyk, Captain Decker, is in from the United Kingdom. She brought some 800 tons of general cargo, including a quantity of liquor. The ship will take out about the same amount of freight from Vancouver on her return trip.

Dingwall, Cotts & Co. report the arrival of the United American liner Ohioan from New York. She brought general freight and will take out hemp brought here by the Alloway.

The steamship E. D. Kingsley is here from California ports.

The Canadian-Australasian liner Niagara, Captain Rolls, leaves at midnight tomorrow for the Antipodes.

SEATTLE, Wash., July 20.—Arrived: Admiral Rodman, from San Francisco, 7 P. M.; H. B. Lovejoy, from San Pedro; Alabama Maru, from Hongkong, 5:30 P. M.; Queen, from Southeastern Alaska, 4:30 P. M.; Lyman Stewart, from Oleum, noon; Alloway, from Manila, 11:30 A. M.; Phyllis, from San Pedro, 6:05 A. M.; Rainier, from San Francisco, 3 A. M.

Sailed: Admiral Dewey, for San Francisco, 2 P. M.; Rainier, for Tacoma; Skagway, for Anchorage; Cricket, for Port Ludlow, noon; K. I. Luckenbach, for Boston, 7:35 A. M.; Ohioan, for New York, 1:05 A. M.

CORDOVA, Alaska, July 20.—Sailed: Northwestern, southbound, 1 A. M.

Port Calendar.

To Arrive at Portland.

Vessel	From	Date
Delco	New Orleans	July 21
Felix Taussig	New York	July 21
Wapama	San Fran.	July 21
Cellio	San Fran.	July 21
Daisy Freeman	San Fran.	July 21
Orleans	Gulf	July 22
Orient	New York	July 22
Ibukisan Maru	Seattle	July 22
Brush	Portland, Me.	July 22
Tjileboet	San Fran.	July 23
Nehalem	San Fran.	July 23
Ohioan	New York	July 24
Adm'l Farragut	San Diego	July 24
Cape Romain	New York	July 25
Memnon	Tacoma	July 27
Senator	San Diego	July 31
Henry S. Grove	New York	Aug. 1
Yngaren	Europe	Aug. 4
West Jessup	Buenos Aires	Aug. 4
Simaloer	Batavia	Aug. 7

To Depart From Portland.

Vessel—	For	Date.
Boobyalla	S. Diego way	July 21
Admiral Goodrich	S. F. & way	July 21
Tjikarang	Orient	July 21
Rose City	San Fran.	July 22
Santiam	San Fran.	July 22
Siskiyou	San Pedro	July 22
Bratsberg	Orient	July 22
Virginian	Europe	July 23
Orleans	Gulf	July 23
Orient	New York	July 24
Brush	Portland, Me.	July 24
Knoxville City	New York	July 25
Walter Luckenbach	New York	July 26
Tjileboet	Orient	July 26
Admiral Farragut	San Diego	July 26
Cape Romain	New York	July 27
Ohioan	New York	July 28
Henry S. Grove	New York	July 30
Memnon	So. Amer.	July 31
Senator	San Diego	Aug. 2
West Jessup	So. Amer.	Aug. 6
Yngaren	Europe	Aug. 11
Simaloer	Orient	Aug. 12

Vessels in Port.

Vessel—	Berth.
Admiral Goodrich	Terminal No. 2.
Boobyalla	Terminal No. 4.
Bratsberg	Sou. Pac. Siding.
Defiance	Drydock.
Daisy Putnam	Knappton.
Geo. L. Olson	Westport.
Hannawa	Port. F. M. Co.
La Purisima	Willbridge.
Multnomah	Couch street.
Oregon Pine	Peninsula mill.
Oregon Fir	Peninsula mill.
Remus	Peninsula mill.
Rose City	Ainsworth.
Ryufuku Maru	Astoria.
Siskiyou	St. Helens.
Solano	Clark & Wilson.
Thos. L. Wand	Westport.
Tjikarang	Shell Oil dock.
Unita	Drydock.
Virginian	Terminal No. 1.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at Station G, 282 Oak street):

For Hawaii, 7:45 P. M., July 24, per steamer Maui, from San Francisco.

For China, Japan and the Philippines, 11:30 P. M., July 25, per steamer Empress of Australia, from Seattle.

For China, Japan and Philippines, 11:30 P. M., July 21, per steamer President Jefferson, from Seattle.

For Hawaii, 11:30 P. M., July 24, per steamer Lurline, from Seattle.

Obituary.

Harvey John Hyde.

Harvey John Hyde, member of the Portland fire department for many years and more recently connected with different industrial establishments in the city as fire marshal, died in this city Monday, July 17, after an illness of 24 hours. Mr. Hyde was born in Portland October 29, 1874. While a member of the fire department he was driver of the hose wagon at the Lewis and Clark fair in 1905.

David W. Razar Dead.

Portland friends of David W. Razar, vice-president of Sudden & Christenson and in charge of the lumber department of that firm, were advised yesterday of his death at San Francisco. As the firm handled lumber on the coast for years, Mr. Razar was well known here. K. D. Dawson, general manager of the Columbia-Pacific Shipping company, a personal friend, who was formerly associated with the firm, yesterday declared Mr. Razar's death a serious loss in the shipping sphere. Edward Christenson of the firm was drowned in San Francisco bay when on a yachting trip but a short time ago.

Martin Robbins.

OREGON CITY, Or., July 20.—(Special.)—Martin Robbins, one of the most prominent residents of Clackamas county, a pioneer of Oregon, died yesterday at the family home at Robbins station. He was 84 years old. Funeral services will be held at the Holman & Pace chapel here tomorrow afternoon at 1 o'clock. Interment will be in the family lot in Adams cemetery, Molalla.

W. K. Harber.

SEATTLE, Wash., July 20.—W. K. Harber, veteran newspaper editor of Fort Benton, Mont., who was in Seattle with his family on an automobile tour of the Pacific northwest, died yesterday after a brief illness. He was 63 years old. The body will be taken to Fort Benton for burial.

NAVY SCRAPPING HELD UP

AUTHORITY TO FULFILL PACT AWAITED BY DEPARTMENT.

Rear-Admiral Potter Addresses Business Men on Economies Service Has Inaugurated.

The United States government has not yet begun to scrap its battleships, in conformity with the Washington treaty, inasmuch as the bill providing for this has not become law, according to Rear-Admiral David Potter, paymaster of the navy, who was in Portland yesterday in the course of an inspection tour of Pacific coast navy yards. He said that the navy department had taken all preliminary steps to get ready for this work, however.

The visiting rear-admiral said that the navy department is doing its share toward reducing the expenses of government with a view to helping lower the national taxes.

In addition to being a navy man, the rear-admiral is the author of a number of novels published during the years immediately following 1908.

"Those were my younger and wilder days and the books were mostly stories of adventure," he said. The list of books included "The Lost Goddess," "The Eleventh Hour," "The Lady of the Spur," "I Fasten a Bracelet," "An Accidental Honeymoon," "The Streak," and "Diana of Star Hollow."

The rear-admiral gave an address at the luncheon of the Progressive Business Men's club at noon at the Benson hotel, telling the club members how the business of the navy department is conducted. He was introduced by Lieutenant-Commander John A. Beckwith of the naval reserve corps.

The club went on record as being opposed to the 7 per cent interest rate and the grange graduated income tax measure to be voted on in November, in resolutions adopted. It was decided to join with other organizations in submitting negative arguments for the voters' pamphlet.

On suggestion of City Commissioner Bigelow the club named a committee to investigate the controversy over the location of the Roosevelt memorial statue before taking action favoring any particular place.

Ship Reports by Radio.

By the Radio Corporation of America.

(The Radio Corporation of America, in co-operation with the United States public health service and the Seamen's Church institute, will receive requests for medical or surgical advice through its KPH San Francisco station without cost.)

All positions reported at 8 P. M. yesterday unless otherwise indicated, were as follows:

COLUSA, Callao for San Pedro, 2128 miles from San Pedro, July 19.

SANTA CRUZ, San Francisco for Callao, 2066 miles from San Pedro, July 19.

TAHITI, San Francisco for Sydney, 3810 miles from San Francisco, July 19.

MEXICO, Guaymas for Mazatlan, 162 miles north of Mazatlan, July 19.

WEST KADER, Portland for Yokohama, 1398 miles west of Columbia river, July 19.

SPOKANE, Juneau for Skagway, leaving Juneau, July 19.

LIEBRE, Togu for San Pedro, 2804 miles from San Pedro, July 19.

WILHELMINA, Honolulu for San Francisco, 2038 miles from San Francisco, July 19.

J. A. TALBOT towing barge 93, El Segundo for Hueneme, 8 miles from Hueneme, July 19.

DILWORTH, Manila for San Francisco, 1288 miles west of San Francisco, July 19.

BROAD ARROW, Hongkong for San Francisco, 1206 miles west of San Francisco, July 19.

WAIOTAPU, San Francisco for Auckland, 1450 miles from San Francisco, July 19.

ENTERPRISE, Hilo for San Francisco, 911 miles west of San Francisco, July 19.

WEST IRA, Honolulu for Balboa, 480 miles east of Honolulu, July 19.

WEST MAHWAH, Honolulu for San Francisco, 655 miles from Honolulu, July 19.

WILLHILO, San Francisco for New York, 85 miles south of San Francisco, July 19.

MANUKAI, Hilo for San Francisco, 955 miles west of San Francisco, July 19.

SANTA BARBARA, Los Angeles for Boston, 308 miles from Los Angeles, July 19.

INDIA ARROW, San Francisco for Beaumont, 1036 miles from San Francisco, July 19.

YANKEE ARROW, San Francisco for Beaumont, 882 miles from San Francisco, July 19.

EAGLE, San Pedro for Boston, 470 miles from Los Angeles, July 19.

H. F. ALEXANDER, Seattle for San Francisco, 214 miles north of San Francisco, July 19.

MANOA, San Francisco for Honolulu, 381 miles west of San Francisco.

ACME, Shanghai for San Francisco, 436 miles west of San Francisco.

H. F. ALEXANDER, San Francisco for Wilmington, 53 miles south of San Francisco.

ASTRAL, Dairen for San Francisco, 357 miles west of San Francisco.

COL. E. L. DRAKE, Richmond for Honolulu, 1310 miles from Honolulu.

TRONTOLITE, Talara for Peru, 27 miles south of Flattery at noon.

FELIX TAUSSIG, San Francisco for Portland, crossed Columbia river bar.

CHARLIE WATSON, Richmond for Tacoma, 307 miles from Tacoma.

SNOHOMISH, coast guard cutter, at Port Angeles, July 19.

ESTHER DOLLAR, Yokohama for San Francisco, 2610 miles from San Francisco, July 19.

WHEATLAND MONTANA, Seattle for Moji, 1878 miles from Seattle, July 19.

REDWOOD, Katalla for Squaw Harbor, leaving Katalla, July 19.

HORACE X. BAXTER, Eagle Harbor for San Francisco, 2 miles from Eagle Harbor, July 19.

JEFFERSON, Seattle for Ketchikan, 114 miles from Seattle, July 19.

DELCO, San Francisco for Portland, 170 miles from Columbia river, July 19.

ADMIRAL GOODRICH, Marshfield for Portland, 77 miles from Columbia river, July 19.

SIERRA, San Pedro for Bellingham, 122 miles from Bellingham, July 19.

ADMIRAL RODMAN, San Francisco for Seattle, 160 miles from Seattle, July 19.

HEATHER, anchored in Neah Bay, July 19.

ADMIRAL SCHLEY, San Francisco for Seattle, 30 miles north of San Francisco.

R. J. HANNA, San Pedro for Richmond, 48 miles from San Pedro.

W. S. MILLER, Richmond for San Pedro, 120 miles from San Pedro.

HYADES, San Francisco for San Pedro, 174 miles from San Francisco.

BABINDA, San Francisco for Portland, 17 miles north of San Francisco.

ENTERPRISE, Hilo for San Francisco, 656 miles west of San Francisco.

HARTWOOD, San Francisco for Willapa harbor, 33 miles north of San Francisco.

J. A. MOFFETT, San Pedro for San Francisco, 69 miles from San Francisco.

SENATOR, Portland for San Francisco, 145 miles north of San Francisco.

HUMBOLDT, San Pedro for San Francisco, 120 miles south of San Francisco.

H. T. HARPER, El Segundo for Point Wells, 308 miles from Point Wells.

CAPTAIN A. F. LUCAS, San Pedro for Cordova, 585 miles from San Pedro.

ORIENT, San Francisco for Portland, latitude 39:52 north, longitude 124:20 west, noon.

STEELMAKER, for Japan, 275 miles northwest of Point Arguello.

ROBIN GOODFELLOW, Astoria for San Francisco, 238 miles north of San Francisco.

MANUKAI, Hilo for San Francisco, 666 miles west of San Francisco.

ATLAS, Richmond for Eureka, 18 miles from Richmond.

FRANK G. DRUM, Portland for San Francisco, 138 miles south of Astoria.

By Federal Telegraph Company.

ESTHER DOLLAR, San Francisco for Yokohama, 3610 miles from San Francisco, July 19, 8 P. M.

GRACE DOLLAR, Kobe for San Francisco, 770 miles west of San Francisco, July 19, 8 P. M.

KATRINA LUCKENBACH, New York for San Francisco, 1426 miles south of San Pedro, July 19, 8 P. M.

MICHIGAN, San Francisco for Havre, 560 miles south of San Francisco, July 19, 8 P. M.

MEIGS, Honolulu for Manila, 46 miles west of Honolulu, July 19, 8 P. M.

SONOMA, Sydney for San Francisco, 3900 miles southwest of San Francisco, July 19, 8 P. M.

LIEBRE, Tokuyama for San Pedro, 2804 miles west of San Francisco, July 19, 8 P. M.

LA BREA, San Francisco for San Pedro, 310 miles north of San Pedro.

OLEUM, Martinez for San Pedro, 265 miles north of San Pedro.

WEST OROWA, Shanghai for San Pedro, 335 miles west of San Pedro.

NEWPORT, San Francisco for Panama, 50 miles south of San Francisco.

FRANK H. BUCK, Avon for Monterey, arrived 7 P. M., July 20.

LOS ANGELES, San Pedro for Port San Luis, left 8 P. M., July 20.

Report From Mouth of Columbia.

NORTH HEAD, JULY 20.—Condition of the sea at 5 P. M., smooth; wind six miles.

Tides at Astoria Friday.

High water.	Low Water.
10:56 A. M...6.2 feet	4:52 A. M...0.1 feet
10:22 P. M...8.7 feet	4:26 P. M...3.1 feet

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 20.—Highest temperature, 73 degrees; lowest, 52. River reading, 8 A. M., 2.4 feet; change in last 24 hours, 0.3-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total since September 1, 36.47 inches; normal, 44.37; deficiency, 7.90. Sunrise, 4:40 A. M.; sunset, 7:54 P. M. Total sunshine, 12 hours and 20 minutes; possible sunshine, 15 hours and 14 minutes. Moonrise, 1:22 A. M.; moonset, 4:15 P. M. Barometer (reduced to sea level), 5 P. M., 30.07 inches. Relative humidity: 5 A. M., 83 per cent; noon, 55; 5 P. M., 46.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind. Velocity.	Wind. Direction.	Weather.
Baker	60	84	0.00	..	NW	Clear
Boise	64	86	0.18	..	NW	Pt. cloudy
Boston	70	76	0.00	..	NE	Cloudy
Calgary	50					
Chicago	66	74	0.00	..	E	Clear
Denver	66	90	0.10	..	W	Cloudy
Des Moines	64	82	0.00	..	SW	Cloudy
Eureka	50	56	0.00	..	NW	Cloudy
Galveston	70	86	0.00	14	S	Clear
Helena	62	72	0.04	..	SW	Cloudy
Juneau*	..	†58				
Kansas City	68	84	0.00	..	SE	Cloudy
Los Angeles	60	78	0.00	10	SW	Clear
Marshfield	50	64	0.00	12	NW	Clear
Medford	...	92	0.00	12	NW	Clear
Minneap'is	64	78	0.32	..	S	Cloudy
New Orl'ns	72	90	0.02	..	SW	Pt. cloudy
New York	70	74	0.00	..	NE	Cloudy
North Head	50	60	0.00	..	W	Pt. cloudy
Phoenix	80	100	0.00	..	NW	Cloudy
Pocatello	64	70	0.12	..	S	Cloudy
Portland	52	73	0.00	..	NW	Clear
Roseburg	52	84	0.00	10	NW	Clear
Sacramento	56	86	0.00	14	S	Clear
St. Louis	70	86	0.00	..	S	Clear
Salt Lake	68	78	0.42	..	W	Clear
San Diego	64	72	0.00	14	NW	Clear
San Fran.	54	62	0.00	12	W	Clear
Seattle	50	66	0.00	..	W	Clear
Sitka*	...	†60				
Spokane	66	86	0.00	..	SW	Clear
Tacoma	...	66	0.00	..	NW	Pt. cloudy
Tatoosh	50	56	0.00	20	N	Cloudy
Valdez*	...	†52				
Walla W'la	70	88	0.00	..	W	Clear
Washingtn	70	78	0.60	12	NE	Cloudy
Winnipeg	58	88	0.00	..	E	Clear
Yakima	64	92	0.00	..	N	Clear

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

FORECASTS.

Portland and vicinity—Fair, northwesterly winds.

Oregon and Washington—Fair, moderate westerly winds.

DAILY CITY STATISTICS

Marriage Licenses.

HALLOWELL-HOYT — Herbert Hallowell, 30, Seattle, Wash., and Virginia Hoyt, 24, Portland, Or.

SAWYER-McCULLOCH—Melborn Sawyer, legal, 304 East Thirty-sixth street North, and Orienne O. McCulloch, legal, 165 Stout street.

WILSON-CARPENTER—John T. Wilson, 23, 495 Tillamook street, and Annette Maude Carpenter, 17, 495 Tillamook street.

WOODWARD-DEIMER — Howard M. Woodward, legal, Ryan Place, Or., and Ida Florence Deimer, legal, Ryan Place, Or.

LABBART-BLAKNEY—Carl W. Labbart, legal, 735 Hoyt street, and Edith M. Blakney, legal, Portland, Or.

McCLURE-ELLENBERG — Floyd McClure, legal, 768 Osage avenue, and Vernita Ellenberg, legal, 1481 Winona avenue.

BROOKS-KRUGER—J. X. Brooks, legal, Linnton, Portland, Or., and Emma C. Kruger, legal, Linnton, Portland, Or.

Vancouver Marriage Licenses.

LOVE-PETERSON—Guy I. Love, 22, of Spokane, Wash., and Lena Peterson, 21, of Sumner, Wash.

MORIN-LOPE—Louis Morin, 26, of St. Helens, Or., and Mary Lope, 19, of St. Helens, Or.

LEE-PRICHARD—Russell E. Lee, 21, of Vancouver, and Clara Prichard, 18, of Vancouver.

LABOR HEADS MALIGNED

RADICAL DUBS GOMPERS ET AL. "MOSSBACKS."

Railway Labor Board Also Scored Roundly by W. Z. Foster in Lincoln Auditorium.

Samuel Gompers and the international presidents of existing trade unions were dubbed "mossbacks," reactionaries and worse by William Z. Foster, radical labor leader, last night in an address to a fair-sized audience in the auditorium of Lincoln high school.

Foster attacked the leaders of the trade-union movement for opposing amalgamation of unions along industrial lines, a move which he heartily supported. Only through the organization of the labor movement along industrial rather than craft lines, he said, could the worker inherit the earth.

The present leaders of labor were not alone, however, in the class of those attacked by Foster. The railway labor board was roundly scored as the tool of the railroad owners, a powerful tool which told certain unions to strike and others not to strike, as desired by the railroads.

"Imagine the railroad workers as one army and the owners as another," he said. "Well, here we have the workers' army standing by while one branch, the infantry of shop workers, dashes ahead to engage the highly trained and efficient army of the railroads."

Pyorrhea Now Being Cured

ASK YOUR DRUGGIST FOR THE NEW MOUTH WASH

FUGO

Any sufferer from Pyorrhea, Trench Mouth, Bleeding Gums, Bad Breath, Ulcerated Gums, Loose Teeth and other sore and diseased conditions of the mouth, can gain immediate relief and in a short time complete recovery from these dreaded conditions.

Thousands proclaim its efficiency in overcoming Pyorrhea, relieving pain, healing pus-pockets, hardening gums, saving teeth and thereby instantly improving general health.

For Sale by All Leading Drug Stores.

Manufactured by FUGO CHEMICAL MANUFACTURING CO. Pocatello, Idaho

$1.00 $1.00

The Mouth Needs Disinfection

The mouth is a hotbed for many kinds of bacteria. Millions breed there, and unless counteracted cause gum-infection, tooth-decay and often contagious diseases, not to mention offensive breath and food-pollution. Regular daily **antiseptic** washings is what the mouth needs. Mere rinsing with water or ordinary mouth-wash is not enough. Benetol kills germs instantly. A positive germicide, healing and pleasant; your druggist has it.

Benetol

CHAMBERLAINS COLIC AND DIARRHŒA REMEDY.

FOR THE RELIEF OF Pain in the Stomach and Bowels. Intestinal Cramp COLIC, DIARRHŒA

- SOLD EVERYWHERE -

PERMANENT POSITIONS

Boilermakers, Machinists, Blacksmiths, Car Repairers, Car Inspectors, Stationary Engineers, Firemen and Roundhouse Laborers Wanted

On Railroad

(Not Locally)

To replace men now on strike against decision of United States Labor Board.

Steady employment and seniority rights regardless any strike settlement.

For Qualified Men

Free board and lodging on premises during present emergency with full protection guaranteed. Free shipment families and household goods when conditions become normal.

APPLY

513 Oregon Building, Portland, Oregon