CHANNEL SURVEYS TO BEGIN AT ONCE

Federal Government Orders Preliminary Studies.

FIVE ITEMS INCLUDED

Mouth of Willamette, Harbor in North Portland and Cowlitz River Among Projects.

Instructions to proceed with preliminary examination of the channel between the mouth of the Willamette river and Vancouver, North Portland harbor, the Cowlitz river, Deep river and Deer Island slough and recommend whether survey be made with a view to improvements as outlined in the authorization bill recently passed, have been received by Major Richard Park, corps of engineers, U. S. A.

As to the channel to Vancouver, the original project for which a low-water depth of 20 feet, the bill calls for preliminary examination and report as to the United States maintaining a 25-foot channel, if such a depth is established by the Port of Vancouver.

Harbor Channel Included.

The North Portland harbor item is with respect to a channel 300 feet wide and 25 feet deep from the interstate bridge to the mail channel near the mouth of the Willamette, including the consideration of co-operation by local interests. That channel was improved by the Port of Portland last year, provision being made through action of the legislature, and recent reports show it to have shoaled.

On the Cowlitz river the examination will be made with a view of preparing plans and estimates of cost of control of flood waters, while the Deer island and Deep river items contemplate general betterments. All reports will be forwarded to the chief of engineers, and on their being acted on will be determined a definite programme.

Public Hearing at Kelso.

As to the Cowlitz river work Major Park will conduct a public hearing at Kelso at 11 o'clock Friday morning with respect to an application from the Long-Bell Lumber company to utilize part of the estuary of the stream for log boom purposes, agreeing to improve the opposite side as a channel. The hearing will be conducted at the office of the company, and testimony will be considered for or against the application. The company plans a log boom on its property, where an immense lumber manufacturing enterprise will be established, dredging and other work being already under way, but such additional space is regarded essential that the proposal for utilizing part of the river area has been made.

DOCK WORKERS AGAIN BUSY

Activities at Terminal No. 2 Are on Increase Steadily.

Business at terminal No. 2 this week promises to give the dock force ample jobs since the delivery of 4000 barrels of cement there Saturday by the steamer Wahkeena. A larger cargo than usual followed on the arrival Monday of the steamer Senator of the Admiral line, which leaves there this morning with about an equal load, afforded plenty of activity in making deliveries. In addition the steamer Multnomah is due there today with 4000 barrels of cement, the Annette Rolph will be there tomorrow and the Lehigh of the Nawsco intercoastal service, should be tied up there Friday with a varied assortment of consignments.

The location of the terminal at the foot of East Washington street has proved convenient in many ways, and except for delays at times at bridges the actual hauling distance as compared with some of the lower west side berths has made it desirable for delivery of freight to west side zones. On the dispatch of freight by railroad, facilities are satisfactory as demonstrated Monday when 16 cars were handled with general merchandise. In those loaded was included much sugar from southern refineries.

DOCK BOND ISSUE DROPPED

Mayor of North Bend Says People Will Not Vote Improvement.

NORTH BEND, Or., Oct. 10.—(Special.)—Mayor Loggie declares that the people of North Bend consider the proposed bond issue of $75,000 too much for the city to expend at this time for a new municipal dock, and the measure will not go on the ballot this fall, as it seems certain of defeat. The city is in a peculiar position with regard to general water shipping, having no public dock where vessels will call, as the dock has been condemned by the city and freighting cannot be done over the dock.

Under the stress of necessity the Kruse & Banks shipyard, headquarters of a mile from the center of the city, is taking care of such craft as call there to discharge freight.

Mate Held for Brutal Assault.

ABERDEEN, Wash., Oct. 10.—(Special.)—Fred Hansen, 44, former mate of the barkentine Rolph, was yesterday bound over to the Tacoma federal grand jury to answer a charge of a brutal assault on an able seaman while the Rolph was on the high seas on the way to Callao, Peru, last February. His bond was fixed at $5000 by United States Commissioner T. H. McKay. Hansen is accused of having beaten a sailor with a knotted rope, then slugged him with an iron bar.

Boiler for Tug Under Way.

Construction of a Scotch marine boiler for the government tug Wilson to replace one now in service is under way at the plant of the Wilamette Iron & Steel Works, and the vessel is to be here in about six weeks so the installation may be carried out. There may be other work performed of a minor character while the Wilson is in port.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 10.—(Special.)—The motor schooner Sierra arrived at 3 o'clock this afternoon from San Pedro and went to Westport to load lumber.

Bringing general oriental cargo for Portland, the steamer West Kader arrived at 8:15 this afternoon from Japan.

The British steamer Canadian Observer arrived at 11:30 this morning from Ocean Falls, B. C., and after discharging 260 tons of wood pulp here, left at 6:30 P. M. for San Pedro.

The steam schooner Annette Rolph arrived at 1 o'clock this morning from San Francisco and is discharging barley at the port terminals, as well as loading barbed wire for San Francisco. She will shift to Portland tonight.

The steamer Depere, due from Grays Harbor, is to load 200 tons of flour here for South America.

The steamer Forest King, with lumber from Portland and Wauna, left at 4:30 today for San Pedro.

The tank steamer W. F. Herrin arrived at 11:30 today from California with fuel oil and went to Portland.

Bringing a cargo of fuel oil, the tank steamer Captain A. F. Lucas arrived at 11:30 today from California, en route to Portland.

The steamer Steel Inventor, from New York via San Francisco, arrived at 11:30 today from California and proceeded to Portland.

The British steamer Glamorganshire, with general freight from Portland and flour and spruce lumber from Astoria, left at 8:30 this morning for Europe, via San Francisco.

The steam schooner Willamette arrived at 7:30 last night from San Francisco, bringing barley and asphaltum, which she is to discharge at Portland. She will load lumber at St. Helens.

A dense fog, both inside the river and at sea, interfered materially with the movement of vessels last night and several were compelled to wait outside until this morning before crossing.

The steam schooner F. H. Loop arrived at 10 o'clock this morning from San Francisco and is loading lumber at Warrenton. She will shift tomorrow morning to Westport, where she will complete her cargo.

After discharging fuel oil in Portland the tank steamer W. S. Porter left at 12:30 today for California.

After discharging freight in Portland the steam schooner Daisy is scheduled to shift tonight to Knappton, where she will load 750,000 feet of lumber.

The steam schooner Multnomah arrived at 11:15 today from San Francisco with freight for Portland and will load lumber at St. Helens.

COOS BAY, Or., Oct. 10.—(Special.)—The gasoline schooner Osprey, Captain Dave Calvin, arrived from Rogue river today for a general merchandise cargo for Gold Beach.

The fishing schooner Daisy arrived in port, having a lumber cargo loaded at the Buehner mill.

The steam schooner Martha Buehner departed for San Pedro.

The steamer Admiral Geodrich, which came in yesterday from Portland, departed for Eureka and San Francisco after taking on al umber shipment at the terminal dock.

GRAYS HARBOR, Wash., Oct. 10.—(Special.)—The steamers Mundelta, Tamalpais and Edna Christensen went down the bay this afternoon, expecting to clear late today for their respective destinations. The Mundelta, loaded with nearly 2,000,000 feet of lumber from several harbor mills, is destined for New York, the Edna Christensen for the Donovan yards in San Pedro and the Tamalpais for the E. K. Wood docks at San Pedro.

The steamer Santa Eulalia shifted this afternoon from the Northwestern mill, Hoquiam, to the Grays Harbor mill, also in Hoquiam.

Construction of a radio house at the Grays Harbor Stevedore company's office on East Heron street is now nearing completion. When the house is ready the radio outfit will be installed immediately. It will be one of the most powerful outfits in the northwest, with a sending radius of about 1000 miles.

TACOMA, Wash., Oct. 10.—There was an increased number of deep-sea vessels in and out of Tacoma during the last month when compared with September of last year, the report of Harbormaster Rowland shows. In September this year the arrivals numbered 115, or 284,573 tons. The departures were 113 or 284,712 tons. Last year there were 86 arrivals of 217,960 tons and 85 departures of 271,191 tons. In this list during the last month there were 56 foreign ships.

In his report to Mayor Wawcett, Harbormaster Rowland calls attention to the need of a drydock here and cites the steamer Santa Cruz and Captain O. B. Lindholm. The Santa Cruz of the Gracce line shifted to Seattle to drydock and at considerable expense to the owners of the ship, and then returned here to load. This is a frequent case.

At the port piers today the Willhile of the Williams line was loading for the east coast. This vessel was expected to shift to the smelter during the evening or tomorrow morning to load. The Japanese steamers Nanka Maru and Oridono Maru were both taking cargo here for the orient. The Oridono was expected to sail during the afternoon for Yokohama via ports. The Quinault, in the coasting trade, returned to the port pier from the Puget Sound Lumber company mill to finish loading lumber for California.

The Hawaii Maru of the Asuka Shoshen Kaisha line returned from Vancouver, B. C., this morning and commenced loading grain for Europe. The Hawaii sails from Tacoma, October 21.

The Edna, which arrived at the terminal dock with cargo, loaded marble, canned goods and other freight today and shifted to Seattle. The vessel will return here tomorrow to complete her California cargo.

The Wheatland Montana of the Admiral line is expected at the Tacoma grain dock this week to load oriental freight. The President McKinley is due next week to load here for Manila.

The American-Hawaiian line will be represented here at Tacoma this week by two vessels. The Georgian was an arrival today at the Baker dock from the east coast with freight, and the Ohioan is due Wednesday. The Georgian will sail outbound Wednesday evening. Both vessels have a large amount of miscellaneous freight to load here.

The Japanese steamer Oridono Maru shifted to Vancouver tonight to complete loading. The Horaisan Maru is expected here to load for the orient this week.

The Cellilo, from San Francisco, is looked for tomorrow at the terminal dock.

Rambler to Go to Alaska.

KELSO, Wash., Oct. 10.—(Special.)—C. F. Kletsch of this city, who is president of the Alaska Blue Fox Farm company, has purchased the Boat Rambler, a combination motor and sail boat, which he will use in the operation of prospecting parties along the Alaskan coast. The boat is 42 feet in length.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Date.
Gothic Star	Europe	Oct. 10
Steel Inventor	Seattle	Oct. 10
Walter Luckenbach	New York	Oct. 19
City of Durham	New York	Oct. 11
Lehigh	Portland, Me.	Oct. 11
West Kateen	S. America	Oct. 11
Ghioan	Europe	Oct. 13
Paul Luckenbach	New York	Oct. 14
Georgian	New York	Oct. 13
West Kader	Orient	Oct. 10
Adm. Farragut	San Diego	Oct. 16
Wm. A. McKenney	New York	Oct. 19
Adm. Goodrich	S.F. and way	Oct. 19

To Depart From Portland.

Vessel—	For	Date.
Eagle	New York	Oct. 10
Rose City	San Fran.	Oct. 11
Senator	San Diego	Oct. 11
Steel Inventor	New York	Oct. 12
Walter Luckenbach	New York	Oct. 13
Yayoi Maru	Japan	Oct. 14
Eastern Sailor	Orient	Oct. 15
Georgian	New York	Oct. 17
Admiral Farragut	San Diego	Oct. 18
Wm. S. McKinney	New York	Oct. 20
Admiral Goodrich	S.F. and way	Oct. 21

Vessels in Port.

Vessel—	Berth.
Annette Rolph	Couch street.
Baron Cawdor	West Oregon mill.
Benvorlich	Peninsula mill.
Daisy Matthews	St. Helens.
Daisy	Knapton.
Launtenau	Astoria.
Devon City	Peninsula mill.
Eastern Sailor	Globe mill.
Eagle	Terminal No. 1.
Kona	Astoria.
Kina Maru	Astoria.
Forest King	Prescott.
Halco	Astoria.
F. S. Loop	Warrenton.
Frank D. Stout	Westport.
Frogner	Olds mill.
Geo. Washington	Terminal No. 4.
A. V. Kruse	Victoria Dolphins.
La Merced	Port. Ves. Oil mill.
Margaret Coughlan	Inman-Poulsen's.
Nankai Maru	Westport.
Oregon Pine	Peninsula mill.
Oregon Fir	Peninsula mill.
Pawlet	St. Johns Moorings.
Rose City	Ainsworth dock.
Senator	Terminal No. 2.
Sonoma	North Bank Dock.
Wahkeena	Westport.
Willamette	Left up.
Yayoi Maru	St. Helens.

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., October 16, per steamer Maui, from San Francisco.

For Japan, China and Philippines, 11:30 P. M., October 13, per steamer President Madison, from Seattle.

For Hawaii and China, 7:45 P. M. Oct. 16, per steamer Pres. Cleveland, from San Francisco.

For Hawaii and Australia, 1 A. M., Oct. 16, per steamer Sonoma, from San Francisco.

BUILDING SHIPS SLUMPS

U. S. LOSS IS GREATEST IN WORLD-WIDE REDUCTION.

England, France and Holland Lead America With Japan and Dominions at Heels.

NEW YORK, Oct. 10.—A world-wide slump in shipbuilding with the United States showing by far the greatest loss was disclosed today in figures compiled by Lloyds Register. With reference to this country the register shows that:

1. Counting only ships on which work actually is in progress, the United States is led by England, France and Holland. Japan and British dominions are right on the heels of the United States.

2. The United States is building only 6 per cent of the world's tonnage; England is building 60 per cent and the other maritime nations 34 per cent combined.

3. This country has only 150,000 tons of ships in the yards; has not contracted for any new ones since last July 1, and has largely suspended work on those already on the ways.

4. America's decline since the post-armistice peak of vessel construction has been 4,036,000 tons—a goodly percentage of the decline for all the world, which aggregates only 5,346,000 tons.

5. Her shipyards are building only one-third as much tonnage as they were a year ago; Great Britain's are building one-half.

6. America is building today only 2000 tons more of freight bottoms than she was at the outbreak of the world war in July, 1914; all other nations taking into account the wholesale suspension of building during the last three months, aggregate 919,000 tons above the pre-war construction totals; Great Britain is building 1,200,000 tons, compared with 1,750,000 she had under way in July, 1914.

Lloyds points to these figures as a "striking indication of how the volume of shipbuilding is falling off through the scarcity of new orders to replace work to be completed."

"During the last quarter the shipyards of all countries combined started on new work aggregating only 187,527 gross tons, while in the same period 476,000 tons of shipping were launched, the launchings being more than two and one-half times the volume of new work."

In the United States it is shown there have been virtually no new launchings in the three months, or no new orders. Great Britain's launchings have been nearly four times her new contracts.

The register also notes a sharp decrease in the construction of tankers throughout the world, the decline in the last quarter having been 140,000 gross tons.

Report From Mouth of Columbia.

NORTH HEAD, Oct. 10.—Condition of the sea at 5 P. M., moderate; wind, northwest.

TALES HALT WEDDING

(Continued From First Page.)

sibility which he alone will bear, unless these friends, at the proper time and place, volunteer to repeat what they told to him."

Charges Held Unfounded.

"The statements of Mr. Candler's 'friends' are utterly unfounded, and untrue, and I do not believe that they are even believed by him." Mrs. de Bouchele said in reply to the statement issued by Mr. Thompson. "At any rate, the first statement in his letters to me before I came to Atlanta accused me of receiving men in my room during the reunion here in 1919. This I disproved in the presence of Mr. Candler and his son. They then charged me with pleading wit ha traveling salesman to come and see me in my room at the Piedmont hotel, and only allowing him to leave me on his promise to come and see me in New Orleans."

Mrs. de Bouchele said she would demand and "would have a retraction of slanderous charges against her character and the names of the persons responsible for their dissemination in Atlanta and elsewhere."

Wedding All Arranged.

She had journeyed to Chattanooga several days ago, Mrs. de Bouchele said, after Mr. Candler had telegraphed her at Reno that "circumstances positively prevent my filling engagement with you on September 20."

All arrangements had been completed for the wedding to take place the evening of September 20, Mrs de Bouchele said. Mutual friends had obtained the promise of the only Methodist minister in Reno to remain over from a vacation in order to perform the ceremony in compliance with Mr. Candler's wishes.

On Friday before the date set for the wedding, she received Mr. Candler's first telegram stating his inability to fill the engagement. She then again planned to postpone it as he had written her he was busy engaged in completing a bank merger and wanted to finish it before leaving on the Philippine honeymoon they had planned.

Charge Related in Letter.

In a second telegram definitely breaking the engagement, she said he stated that he was writing full particulars. The letter told of the charge which had been made against her character.

Then followed her efforts to have him give the names of the informants which he had steadfastly refused to do. With her attorney, Harry Gamble, of New Orleans, she again made efforts to obtain the names of the men who accused her. Mr. Gamble cameto Atlanta from Chattanooga last week and it was after her inability to obtain the names that Mrs. de Bouchele came to Atlanta.

Mrs de Bouchele in her statement today which followed the conference with Mr. Candler and his son, Asa Jr., said she could not understand the attitude of the capitalist. "I felt sorry for him," her statement read. "He told me he still loves me and wants to marry me, and that he does not believe this hideous slander which has been taken to him, and yet he refused to give the name of the man or men who accused me."

Plans Not Revealed.

"He told me he was wretched and unhappy and did not care whether he lived or died. He said he would prefer for me to go home and await a while and announce the breaking of the engagement and give as my reason anything detrimental to his character that I might see fit. Of course, I would not do such a thing, for I know nothing against his character, although I insist that he owes it to me to give me the names of those who accuse me."

Mrs. de Bouchele declined to state what action she would institute, if any, to force a disclosure of the identity of those she said had accused her. Mrs. de Bouchele's statement follows:

"Mr. Candler and I were to have been married on September 20. All arrangements were made, clergyman engaged, cards of announcement printed, and we were to be at home here in Atlanta on October 10.

"On September 15 he wrote me that it would not be fair to marry me and bring me here, where I would be slighted on account of reports circulated here against me.

Heart Declared Broken.

"These reports, according to him, were that during a confederate reunion in Atlanta three or four years ago, when I had the supreme honor of being chaperone general, and when I was attended every moment, I had solicited two men to visit me at the hotel at night.

"These reports had been brought to him, he said, from sources he was bound to believe, just before he was to take the train for our wedding. They would, he said, follow me wherever I might go. I would never be able to hold my head up again:

"This hideous slander and Mr. Candler's reception of it and his saying my future is ruined, have broken my heart; but my will is not broken, and I have faith that God will give me courage to defend myself.

"I have come here against all my training, against all my instincts, but a good name is all that woman has, and I mean to put the dastards who have contrived this despicable scheme to destroy me behind the bars if there is any justice in Georgia.

Candlers Oppose Wedding.

"I have always known that the Candlers opposed my marriage to Mr. Candler, and he will not deny that twice after our engagement, long after, I offered to release him.

"He vehemently refused and cried that I was cruel to suggest it.

"Who is cruel now?

"It was never necessary on that count to put this foul dishonor on me.

"But they have blundered.

"This clumsy conspiracy fixes the time so fortunately for me that I can prove my innocence against all the perjurers and hired assassins they can bring.

"I was chaperone-general at the reunion of Confederate veterans in a suite of rooms with other women of unimpeachable character and under conditions so highly honorable to me that none but desperate, stupid dolts, or people recklessly certain of their power in Atlanta would ever conceive the idea of making me out a common degraded woman in the very hour that I was crowned with the very highest and most sacred honor that can come to a southern woman.

"When I received Mr. Candler's letter containing this abominable charge and saying I could not come to Atlanta without insult I immediately left for the south and came to Chattanooga, for I was loath to come to Atlanta.

"From there I asked Mr. Candler for the names of my accusers and who were his informants. He declined to give the information and made the astonishing statement that it was best for me not to know.

"A woman's reputation to be stolen and she to accept it and to be dismissed with a goody-goody pat on the shoulder!

"I sent an attorney to represent to Mr. Candler the right to defend myself from these slanderers, if there were any such persons, which I had then begun to doubt.

"It is unbelievable, but he still refused to divulge the names, and seemed to expect me to go quietly off in some remote corner of the world to hide and leave him and his family triumphant here to sneer more at unsuspecting women.

Traveling Salesman in Case.

"The only satisfaction given the attorney was these solicited visits were to be understood not as mere social calls but for improper purposes; that one of the visitors was a traveling salesman.

"I do not believe any men, or man, has made any such statements, but if there are such they have been brought to this villainy, and I call on the respectable and honorable class of the traveling salesmen to investigate him or them and protect a defenseless woman against conspiracy and perjury.

"Why was this brought against me in Atlanta, distant from my home and friends, where the Candlers are so powerful that people call the city Candlerville?

"Already investigators and detectives have combed my life in New Orleans in vain.

"Judge Candler had gone there early in the summer.

"Immediately after that a stream of ugly letters began to flow into Atlanta, it is said.

Detectives Are Employed.

"I know he employed detectives. My negro chauffeur, who had been with me nine years, was so hounded by repeated visits of the detectives to his home in the country, 40 miles from New Orleans, that the boy was brought into suspicion with his wife and neighbors and had to leave home and hunt work elsewhere.

"It is an honor to this negro boy that he resisted the 'inducements' offered him and went away to the heavy labor on the rice fields rather than sell his employer, who had never been otherwise than kind to him.

"With all this nothing was found against me and the wedding was to be held September 20.

"Will any just human being believe that the transfer of these infamous attempts against me to Atlanta at the last minute just in time to prevent Mr. Candler from stepping on the train was other than a last desperate attempt to break up the marriage at the expense of the destruction of a woman who had never done them any harm, and who would have released Mr. Candler at any time he would have asked it in an honorable way?

"I have humbled myself again and again to entreat, to implore Mr. Candler to place me where I can protect myself.

"I never believed till now that he was, that he could be a party to this dishonorable transaction.

"I will never submit.

"If the laws of Georgia will punish these conspirators for their crime against me—they shall be jalled.

Fight Is Only Safety.

"Only as a last resort have I gotten my consent to make this disclosure.

"An open fight against these underground burrows is my only safety. I have no other course. I have not a living male relative."

Mrs. De Bouchele asserted that she demanded of Mr. Candler "to know the name of this traveling salesman. He refused to tell me. He still refuses. But now he tells me, when he and his son came here to see me, that he did not talk to the man himself—that the man talkede to his son, Ast Jr., that there is not one man, but two."

Declaring that she was in Chattanooga about 10 days prior to coming to Atlanta, Mrs. De Bouchele said she registered there under the name of "Mrs. C. D. Rogers," for the purpose of "escaping those nasty detectives who are following me."

Long-Bell Company Has Stage.

KELSO, Wash., Oct. 10.—(Special.)—The Long-Bell Lumber company has received the first of the large new stages which it will operate on the run from Kelso to the ferry at their mill site. This stage has a capacity of 20 passengers.

PROFIT BY PADDING LAID TO APPRAISER

Own Property Held Valued Far Over Sale Price.

STATEMENT IS ISSUED

Bonus Commission Denies Charge of H. J. Overturf That Dismissal Was Political.

In explanation of its reasons for dismissing H. J. Overturf of Bend as appraiser for Deschutes county the world war veterans' state aid commission at a meeting in Portland Monday gave out a statement specifically charging that Overturf had not only been guilty of numerous other derelictions, but in one instance had actually padded an appraisal of property owned by him in order to sell it to an ex-service man.

The name of the ex-service man was not mentioned.

"Overturf filled out the soldier's application blank," said the statement, which was signed by four members, Governor Olcott not being present, "and in his own handwriting" represented and caused the service man to swear that he was purchasing the property from Overturf for $4100 when in truth he was buying it for $3200 from Overturf, without putting up a dollar of money, having, pursuant to Overturf's suggestion, according to the sworn testmiony of the service man, represented the value and purchase price at $4100 in order to obtain the maximum loan of $2000 from the state."

Statement Is Issued.

Following is the commission's statement in full:

At the regular meeting of the world war veterans' state aid commission, attended by all five commissioners, on October 2, the commission summarily removed H. J. Overturf of Bend as appraiser for the commission in Deschutes county. Mr. Overturf had been one of the commission's agents since the beginning of the state's operations in administering the soldiers' bonus and farm loan law, which appointment was unanimously made by the commission.

In removing Mr. Overturf from this position of trust the commission was moved by a firm and unanimous conviction that he had not represented either the best interests of the state of Oregon or of the ex-service men of Deschutes county, but had interested himself in the disposal of his own property in recommending the lending of money voted by the people for the benefit of ex-service men.

Mr. Overturf subsequent to the commission's action has issued a public statement charging that the action was the result of political animosities between himself and the chairman of the board, Governor Olcott.

In addition to being an unwarranted and wholly unfounded attack upon the governor this is also a reflection upon the integrity of every member of the commission. The motion for Mr. Overturf's prompt dismissal from his position of trust in connection with the handling of soldier aid moneys was not made nor was it seconded by the chairman of the board. However, all members of the commission were of one mind and, after hearing the mass of facts and circumstances whic it had gathered affecting Mr. Overturf's operations as an appraiser, it was the prompt and unanimous decision that he be dismissed.

Grand Jury Probe Considered.

In reaching this decision the commission also decided that it was its duty to refer the facts and circumstances in connection with land appraisals in Deschutes county to the attorney-general of the state with the end in view of having the grand jury for Deschutes county make a thorough investigation.

The commission made no charges of crime against Mr. Overturf or any other person. But it did conclude that the facts it had considered in reaching its decisions ought to be made the subject of further inquiry by the proper authorities for the purpose of determining whether any further action beyond the removal of the appraiser was necessary further to safeguard the proper interests of the ex-service men and of the state.

The commission's action in regard to Mr. Overturf was final and conclusive and no further investigation was needed in order for the commission to determine that he had not performed his duties with a proper regard for the interests of the state or ex-service men.

In concluding that Mr. Overturf had padded the values of property for the purpose of gaining state loans the commission was unable to minimize that dereliction in its own mind on the grounds of his possible sympathy for the ex-service men, since one of the most flagrant cases was one in which Mr. Overturf was disposing of his own property and therefore stood to profit personally from the transaction at the manifest expense of both the ex-service men of Oregon and of the taxpayers of the state.

Other Transactions Charged.

This particular case, which is referred to only as showing the true reason for Mr. Overturf's dismissal as being for the best interests of ex-service men and the state, was one wherein Mr. Overturf, as owner and seller of the property, proceeded to act as appraiser himself, and after entering into a contract with the purchaser to sell the same for $3200, filled out the soldier's application blank and in his own handwriting Mr. Overturf represents and causes the service man to swear that he is purchasing the property from Overturf for $4100, when in truth and in fact he is buying it for $3200 from Overturf without actually putting up a dollar of money, having, pursuant to Overturf's suggestion, according to the sworn testimony of the service man, represented the value and purchase price at $4100 in order to secure the maximum loan of $2000 from the state.

After filling out the application blank referred to Mr. Overturf makes, signs and returns to the commission an appraisal of $4100 upon the property which he is selling for $3200.

There are numerous other transactions that guided the commission in dismissing Mr. Overturf. In arriving at its decision the commission cited the other course that was consistent with the proper performance of its duties. The members of the commission can only regret that there has been consequent inconvenience to the ex-service men of Deschutes county growing out of the derelictions of duty of its agents and invites attention to the fact that it acted promptly and fully the instant that all the facts in this case had been determined.

SAM A. KOZER,
Secretary of State.
GEORGE A. WHITE,
Adjutant-General.
ARTHUR C. SPENCER, Member.
LYMAN G. RICE, Member.

East Side Club to Meet.

City candidates and state measures will be discussed at the regular monthly meeting of the East Side Business Men's club to be held at the club rooms on Thursday night, October 19. The meeting will be known as the pre-election gathering and the two-minute speeches by each of the candidates for city commissioner telling why he should be elected will be the curtain-raiser after a dinner has been served in the banquet room by the ladies of the Central Presbyterian church. The compulsory school measure will be debated with William F. Woodward, school director, urging the passage of the measure and Judge James P. tSapleton opposing it. Other measures will be discussed.

YOUNG TEXAN IS WONDER

Galveston Boy Columbia University's Latest Prodegy.

NEW YORK, Oct. 10.—Columbia university's latest academic prodigy, Daniel Berman, 12 years old, who hails from Galveston, Texas, told his professors and classmates today that he expected to complete his four-year course in 2½ years. If he does, officials at the university say, he will establish a world's record, even for prodigies.

Daniel, who entered the freshman class this fall, yearns so much for an education that he will attend summer school. He weights only 98 pounds, but has hopes of putting on enough weight to play football. He expects to become a lawyer.

Carline Extension Asked.

Petitions are being circulated in the eBaumont district requesting that the eBaumont street carline be extended to provide better transportation facilities for the people residing in the district from Siskiyou to Fremont streets, from Forty-Second street East. It is held that the Portland Railway, Light & Power company promised an extension of the line at the time of the campaign to raise carfares to 8 cetns. Officials of the company are said to have offered little encouragement to a visiting delegation, but to have said they would take cognisance of a petition signed b ythe residents.

Stevedore's Back Broken.

HOQUIAM, Wash., Oct. 10.—(Special.)—Breaking of a sling, precipitating a load of lumber to the leck of the schooner Santa Eulalia, loading at Northwestern mill, here, this morning, part of the load striking John Dougherty, stevedore, breaking his back, crushing his chest and breaking one leg. At the hospital where he was taken, it was said tonight he had small chance of recovery. A sister in the Isle of Man is his only known relative.

Visiting Is Still Hazardous.

A man must be careful of the company he keeps, and if the host is a moonshiner the guest is taking a chance with his liberty, contended United States Commissioner Frazer, yesterday in holding Albert Bach for grand jury investigation on a charge of violating the prohibition law. Bach was arrested at 4100 Sixty-eighth avenue, where a dismantled still and a quantity of mash were found. Bach declared he was only a visitor at the house.

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 KSPH San Francisco station without cost.)

All positions reported at 8 P. M. Monday unless otherwise indicated.

ATLANTA CITY, San Pedro for Yokohama, 1952 miles west of San Pedro, October 8.

COLONEL E. L. DRAKE, Honolulu for San Pedro, 90 miles from Honolulu, October 8.

HEFFRON, Manila for San Francisco, 869 miles west of Honolulu, noon, October 8.

WAIOTAPU, Newcastle for Vancouver, 1200 miles west of San Francisco, October 8.

CITY OF LOS ANGELES, San Pedro for Honolulu, 392 miles west of San Pedro, October 8.

MAKAWELL, Kaanapali for San Francisco, 437 miles from San Francisco, October 8.

MAUNGANUI, San Francisco for Sydney, 780 miles from San Francisco, October 8.

WAIAMA, Everett for San Francisco, 170 miles north of San Francisco.

CELILO, San Francisco for Seattle, 423 miles north of San Francisco.

WEST KADER, latitude 48:42 north, longitude 135:55 west, orient for Portland.

MAUI, Honolulu for San Francisco, 486 miles from San Francisco, October 8.

ALONSOQUIN, San Francisco for Teingtau, 1394 miles from San Francisco, October 8.

WEST KADER, Shimidzu for Portland, 500 miles from Columbia river, October 8.

THOMAS, Manila for San Francisco, 1696 miles from San Francisco, October 8.

CITY OF HONOLULU, Honolulu for Los Angeles, 412 miles east of Honolulu, October 8.

MATSONIA, San Francisco for Honolulu, 1537 miles from San Francisco, October 8.

ATLAS, El Segundo for Tacoma, 456 miles from Tacoma.

BOORTALLA, Portland for San Francisco, 179 miles from San Francisco.

SELMA IVAN, town barge 93, Eureka for Richmond, 210 miles from Richmond.

STUART DOLLAR, San Francisco for Seattle, 255 miles north of San Francisco.

ANNETTE ROLPH, San Francisco for Portland, 15 miles south of Columbia river.

CHARLIE WATSON, Richmond for Point Wells, 99 miles from Point Wells.

RICHOND, Richmond for Vancouver, B. C., 270 miles from Vancouver.

NORTHLAND, San Francisco for Bellingham, 250 miles from San Francisco.

DOROTHY ALEXANDER, Seattle for San Francisco, 214 miles from San Francisco.

W. S. RHEEM, San Pedro for Richmond, 15 miles from Richmond.

LIEBRE, Seattle for San Pedro, 280 miles from Seattle.

W. S. MILLER, San Pedro for Richmond, 258 miles from Richmond.

CASINIA, Los Angeles for Honolulu, 130 miles from San Pedro.

POMONA, Seattle for Yokohama, 1355 miles from Seattle, October 8.

BLDRIDGE, Seattle for Yokohama, 1250 miles from Seattle, October 8.

MAZATLAN, Kamchatka via Dutch harbor, for Seattle, 780 miles from Kamchatka, October 8.

VALDEZ, Nome for Seward, 67 miles from Nome, noon, October 8.

PRESIDENT JEFFERSON, Seattle for Yokohama, 2551 miles from Seattle, October 8.

BAYCHIMO, Siberia for Vancouver, 125 miles from Petropaviovsk, October 8.

MONTAGUE, Portland for Yokohama, 545 miles from Yokohama, October 8.

DIANA DOLLAR, San Francisco for Yokohama, 3268 miles from San Francisco, October 8.

ADMIRAL EVANS, discharging at Kodiak, October 8.

STARR, arrived at Unalaska, October 8.

CURACAO, at Sitka, October 8.

ADMIRAL WATSON, Juneau for Yakutat, 76 miles from Yakutat, October 8.

SKAGWAY, at Drier bay, October 8.

VICTORIA, Seattle for Nome, 927 miles from Seattle, October 8.

BABINDA, San Francisco for Portland, 57 miles from San Francisco.

JOHANNA SMITH, Coos bay for San Francisco, 97 miles north of San Francisco.

H. M. STOREY, Richmond for San Pedro, 117 miles from Richmond.

EL SEGUNDO, Willbridge for El Segundo, 338 miles from El Segundo.

H. T. HARPER, Richmond for El Segundo, 105 miles from Richmond.

RAINIER, Port Angeles for San Francisco, 68 miles from San Francisco.

WEST IVAN, Yokohama for San Pedro, 214 miles from San Pedro.

CHINA, Honolulu for San Francisco, 710 miles west of San Francisco.

CAPT. A. F. LUCAS, El Segundo for Willbridge, 148 miles from Willbridge.

HOLLYWOOD, Newcastle for San Francisco, 1473 miles from San Francisco.

BROAD ARROW, Taku bar for San Francisco, 1137 miles west of San Francisco.

STEEL AGE, Honolulu for San Francisco, 1101 miles east of Honolulu, noon.

COTTON PLANT, San Francisco for Coos bay, 85 miles north of San Francisco.

CHARLIE WATSON, Richmond for Point Wells, 99 miles from Point Wells.

STEEL INVENTOR, Everett for Portland, 17 miles east of Flattery.

WEST ISLIP, Seattle for Grays harbor, 165 miles from Seattle.

LIBBY MAINE, Taku for Seattle, 210 miles from Seattle.

STEEL INVENTOR, Everett for Portland, 17 miles east of Flattery.

FRED BAXTER, Eagle harbor for Everett, arriving.

HORAISAN MARU, Portland for Seattle, arriving.

By Federal Telegraph Company.

PRESIDENT WILSON, Shimidzu for Yokohama, 60 miles from Shimidzu, October 8.

PRESIDENT JEFFERSON, Seattle for Yokohama, 2551 miles west of Seattle, October 8.

MARGARET DOLLAR, Baltimore for San Pedro, 1881 miles south of San Pedro, October 8.

PRESIDENT LINCOLN, Yokohama for Kobe, 50 miles from Yokohama, October 8.

DILWORTH, Manila for San Francisco, 4100 miles west of San Francisco, October 8.

PRESIDENT CLEVELAND, Hongkong for San Francisco, 500 miles west of San Francisco, October 8.

HARTWOOD, Grays harbor for San Francisco, 340 miles north of San Francisco.

STANLEY DOLLAR, San Francisco for New York, 69 miles from San Francisco.

COALINGA, Martinez for San Pedro, 108 miles north of San Pedro.

WILLAMETTE, San Francisco for Portland, 90 miles from Portland.

SIHKIYOU, Bellingham for San Pedro, 315 miles north of San Francisco.

W. F. HERRIN, Port Costa for Portland, 312 miles from Port Costa.

LA PALOMA, Port San Luis for Portland, 510 miles from Portland.

SIERRA, San Pedro for Columbia river, 759 miles from San Pedro.

HUMBOLDT, San Francisco for Santa Barbara, 254 miles south of San Francisco.

PARAIPO, Grays harbor from San Francisco, 261 miles south of Grays harbor.

CLAREMONT, Raymond for San Pedro, 241 miles south of Raymond.

MULTNOMAH, San Francisco for Portland, 146 miles south of Columbia river.

VENEZUELA, San Francisco for New York, 578 miles south of San Pedro.

OLEUM, Portland for Oleum, 100 miles from Oleum.

WAPAMA, Everett for San Francisco, 170 miles north of San Francisco.

SAN DIEGO, Tacoma for San Pedro, 47 miles south of San Francisco lightship.

WEST CHOPAKA, San Pedro for Yokohama, 407 miles west of San Pedro, October 8.

LOS ANGELES, San Pedro for Martinez, 60 miles from Martinez.

Shortest ocean route to Europe. Two days down the St. Lawrence and only 4 days open sea. Sailings every day or so from Montreal and Quebec. Land at Cherbourg, Southampton, Hamburg, Antwerp, Liverpool or