

PROTEST AGAINST SLOW SPEED LAW

Steam Boat Navigators Would Have More Freedom.

Protesting that the harbor regulation which requires steamboats to slow down to eight miles an hour in the harbor, is working a hardship on them, and also that it is discriminating in that it does not include gasoline launches and motorboats, a dozen or more of the river captains have signed a petition asking that the ordinance be repealed.

Instead of a system of fines for exceeding the speed limit, the mariners ask that the speed of their respective steamers be left to the masters, who claim they have been in the habit of slowing down when it is necessary.

Captain E. W. Spencer, of the steamboat Charles R. Spencer, is said to be the author of the petition which many of the captains are signing. The Spencer is on a daylight run to Astoria and back, and it is asserted that to slow down to the required speed makes her late on the run.

Speaking of the law, one prominent captain said this morning: "I have to run under a double bell in order to keep within the rules of this ordinance. And while I am going along at a snail's pace lots of smaller craft shoot past me at all sorts of speeds."

"The only need for a slow speed is in passing a vessel moored to the wharf or when another boat is towing with a barge alongside. If a boat passes at full speed, her wake will make a surge that is apt to part the mooring lines or wash clear over the decks of a barge."

"But all steamboat men realize this, and it has long been the practice to slow down until the danger is safely passed. So far as there being risk of collision, we are always taking such chances, just whichever way you choose to look at it. If we are not capable of handling the situation, why did the inspectors issue our licenses?"

The ordinance against which the river men are preparing to protest, is similar to ordinances in many other ports. It requires that all steamboats run at a speed of not more than eight miles an hour within the limits of the harbor.

No restriction is placed on craft driven by any other than steam power, but the gasoline boats are not of sufficient size to cause much of a swell, against which the ordinance is intended.

Snake River Rising

Warm Weather Begins to Melt Snow in Mountains.

That the recent warm weather is causing the snow in the mountains to melt is evident from advices received at the local weather bureau office this morning to the effect that the Snake river had risen 1.4 feet last night. There is no appreciable rise in the Columbia as yet, but it is expected to reach the nine-foot mark Friday or Saturday.

The cooler weather following a

close on the warm spell, in the opinion of the local rivermen, will have a tendency to hold the river stationary, however.

Another Sailer Coming

French Bark Francois to Bring Cargo From London.

The French bark Francois has been chartered by Balfour, Guthrie & Co., of London, to bring a general cargo from London to Portland. The Francois is a steel vessel of 1944 tons register. While no charter has been announced, it is expected she will load wheat for the return trip.

Along the Waterfront

The steamer Breakwater, Captain Macginn, will sail from the Alnsworth dock for Coos Bay ports at 8 o'clock this evening.

The steam schooner South Bay will leave down for Tongue Point today to load lumber for San Francisco.

Marine Engineers' Benevolent association, local 41, will hold a smoker at the association hall at 8 o'clock this evening.

The new steamer Hyak, being built at Supple's shipyard, will be launched Saturday afternoon. The Hyak is a sister ship to the Kitsap, built at the same yard three years ago for the Kitsap County Transportation company of Washington.

The steamer Nome City arrived at San Francisco from San Pedro this morning, and will probably sail from the Bay City for this port tomorrow.

Besides a large general cargo the Nome City will bring 1000 barrels of cement.

The steam schooner Thomas L. Wand, Captain Peterson, cleared yesterday for San Francisco and San Pedro. She carried 600 bushels of wheat and 900,000 lbs. She will leave down from Linn today.

The steam schooner Johan Poulsen cleared for San Francisco yesterday with 750,000 feet of lumber.

The steam schooner Daisy Mitchell cleared this morning with 665,000 feet of lumber for San Francisco.

The time ball did not drop today owing to a delay in the arrival of the official time.

Marine Notes

Astoria, May 5.—Sailed at 5 a. m.—Steamer Elmore for Tillamook. Sailed at 7:30 a. m.—Steamer Argo for Tillamook. Outside at 9 a. m.—Barkentine Amaranth, from San Francisco.

San Francisco, May 5.—Arrived—Steamer Nome City, from San Pedro for Portland.

Astoria, May 4.—Sailed at 2 p. m.—Steamer John Butler, for Grays Harbor. Arrived down at 2 and sailed at 2:30 p. m.—Steamer Asuncion for San Francisco.

Sidney, May 4.—Arrived previously—British steamer Agapanthus, from Portland.

San Francisco, May 4.—Arrived at 2 p. m.—Steamer J. B. Stetson and Yellowstone, from Columbia river. Sailed at 2 p. m.—Steamer Daisy Freeman and Roma, for Portland.

Astoria, May 5.—Condition at the mouth of the river at 8 a. m. smooth; wind west, two miles; water cloudy. Tides at Astoria Thursday: High water, 10:57 a. m., 8.8 feet; 2 p. m., 7.3 feet. Low water, 7:45 a. m., -0.3 foot; 7:37 p. m., 3.0 feet.

Marine Intelligence

Regular Liners Due to Arrive.

Alliance, Coos Bay, May 6

Argo, Tillamook, May 7

Sue H. Elmore, Tillamook, May 8

CONTACTS FIGHT FIRE AT PPSRIN

\$300,000 Is Estimated Loss on Stove Foundry Destroyed at Salem.

(By Journal Leased Salem Wire.) Salem, Or., May 5.—Twenty convicts stood shoulder to shoulder last night and helped to fight a fire at the Oregon state penitentiary which inflicted a loss estimated at \$300,000. The fire was in the stove foundry. R. B. Fleming, superintendent of the foundry, gave the estimate on the loss. The figure includes machinery, patents and patterns of which the latter is the most important part of the plant.

Penitentiary authorities believe the fire started accidentally from coals from the forges or from sparks off the emery wheels. The fire broke out at 10:30 and spread over half the large structure in less than eight minutes. The timber in the building are as dry as tinder and other parts are soaked with oil.

The loss to the state is inconceivable. The brick walls of the building are still standing, the roof and girders, however, are gone. The state owned part of the machinery, but it was not up to date or of any great value.

Good Work of Fire Departments.

Able work of the fire departments of the penitentiary, asylum and of Salem prevented the fire from spreading to the south wing. Nothing in that part of the foundry was destroyed. It holds the materials for finishing the stoves and the completed stock. The moulding room, plating department and finishing room, including the furnaces, patents and patterns, were destroyed.

The penitentiary was at no time in danger. A strong west wind fanned the flames away from the main building, which is situated west of the foundry a few hundred feet. The fire was carried by Loewenberg, Goring & Co., but none by the state.

As soon as the fire was discovered the trustees were turned out and worked valiantly to save the building. They succeeded in holding the fire in check until the city department could arrive.

The city fire engine did not have enough coal to keep steam up and automobiles were pressed into service to bring coal from town. As water power is used to furnish power at the penitentiary, there was plenty of water for fighting the blaze. The building burned brilliantly and the blaze could be seen for miles.

Inconvenient to Convicts.

Between 160 and 200 of the more than 400 convicts confined in the prison employed in the foundry. These convicts will now be compelled to take their exercise in the bull pen, which most of them dislike very much. As soon as available a large number of them will be put at work clearing away the debris of the destroyed plant.

Whether the foundry will be rebuilt will have to be determined by the penitentiary board, consisting of Governor Benson, Secretary of State Benson and State Treasurer Steel.

Breakwater, Coos Bay, May 9
Riverside, San Francisco, May 10
Eureka, Eureka and May 11
State of Cal., San Francisco, May 11
George W. Elder, San Pedro, May 12
Rose City, San Francisco, May 13
Arabia, Orient, May 14
Rydia, Orient, May 15
Nunantia, Orient, May 16
Sella, Orient, May 17
Henrik Isben, Orient, May 18

Regular Liners Due to Depart.

Breakwater, Coos Bay, May 5
Eureka, Eureka and Coos, May 6
Alliance, Coos Bay, May 7
Rose City, San Francisco, May 8
Sue Elmore, Tillamook, May 9
Argo, Tillamook, May 10
Geo. W. Elder, San Pedro, May 11
Riverside, San Francisco, May 12
Alesia, Orient, May 13
State of California, San Fran., May 14
Arabia, Orient, May 15
Rydia, Orient, May 16
Nunantia, Orient, May 17
Sella, Orient, May 18
Henrik Isben, Orient, May 19

Vessels in Port.

Leyland Bros., Br. sh., O. W. P.
Donna Francesca, Br. bk., Astoria
Churchill, Am. sch., Astoria
Alvina, Am. sch., Astoria
W. F. Jewett, Am. sch., Astoria
Washington, Am. ss., Drydock
Neotoma, Br. bk., O. W. P.
Braboch, Br. bk., O. W. P.
Dundee, Rusa, bk., Knappston
Comper, Am. ss., Rainier
Mabel Gale, Am. sch., Astoria
Glennalyn, Br. sh., Oceanic
S. Holmes, Am. sch., Astoria
Hunter, Am. sch., Astoria
Clatsop dredge, Linnton
Berengere, Fr. bk., N. P. Mills
Jacobson, Fr. bk., Prescott
Clan MacFarlane, Br. ss., J. R. Mills
Alesia, Ger. ss., Albina Dock
Argo, Am. ss., Oak Street
Portland, Am. ss., Connelley
Rose City, Am. ss., Alnsworth
Majestic, Am. ss., St. Helena
Breakwater, Am. ss., Alnsworth

En Route to Load Lumber.

Wellesley, Am. ss., San Francisco
Amoranth, Am. bktn., San Francisco
Nome City, Am. ss., San Francisco
Tumalpais, Am. ss., San Pedro
Carlos, Am. ss., San Francisco
Schwanzenhek, Ger. bk., Santa Rosalia
Cascade, Am. ss., San Francisco
James F. Tait, Am. bktn., San Francisco
J. B. Stetson, Am. ss., San Francisco
Clarmont, Am. ss., San Francisco
Thos. L. Wand, Am. ss., San Francisco
Olympic, Am. ss., San Francisco
William H. Macy, Am. sh. San Francisco

En Route With Cement and General.

Gulf Stream, Br. bk., Antwerp
Pottalock, Br. sh., Antwerp
Waverree, Br. sh., Ellensworth
Matterhorn, 3c. sh., Newcastle-on-Tyne
Robin Cheyve, Fr. bk., Antwerp
Crown of Germany, Br. bk., Antwerp
Genevieve Molinos, Fr. bk., Glasgow
Marchand de Cestrie, Fr. bk., Glasgow
General Faldherbe, Fr. bk., Antwerp
Gael, Fr. bk., London
La Rochajaquein, Fr. bk., Antwerp

En Route to Load Grain.

Le Peller, Fr. bk., Europe
Le Hermite, Fr. bk., Europe
Neully, Fr. bk., Europe
Cornil Bari, Fr. bk., Europe
Frieda, Ger. sh., Honolulu
Lisbeth, Ger. sh., San Diego
Michelet, Fr. bk., Fleetwood
Tirolet, Fr. bk., Hongkong
Andre Theodore, Fr. bk., Iquique
Montclair, Fr. bk., Adelaide
Col. Villebois Mareuil, Fr. bk., Australia
Bayard, Fr. bk., Australia
Vincennes, Fr. bk., Europe
Ridart, Fr. bk., Europe
Marchal Castries, Fr. bk., Nagasaki
Pierre Lott, Fr. bk., Europe

En Route With Coal.

Hoche, Fr. bk., Newcastle, N. S. W.
Joinville, Fr. bk., Newcastle, N. S. W.

BAKER CITY ATOTRNEY

IS ACCUSED IN COURT

(Special Dispatch to The Journal.)

Pendleton, Or., May 5.—A sensation occurred during the session of the supreme court here yesterday, in the filing of affidavits making charges against Attorney C. E. Norton, of Baker City, accusing him of altering a deed which formed part of the record in the case of George Strickland vs. Commercial Mining company. The feature of the case came when Norton admitted in open court that the deed was not a perfect one, though he had previously made a sworn statement to the contrary. It is expected that disbarment proceedings will be filed against Norton by the sub-committee of the bar association.

Indian Revival to Close.

(Special Dispatch to The Journal.) Pendleton, Or., May 5.—The revival services at the Umatilla reservation will close tomorrow. These revivals are an annual event and under the direction of the Presbyterian church. About 70 Indians are camped in their teepees about the Umatilla mission and the services fill nearly the whole day and night.

Free Rent.

Don't waste your time wishing you could go to the sea shore this summer. Save rent money at Gregory Heights. See ad on page 9.

INHERITANCE TAX RECEIPTS IN APRIL

(By Journal Leased Salem Wire.)

Salem, Or., May 5.—State Treasurer Steel has issued the following statement showing the receipts from the inheritance tax during April. The payments are about an average of what is received each month.

Estate of E. R. Hays, Lane county, \$166.30; estate of Peter John Mann, Multnomah county, \$2,617.58; William G. Porter, Benton county, \$21.83; Martha Both, Columbia county, \$31.95; John Savage Sr., Marion county, \$251.25; Stephen G. Bunting, Multnomah county, \$68.30; R. R. Hays, Lane county, \$3.90; William G. Puffer, Multnomah county, \$75.59; Philip Selling, Multnomah county, \$241.94; John B. Smith, Washington county, \$21.32; total, \$4712.44.

Three Admitted to Bar.

(Special Dispatch to The Journal.) Pendleton, Or., May 5.—Oregon has three new lawyers as a result of the special bar examination conducted here during the session of the supreme court. The three successful applicants are C. C. McCulloch and Claude M. Jones of Baker City, and John R. Hughes of Portland.

Free Rent.

Don't waste your time wishing you could go to the sea shore this summer. Save rent money at Gregory Heights. See ad on page 9.

DOLLIVER TURNS ON THE RIDICULE

Finance Committee Utterly Ignorant of Terms of Its Own Bill.

(United Press Leased Wire.) Washington, D. C., May 5.—Charging that Senator Aldrich had threatened to disparage him by printing in the record arguments which had been made by Jones and Vest, Democratic senators, several years ago and which were similar to those he is now making, Senator Dolliver of Iowa resumed his address on the floor of the senate today.

Dolliver declared that if it was true that Senator Vest had found the same defects in the mysterious schedules in the tariff it was a compliment, because few greater men than Vest had ever held seats in the senate.

He then proceeded to argue his objections to amendments before the senate, charging that the favorite method of raising the schedules without the people discovering it, was to change the rate from ad valorem to specific and

cover the change with a wealth of bewildering language.

Dolliver proceeded to point out the unfairness of certain schedules and complained particularly of the high tariff on mercerized cloth.

Senator Smoot asked him if he knew that mercerization caused cloth to lose weight. Dolliver replied that it was like washing one's hands, and that of course it would lose a little weight.

He caused a laugh by taking a fling at the senate finance committee. Following the remark that the full tariff of 1 per cent applied to cloth which contained even one mercerized thread, Dolliver said:

"I do not charge this thing to the committee. They did not understand. They are now frantically engaged in having their own bill explained to them in and around the capitol."

He declared that he favored protecting struggling industries and was opposed to rates which would kill independent enterprise.

THREE COMPLAINTS AGAINST ESPEE CO.

(By Journal Leased Salem Wire.)

Salem, Or., May 5.—Three formal complaints were filed with the railroad commission this morning by shippers. The Superior Lumber company of Oregon City alleges that the Southern Pacific has provided no adequate means for handling the product of their mill either in carload or less than carload lots.

The Williamson handle factory complains that the Sheridan & Williamson railroad has not provided adequate de-

pot facilities both for the transportation of freight and passengers. Also alleges that the rates imposed by the railroad company are excessive and unreasonable.

The citizens of Linton have filed a formal complaint against the United Railways, alleging that the company stops its cars 800 feet from the city while its tracks are laid into the city.

J. C. Noyes, Mark Campbell, J. Schaefer and W. F. Harris have gone on the complaint for the people of Linton.

The next Brazilian congress will be asked to provide for the irrigation of the northeastern states of that country, where there are vast tracts of land that only need water to make them immensely productive.

Superfluous Hair

Removed by the New Principle

De Miracle

a revelation to modern science. It is the only scientific and practical way to destroy hair. De Miracle is a time-experimenting with electrolysis. It is not. It is the only method which is endorsed by physicians, surgeons, dermatologists, medical journals, prominent magazines. De Miracle is mailed, sealed in plain wrapper, for \$1.00. Your money back without question (for red tape) if it fails to do what is claimed for it. Booklet free in plain sealed envelope by the De Miracle Chemical Co., 160 Park Ave., New York.

For sale at all good stores and

LIPMAN, WOLFE & CO.

Third and Washington Streets

TRULY WARREN

The man you have been waiting for sells only MEN'S SAMPLE SUITS, made of America's Purest Woolens, fashioned by America's Most Skilled Tailors. They are the Pick and Cream of the Clothing World.

Every Good Make Is Here at a Saving of \$10 to \$25 on Every Suit.

Hand Tailored Suits

Single and Double Breasted Styles Conservative as Well as More Ultra Effects

The suits included in this offering possess a degree of elegance and style not common to just ordinary makes. Choice of conservative styles for more mature men, and more accentuated effects for young men—such as fancy pockets, lapels, cuffs on sleeves, novelty buttons, etc., single and double-breasted styles.

America's Best \$20 to \$25 Clothes, Choice

\$12.75

A SUIT, INCLUDING ALL NECESSARY ALTERATIONS.

A perfect fit guaranteed.

I do not sell any but all-wool goods—none under this price.

I receive goods every week from more than fifty nationally famous makers of Men's High-Grade Suits.



Open Daily from 8 a. m. to 6 p. m. Open Saturday 8 a. m. to 11 p. m.

My Permanent Location is in the Oregonian Building and I Want You to Know that I am Here to Stay.

Models for Men and Young Men

All Are Made According to the Latest Dictates of Fashion

The following fabrics and shades are embraced in this splendid collection of suits: Blue, black and fancy finished and unfinished worsteds, cassimeres, chevots, etc.; rich shades of tan, olive, green, gray, blue, castor, etc., in the fashionable new striped patterns. Models for professional and business men as well as college chaps.

America's Best \$28 to \$45 Clothes, Choice

\$18.75

A SUIT, INCLUDING ALL NECESSARY ALTERATIONS.

A perfect fit guaranteed.

Never pay more than this price. You save more than half in most instances.

I open tomorrow with about 800 to 1000 newest spring styles AT MUCH LESS than the actual cost of production.

Truly Warren, The Sample Suit Man
Third Floor, Oregonian Bldg. ROOM 315—TAKE ELEVATOR Third Floor, Oregonian Bldg.

For 62 Years the World's Best Whiskey

This aristocrat of all whiskeys—Cedar Brook Whiskey—has the richest flavor of any whiskey known. Since 1847, knowledge and experience in making and maturing have made it the quality leader. There's a green Government stamp over the cork on each bottle of

W. H. McBrayer's

"Cedar Brook"

Bottled in Bond

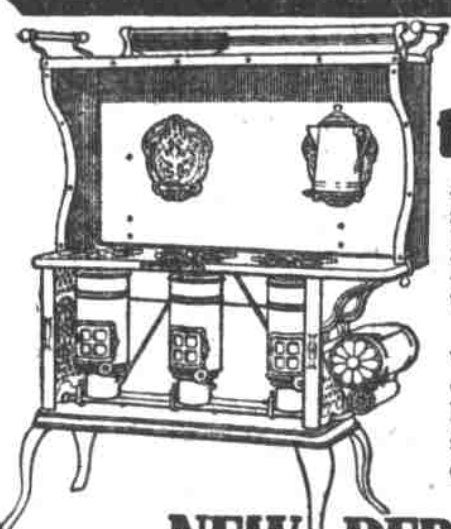
This little stamp means much. But the name Cedar Brook means even more. The Government star-p means Government supervision from the raw grain to the finished product. Uncle Sam's requirement that the whiskey be pure, straight, 100 proof, full measure and aged—at least four years—has been complied with.

But—Cedar Brook is all this and more. Other whiskeys, as well, pass this examination, yet there is no whiskey that can come up to the Cedar Brook test. Uncle Sam's requirements are only part of the Cedar Brook test.

The name Cedar Brook guarantees not only that every Government requirement has been complied with, but guarantees quality supreme, a wonderful flavor and smoothness, a delicacy and a richness both incomparable. It must be aged six, usually eight years or over, instead of the governmental four.

The choicest grains and purest spring water are aged in charred oak casks. At all places where good liquor is sold.

W. H. McBrayer's Cedar Brook Distillery, Lawrenceburg, Ky.



Don't Heat the Kitchen

All the necessary family cooking may be done as well on a New Perfection Wick Blue Flame Oil Cook-Stove as on the best coal or wood range.

By using the "New Perfection" Oil Stove, the annoyance of an overheated and stuffy kitchen is entirely avoided, even in midsummer. The scientific construction of the

NEW PERFECTION Wick Blue Flame Oil Cook-Stove

ensures quick work and a cool kitchen. The "New Perfection" has a substantial CABINET TOP for warming plates and keeping food hot after it is cooked. Also drop shelves on which to set small cooking utensils—every convenience, even to bars for holding towels.

Made in three sizes. Can be had either with or without Cabinet Top. If not at your dealer's, write our nearest agency.

The Rayo Lamp is substantially made of brass, finely nickled, and very handsome. Gives a powerful light and burns for hours with one filling. Portable, safe, convenient—just what every home needs.

If not with your dealer, write our nearest agency.

STANDARD OIL COMPANY (Incorporated)

Standard Oil Company

Standard Oil Company

You Can Make \$27.50 Today EAST ST. JOHNS

Has Made and Is Making More Money for Investors Than Any Other Addition in Portland
LOTS \$275 UP
Streets Graded and Water Mains Laid

10 Per Cent Discount For a Few Days While Improvements Are Going On

East St. John is the last large tract on the Peninsula, and IS THE BEST. It is half a mile nearer the SWIFT PACKING PLANT and MONARCH LUMBER COMPANY than Swift's townsite, where BUSINESS LOTS ARE BEING SOLD FOR \$2000. These two great industries will soon be in operation and many dwellings are being erected for employees. A \$10,000 SCHOOL IS CONTRACTED FOR on our property and several large stores and factories already constructed.

TERMS: 10% Down, 3% a Month
OFFICE AT EAST ST. JOHNS STATION, ON ST. JOHNS CARLINE. FARE FIVE CENTS.

Our salesmen will escort you from our downtown office any time, but don't put this off till tomorrow. COME TODAY. REMEMBER, values in this district will advance rapidly this summer. Act quickly and reap the benefit yourself.

THE SPANTON COMPANY
PHONES A-M-2828 270 Stark Street