Yesterday was a day of sorrow and anxious waiting for the families, rela-All day they waited for news, Telephone and telegraph wires were bur-dened with messages of sad inquiry, or of still sadder information. The hardest part of it was to know that clinging to the sihp in the seas were ne few at least, who might be saved if boats could only reach them. Darkw. C. Koen of the Fisher Contracting

npany, with offices in the Mohawk bark. building, was one of those lost on the Mimi. He, with Charles S. Fisher, president of the company, had the contract for the plumbing work and the construc-

Texas. He is 44 years old.

Mr. Koen was in the best of health and rapidly. She is anxiously waiting some rise 30 feet above her. definite word as to the fate of her hus-

most widely known marine men on the of breakers. Pacific coast. Since he located in Port-Francisco board of marine underwriters, and contractors,

Prior to establishing himself here per-American clipper vessels. He came to waves. Portland as master of the bark Muskoka, under the British flag. Under Captain Crowe's command the Muskoka established a number of record voyages that are still talked of in marine circles whenever a vessel makes an exceptionally fast voyage.

Captain Crowe was born in Maine, about 55 years ago, and he is survived by a widow and two children, a son, Bert, aged 16, and a daughter, Margery, aged 20. The family residence is at

Others on the ship were well known in Portland. Charles S. Fisher, president of the company, had lived here for BRIDE OF FIVE DAYS many years. His wife, a son and a ive in McMinnville. J. E. Holyfield, reported lost, superin-

tendent of the Brighton Mills, is well known here. Captain J. Westphal, who was saved, has many friends here.

MIMI LASTS BUT TEN MINUTES IN POUNDING SEAS

(Continued From Page One.) ested in the salving of the Mimi; G. W. Sipp, of North Plains, Or., Jack Fitzpatrick, of Brighton, Or., and O. S. Estes, of Brighton, Or., all members of the donkey engine crew which was assisting in salving the Mimi: Captain L. Westphal, in command of the Mimi; two members of the crew named Kuschorn, one named Ludwig, and I'l others. Of these only Fisher, Captain West-

phal, one of the Kuschorns and Ludwig are living. The Mimi was pulled from the spit into deep water about 1:39 o'clock Sunday morning and capsized under the heavy seas in a few minutes.

The Mimi is a total wreck, having been pounded almost to pieces, "here will be little salvage. Water splashes her at low tide. At high tide about four feet shows above water.

The German bark Mimi went ashore on the North Spit at Nehalem on the evening of February 13, while from Valparaiso to the Columbia river in bal last to load lumber. She was chartered by Comyn Mackail & Co., while on the foyage up from the West Coast, to replace the wrecked British bark Torris dale for a cargo of lumber to Antofagasta. The Mimi was in command of Captain L. Westphal and carried a crew of 30 men. She was a yessel of 2246 tons net and was built at Glasgow in beam and had 24.5 feet depth of hold. to the owners in the Columbia river on C. the basis of "no cure, no pay." The Fisher Engineering corporation, whose bid was \$48,000, secured the contract.

HIGH SEA HELPS LIFT SHIP FROM BED IN THE SAND

(Continued From Page One.)

to keep a steady strain on the cable. The method adopted for salving the Mimi had been to station a donkey engine on the beach, and by means of a cable to a deep water anchorage and one to the stranded bark, pull her into deep water when the tide lift was greatest.

Watts kept his engine steadily pulling and at about 1:30 a, m, the Mimi came entirely free of the sand and began slowly to move toward deep water. Bolls Over in Sea.

For 10 minutes or so she rode the high seas easily. Then she turned on her beam ends, swinging broadside to the beach with her deck shoreward. The distance from shore by this time was 1500 feet, and because of the darkness there was no intimation at first to those on the heach that anything had happened, as lights continued to shine from the vessel. As the Mimi settled,

and assisting as an expert, had, together ing timber in Lewis equaty, is preparing been successful. These actions of Mr. Milwankie Milwa tain the Miml on even keel, but to make ket.

light Sunday morning, because of the rough conditions, but Captain Crowe insisted that the effort be made as soon as the Mimi felt the motion of the sca. There were on shore with Engineer Watts the three mates of the Mimi-Frederick Goldman, Frederick Flagg and Rudolph Lesela, These men had feared an accident if the Mimi were floated during such a storm, and had declined

Train Carries Lifesavers. A special train left Garibaldi with lines and the Garibaldi life saving crew and its power boat hurried by wagon to the most available point for launch

Sunday morning men could be Early. tives and friends here of the men who seen at intervals waving from the boat \$:15 this morning and is expected to were on the Mimi when she capsized to those on shore, where by this time arrive at San Francisco safely this held Saturday night at the Laughlin great crowd was beginning to col-

> and chickens came ashore. The pig was dead; the chickens still alive. Wreckage began arriving at the beach. The Mimi's four lifeboats came, the the Sp broken condition of three of them testifying to the violence of the storm. By Sunday night the beach for two miles was dotted with portions of the

Surf Gun Shots Pall Short. The Garibaldi crew immediately upon

arrival undertook to shoot a line to the black speck 1500 feet out. The disfrom under the ship to loosen the sand a wagon was run 300 feet out into the so she could be taken off. He has been surf and the Lytie gun crew tried to at the scene of operations for four shoot aboard. Although its gun is one of the most powerful in the west, hav-Mr. Koen and his wife have lived at ing an extreme range of 1500 feet, the the Jackson apartments, Union avenue efforts from the wagon also were futile, and East Davis street, for some months.

Meanwhile Captain Farley and his They had been residents of this city for Garibaldi lifesavers were trying to get four years, coming here from Houston, out in their power boat. Their first effort was most successful of any until When seen at her apartment this the ultimate rescue, the lifeboat getting morning Mrs. Koen said that she had within 50 feet of the Mimi. So great, last received word from her husband however, was the suction in the lee of Saturday night. As he was unable the craft and so impassable the tangle to leave the vessel he had a friend tele- of rigging and spars, they could not get phone to his wife. She was told that a line fast. All this time the waves were running so high that when they that the work was progressing very struck the Mimi they would at times

Thereafter, both forenoon and after-

Six Seen to Struggle. land, about 10 years ago, he has been Six men could be seen from time to for several years surveyor for the San time at the portholes. The other 16 had apparently been washed off when and for a time was a member of the the bark went over. The six clung to a firm of Anderson & Crowe, shipliners rope ladder part of the time, and Willie Kuschorns, the cabin boy, and Jack Fitzpatrick, the hooktender of Brighton,

> At 10:20 a. m., three cries, "Help, help, help," were heard. Captain Farley Elliott avenue. then made a desperate venture and got farther out than at any time since the first attempt. Cheers could be heard from the men on the Mimi. The undertow was too great, however, for suc-

This morning the Fort Stevens crew arrived, but the Garibaldi crew had just got to the wreck. This was at daybreak and the sea was then so smooth the four survivors were taken off without difficulty.

REFUSES TO BELIEVE HUSBAND DROWNED

(Continued From Page One.)

were, with not a chance to say good-

The bride has not even a picturenot so much as a little watch photo-to keep of her husband. They were married last Tuesday in Albany, Or., where she is well known as Miss May Roberts, daughter of J. P. Roberts, They came then to Portland and lived in the Juliana apartments, in Trinity place, where Mrs. Blackman is now staying. Her father and mother are with her

Russell Blackman came here from Rochester, N. Y., five years ago. Hist family there has not yet been notified, at the wish of the bride, for she says that all will yet be well.

The bride's experience has been one specially sad, for twice her hopes were raised by word that he was alive and would be sayed. The first such report came last night, after a terrible day of waiting in which word was twice sent her that his body had been found. Again this morning she was told that he was among the saved.

'And then, shortly after, came the crushing news that he is believed certainly to have perished. It was then, after bravely bearing the anguish of the day before, to be made happy this morning by hearing that he lived, that she refused to believe him dead. Mr. Blackman was a civil engineer.

and secretary of the Fisher Engineering corporation, which was seeking to salvage the wrecked bark. He was 37 years old.

MISSION DEDICATED BY OREGON BAPTISTS

Under auspices of the Oregon State Baptist convention, the Italian Baptist mission, at East Eighteenth and Tibtons net and was built at Glasgow in betts streets, was dedicated yesterday. 1893. She was 283 feet long, 43 feet Rev. O. C. Wright was chairman. The dedication address was delivered

February 26 bids for the floating of by Rev. W. O. Shank of the East Side the craft were opened in the offices of Baptist church, Rev. J. N. Monroe de-Anderson, Crowe & Co., there being six livered the invocation. Rev. W. J. Beavids ranging from \$14,000 to \$48,009. en read from the bible. W. H. Stone, She was to be floated and turned over Dr. Haycock, Rev. E. A. Leonard, Rev. S. Bergstresser and Dr. C. Visetti, Italian vice-consul, also spoke.

The pastor of the mission is Rev. F. Sanella and Miss Arabella Davis as-

MARCONI PEOPLE FIRE 4 MEN JOINING UNION

(United Press Leased Wire.)
Seattle, Wash., April 7.—Taking the offensive in its dealings with the wireess operators union, the Marconi Wireless company discharged four operators here who had joined the organization. The union, through its headquarters in San Francisco, has been seeking an increase in pay of opera-The company has refused to recognize the union or its demands and a strike is hourly expected. The open dis-charged here include operators on the Minnesota, Admiral Farragut, Watson and an operator from the Scattle land

WINLOCK MILL MAY BE REBUILT AT KALAMA

(Special to The Journal.)
Centralis; Wash., April 7.—It is probhowever, it soon became apparent what pany, whose mill was recently destroyed their benefit, and the free club rooms he was wrong.

by fire in Winlock, will build a new has provided for the employes of the Captain Crowe of Portland, representing its one of the heaviest owners of stand- and of electric power and light have

SHE SHOULD GET TO SAN FRANCISCO TODAY

Deckload Goes Overboard and Mainmast Is Broken but No One Is Injured.

(Special to The Journal.)
Marshfield, Or., April 7.—Although
adly crippled from heavy seas, the Then began the long, heartbreaking, steamship Speedwell, which Saturday Sunday effort to save the few survivors, night sent out repeated wireless calls for assistance, passed Point Reyes at

The Speedwell, bound from Coos Bay At 6 a. m. a crate containing a pig to San Francisco, was damaged by heavy The steamer Governor, which caught the S. O. S. signals, started to rescue her, but later was informed that the Speedwell could make its way unas-

With passengers and freight for San Francisco, the Speedwell left here Sat-urday afternoon. Between Cape Argo and Cape Blanco she encountered heavy seas and her deckload and baggage were washed off and her mainmast broken. in passing Cape Blanco Sunday morning early she appeared able to take care of herself. The steamer Chancellor stood

by Sunday. No one was injured or lost during the trouble. Much anxiety here was felt by friends and relatives of the passengers aboard after the first reports The Speedwell is a new boat put on the San Francisco run out of Coos Bay and Bandon by A. F. Estabrook & Co.

F. T. GRIFFITH TO BE CHOSEN HEAD OF P. R., L. & P. CO.

(Continued From Page One.) land, Cal., high school of the class of Oregon City. He removed to Portland early in the nineteenth century.

In 1894, 1895, 1896, 1898 and 1905, Mr. Griffith was city attorney of Oregon City. In 1896 he served as deputy district attorney for the Fifth judicial district, of which Oregon City is a part. He is a member of the Arlington and Commercial clubs and Waverly Golf manently, Captain Crowe was a ship-master, and for years had command of exposure or pounding from the Salem, and the Oregon City Commercial club. In 1896 he married Miss Etta He and his family live at 579

Tribute to Local Opinion.

"Upon several occasions in the recent past," said Mr. Clark, "when Mr. Josseof selecting a suitable successor.

"And previous to coming to Portland on this visit I had decided that F. T. Griffith was the best equipped in every way for the position. Not only on account of his great knowledge of the details of the business of the company but because of his large acquaintance and standing in the community. In all such cases it is always my preference to select a local man where the proper material is available.

'This having been my, attitude and conclusions on coming to Portland, I very naturally was very much gratified by the letters and communications of all kinds, both written and verbal, which have come to me during the last ten days, strongly endorsing Mr. Grif-fith for the presidency upon the retirement of Mr. Josselyn. These endorsements from every community served by the company, from all classes of people. I believe, express the opinion of the community at large. The knowledge will be very gratifying for me to take back to the eastern stockholders of the company, assuring them, as it does, that we have made a wise and proper selection."

At the same meeting of the board of directors at which Mr. Griffith was selected for president, resolutions of thanks to Mr. Josselyn for his long and efficient service as president, and regret at his retirement, were adopted. They follow:

Board Praises Josselyn. Resolved, That the board of directors

of the Portland Railway, Light & Power company learns with regret that B. S. Josselyn has determined to retire from the presidency of the company on the termination of his six years of service, July 1, 1918. "The board appreciates the hard tasks

he has had ever since he became president of the company. He came at a time shortly after the company had acquired its present properties, at that time largely undeveloped, on which he has built its present large plants and their equipments. This has been done during a time when there has been great agitation against public service corporations all over the country, not only by the people, but also by state and municipal governments, based in most instances on false premises, and leading to wrong conclusions. He has been compelled to stand the brunt of criticisms in Portland which were not wellfounded, but ill-advised, and, in many instances, based on false grounds and malicious in character,

Watched Details Himself. "In spite of all these matters, he has greatly assisted and directed the growth of the company, until it stands today a emarkable instance of a great and successful public service corporation. Un-der his direction, the moneys of the company so generously supplied by its eastern owners, have been honestly and conomically expended, and its transpor tation and electric plants are modern and efficient and a credit to him, the company and the places in which they

are situated and operated. "It may be said truly that these plants are a monument to the foresight and business sagacity of the owners of the property and to the execu-tive ability of Mr. Josselyn coupled with his knowledge of what the business of the company should be and the needs of the communities in which its properties are situated. He has been untiring in his devotion to his duties as president, and has not only planned its policies, but has made himself acquainted with, and has personally supervised the details of its great enterprises.

Stands Well With Workers. "During the presidency of Mr. Josse lyn, there have been no serious labor troubles between the company and its employes. He has secured friendly relations between them and the company and between the employes themselves. the company. We believe that he has University Park, Portland-Hart & Long.

the respect confidence and good will of an everwhelming majority of the em-ployes of the configury.

"Resolved affecther. That Mr. Josselyn has our great esteem for the masterly and efficient way in which he has con-ducted and managed the affairs and enterprises of the company, and that, in any new employment or business in which he may engage, we trust he may achieve the success which he truly de-serves. Be it further "Resolved, That Mr. C. N. Higgins, as assistant secretary of the company, cause an engrossed copy to be made of

use an engrossed copy to be made of the foregoing resolutions and thereupon certify the same under the corporate seal of the company, and deliver such certified copy to Mr. Josselyn."

GAMMA SIGMA VETERANS BANQUET AT PACIFIC U

(Special to The Journal.)
Pacific University, Forest Grove, Or., April 7.-The tenth annual banquet of the Gamma Sigma Literary society was hotel. About 70 alumni, students and friends were present. The early part of the evening was spent at the Knights of Pythias hall, where the reception and entertainment were held. After retiring

prominent in affairs throughout the northwest joined in the reunion. The affair marks the celebration of he 50th anniversary of Gamma Signa, which has the distinction of being the idest college society in Oregon. Hugh W. Sparks presided as toastmas. ter, and among the prominent responses were the following: "Trying Times of

to the hotel an elaborate banquet was en.

joyed. Many of the old members now

an Old Lawyer," S. B. Lawrence; "Mitens and Other Yarns," S. W. Grathwell; "Public Speaking During the War," R. F. Peters: "When Gamma Was in Knee Pants," Howard R. Taylor, and Early Literary Society," Professor E. D.

NEW VELASQUEZ FOUND . IN OBSCURE GALLERY

(Special to The Journal.)
London, April 7.—The Observer announces today the discovery of a painting by Velasquez in the house of a prominent Swedish family, where it has hung unrecognized for over 100 years. 1886, and of the Oakland Academy in the The family history of the owners of the class of 1889. After coming to Oregon painting indicates that it was probably noon Sunday, the sea was so rough the in 1891 and being admitted to the bar taken to Sweden at the time Bernadotte Captain Albert Crowe was one of the lifesavers could not pass the first line in 1894, he took up active practice in was elected heir to the Swedish throne

The subject is the prostrate figure of a nude man whose attitude justifies the \$1.11; Yellow Newtons, \$1.82; Ortley, title given by the present owners, "The Dying Gladiator."

MUNICIPAL DOCK QUESTION IN ASTORIA

(Special to The Journal.) Astoria, Or., April 7.—G. B. McLeod of the Port of Astoria commission has definitely decided to call that body together for the purpose of preparing the way for the submission to the voters of the county the question of bonding lyn has expressed a desire to be re- the county for the construction of mulieved from the strain connected with nicipal docks. The plans will be fully the position of president of a large pub. discussed and clearly outlined by the lic utility company such as the Portland commission before being presented to Railway, Light & Power company, I the voters. The matter will have the have considered naturally the question full and unauthous indersement of the reorganized committee of direction.

MARE ISLAND WILL BE RETAINED FIRST CLASS

(Special to The Journal.) Washington, April 7 .- Mare Island Navy yard will retain its status as a first-class plant as the result of the hearing held by Secretary of the Navy Daniels on the recommendation made California yard be placed in the second

claims of Mare Island were presented by a special committee composed half of the Democratic caucus, of Frank R. Devlin and H, J. Wideman R. Mann of Illinois was similar of Vallejo, and Theodore A. Bell of San Francisco.

Sent to Asylum,

Vale, Or., April 7.-Two insane pa-tients have been committed to the mental hospital at Pendleton from Malheur county the past few days. Mrs. Anna Cartright, wife of the former station agent at Ontario, was examined by County Judge McKnight and physicians, found to be violently insane, and committed. John Palvi, the bohunk possessing \$800, who was found wandering on the streets of Vale last week, and whom the officers had to chase for 12 miles through the sagebrush before they captured him, was also adjudged dangerously insane and committed to the Champ Clark said: Pendleton institute. "Profoundly grat

(Special to The Journal.)
Hood River, Or., April 7.—After three ours' hard fight on the floor against the present plans of organizing the central selling agency by amalgamation of the local plants, led by A. I. Mason, for to 408 shares against. The entire

unanimously. A new corporation will be organized minediately to take over the amalgamated interests. Practically \$450,000 worth of property is involved in the ransaction in which the Apple Growers' union will control 65 per cent of the

old board of directors was reelected

The report of the secretary showed assets of the union to amount to \$315,325 with liabilities of practically the same (amount. Manager Wilmer Sieg read his report and prefaced it by a strong resentment of the attack history by works rather than words, I made on him by one of the local papers. am ready to take the oath and ask Rep-In his report Mr. Sieg strongly urged a central selling agency for the Hood river valley fruit in order to stamp out the present methods of the Hood River shipping concerns in using the growers' apples to come into competition in the same market with their neighbors and to destroy the necessity of consigning Hood River fruit.

He urged the growers to cull out all

the off varies of apple trees in the or-chards by either grubbing them out or top grafting them to standard varieties. The Yellow Newtowns and Spitzenbergs are the two leading varieties that should a new congress, then were adopted and be considered, and that the Delicious was also a good variety to grow, Mr. Sieg stated also that the pears grown in the Hood River valley were of superior quality and that the prices obained this year would be as good as those received by any other section in the northwest.

The report showed that the union had shipped this season 302,000 boxes, or 3800 carloads. The fruit had entered 45 of the larger cities of the United States and sold in 30 different states of the union and 13 foreign countries. Mr. Sieg reported that the export trade could be largely increased another season. The of the season for the best grades of the national legislature. each variety, per box: Arkansas Blacks, \$1.56; Delicious, \$2.40; Jonathans, \$1.24; Red Cheek Pippins, \$1.40; Spitzen-bergs, \$1.34; Winter Banana, \$1.85; Winesaps, \$1.50; Pears, \$1.87.

CHAMP CLARK IS CHOSEN SPEAKER OF LOWER HOUSE

(Continued From Page One.) was overwhelming, its responsibility

complete. Absent from familiar stations were "Uncle Joe" Cannon, long dictator of the house; "Nick" Longworth, son-inlaw of Colonel Roosevelt; Victor Berger, pioneer Socialist member, and many another who figured largely in congressional news of the past two years. On the new cane-seated benches half enircling the rostrum, were the successors of 117 members who failed to return, and 35 men chosen from additional districts or from states at large. Only five of the 142 new members had ever at in congress before.

The clerk announced a quorum presin three districts-the Thirteenth Massachusetts, First South Carolina and Tenth Texas. He announced the next business to be the election of a speaker

Clark Reslected Speaker. Champ Clark of Missouri was placed nomination for a second term on be James R. Mann of Illinois was similarly presented by the Republicans. Victor Murdock of Kansas was named by the Progressives. The roll was called in al-phabetical order and Clark was declared elected. A committee of the three parties was named to escort him to the chair, amid applause that swept the galleries and echoed through the chamber and the corridors beyond.

The vote stood: Clark - 271,

111, Murdock 13, Nelson of Wisconsin 1, Cooper of Wisconsin 4. The senate was in session only 20 of pending business, and then took a recess until 2 o'clock. Senators Law rence Y. Sherman of Hillinois and Nathan Goff of West Virginia were sworn. In accepting reelection as speaker

"Profoundly grateful for reelection to

Varnish Shabby Surfaces

Varnished surfaces will get shabby-floors, furniture and woodwork become marred, scratched and scuffed. They can easily be made bright and new at little cost. There's an

ACME QUALITY

for every purpose. A floor varnish made to be walked upon; a quick-drying furniture varnish that imparts'a brilliant, durable lustre, and varnishes for all outdoor and indoor surfaces in any quantity desired. Which do you need?

> ACME QUALITY PAINT STORE 187-189 Second St., PORTLAND, OR.

Milwankie Milwankie Mercantile Co.

the speakership, the highest honor which you can bestow. I am proud that t was preceded by a unanimous nomination and is accompanied by the personal friendships and good wishes of all members without regard to political

all members without regard to pointer affiliations.

"Your indorsement of my conduct during my first term in this high station by giving me a second is more precious that rubies. I hope to discharge the important, delicate and difficult duties of the position with absodute impartiality and to the satisfaction of members and all fair-minded persons. persons.

"Whatever measure of success achieved as speaker in the Sixty-secon congress was due largely to the cour lesy, kindness and general good feeling of members toward each other and towards the chair. For our own benefit and for the welfare of the country, may the same course be pursued in the present congress. By reason of the in-creased membership, it will be even more important than hitherto. Therefore, I most cordially invite the cooperation of all members in maintaining order and in the dispatch of business, to the end that our free institutions may

resentative Talbot to administer it."
Election of the clerk, sergeant-atarms, chaplain and minor officials was secured by resolution, offered on behalf of the majority. The Republican minority submitted its list of candidates as a substitute, which was promptly voted down. The officers were immediately sworn in,

Bennett Clark, 23 years old, son of the speaker, was appointed house parliamentarian. Resolutions of a routine nature, such

as always accompany the convening of the senate sent in word that it , had named a committee to act with a house committee to notify the president that all was ready for his wishes, Benches Replace Desks.

Under time-honored precedent, the lottery of scat-drawing was the next scheduled procedure. But the rearrangement of the house chamber, whereby benches replaced the familiar desks and swivel chairs, made a change necessary. Leaders planned to submit to the house the proposition of whether members take any seats that suited them on al occasions or have a place definitely assigned. In former congresses, the drawfollowing prices were given out as those ing for seats was one of the most pic-that will probably obtain at the close turesque incidents of the convening of In the senate the procedure was without other special formality than the

before the March adjournment. IMMIGRATION CONGRESS MAY BE INVITED HERE

reading of the president's proclamation.

Election of officers and swearing in of new members had been disposed of

The Pacific Coast Immigration congress may be invited to Portland in 1914 by the state board of immigration, Its meeting this year is in San Francisco: last year Tacoma, and it is considered appropriate that the body having as a purpose the solution of immigration problems related to the opening of the Panama canal should come to Oregon for its third meeting.

The San Francisco program will deal with means of stimulating public sentiment so that immigrants already here may be given a fair chance and that the many more who will come to the Pacific coast after the opening of the canal may be properly received. Another feature of the program wil be disussion of means for protect educating immigrants, and a third feaent, and stated that vacancies existed ture, how to get them located on the

MEN BEING DEPORTED

With stiff sentences hanging over their heads and which will have to be served out should they ever return to Oregon or the United States, three aliens are being deported from the penitentiary at Salem to Vancouver today. They will leave here tomorrow morn ing in charge of Herman Lowe, officia interpreter of the immigration office here, who will be the deporting ofifcer, and an attendant. The men, who have been paroled by Governor West on con dition that they do not return, are Steamer Alliance Sails Tuesday, April Hugh Parr, Joseph Roberge and Clarence Wilson, all Canadians, and should they break their paroles the immigration officials will return them to the minutes, during which time it disposed Oregon penitentiary to serve the rest of their time,

Quicker and better results may be obtained by including your phone number in your want ad.

TRANSPORTATION

THE PICE EXPRESS STEAMERS FOR San Francisco and Los Angeles

SS. Bose City Sails 9 a. m., April 12.
SE Beaver Sails 9 a. m., April 17.
The San Francisco & Portland 8, S. Oo,
Ticket Office 3d and Wash. (with 0...W.
B. & W. Co.) Marshall 4500. A-6121. SAN FRANCISCO, LOS ANGELES AND SAN DIEGO DIRECT

North Pacific S. S. Co. S. S. ROANOKE and S. S. ELDER Sail Every Wednesday, alternately, at 6 p. m. Ticket office 122-A Third St., near Alder. Phones Main 1314; A-1314. MARTIN J. HIGLEY, Pass. Agent. W. H. SLUSSER. Freight Agent.

C. C. Poling and S. S. Mummey Presiding Elders of Two Districts

(Special to The Journal.) Eugene, Or., April 7.-The United Evangelical Conference of Oregon, just before adjourning this morning, nounced the following ministerial assignments for the coming year: Portland district, C. C. Poling, pruside

ing elder: Portland, First, C. C. Poling: Portland Mussion, to be supplied; Portthe end that our free institutions may be strengthened and perpetuated.

"As this congress is to bek nown in history by works rather than words, I am ready to take the cert and sek Paragonal and Paragonal P to be supplied; J. Bewersox, city missionary and member Ockley Green quarterly conference; A. W. Brickley, member Portland Suburban Mission quarterly conference; E. Bitner, member Portland First church quarterly conference Dallas district, S. S. Mummer, presiding eldert Brooks, G. R. Stover; lah and Summit, J. L. Burns; Buena Vista and Airlie, S. M. Woods; Corvallia, N. W. Phelps; Dallas, C. P. Gates; Day-ton and Lafayette, V. Urbino; Eugene, V. Willings; Florence, M. V. Wall; Gaston, V. A. Ballantyne; Kings Valley, G. E. Erskine; Louisville, F. E. Brickley; McMinrville, to be supplied; Mapleton, to be supplied; Newport and Bayview, to be supplied; Rickreall, M. J. Ballan-tyne; Salem, supplied by A. A. Winters; Sodaville, L. C. Larson; Sweet Home, L. H. Woods; D. M. Metzger, A. W. Teats and M. B. Young, members of Dallas quarterly conference; T. A. Yost, member of Florence quarterly conference; F. A. Phelps, member Sodaville quarterly conference.

> Creamery for Toledo, Wash. (Special to The Journal.) Chehalis, Wash., April 7.—Ed Jepson

is to build a fine modern creamery at Toledo. He has had 30 years' experience, and will make both butter and cheese. Toledo is the head of Cowlitz river navigation, having a regular boat service to Portland. It has a very large farming country tributary. Many fine in dairy herds are being built up in the of section tributary to the town.

TRANSPORTATION

NORTH GERMAN LLOYD

George Washington April 19 Kaiser Wilhelm der Grosse April 22 Fast Mail Sallings. Bremen Prinz Friedrich Wilbelm London-Paris - Bremen

Sallings on SATURDAYS for

The Mediterranean NORWAY-POLAR REGIONS June 16, July 5, from Bremen

OBLRICHS & CO., GEN. AGENTS 5 Broadway, N. Y. ROBERT CAPELLE, G. A. P. C. 250 Powell St., near St. Francis hotel and Geary St., San Fran-cisco, or local agents.

COOS BAY

NORTH PACIFIC STEAMSHIP CO., 122-A Third St., Near Washington.

HAMBURG-AMERICAN LINE Trans-Pacific Preight Service

S. S. SITHONIA is expected to sail May 15 cia Sound ports to Yokohama, Kobe, Shanghai, Hongkong, Manila, Straits and Europe. For freight apply to FRIZE KIROMROFF, 828 Chammer of Com-merce. Marshall 3998, A-4357.

American-Hawaiian S. S. Co.

Freight Service Between New York-Portland-Europe, Prequent Scheduled Sailings, Low Rates C. D. KENNEDY, Agent, 210 Railway Exchange Bldg.

COOSBAYLINE Steamer Breakwater

Sails from Ainsworth dock, Portland, ar s a. m., March 6, and thereafter every Wednesday morning, S a. m. Freight received until 5 p. m., on sailing day, Passenger fare first class \$10, second class \$7, including berth and meals. Ticket office at Ainsworth dock, Fortland & Coos Hav Stemphly Line, L. H. keating, agent. Main 2600; A-2302.

TRANS-ATLANTIC LINES Canadian Service AMERICAN LINE

N. Y .- Plymouth-Cherbourg-Southampton Sallings Every Saturday From Montreal and ATLANTIC TRANSPORT LINE THE LARGEST CANADIAN LINERS New York-London Direct RED STAR LINE New York-Doyor-Antwerp. WHITE STAR LINE

New York—Queenstown—Liverpool N. Y.—Plymouth—Cherbourg—Southampton A. E. DIENEY, PASS. AGT., 619 SECOND AVENUE, MAIN FLOOR, REAR, SEATTLE Or local Railway and Steamship Agents.

EFFECTIVE MARCH 26th, 1913.

'S. S. Prince Rupert' 'S.S. Prince George



Leave Seattle, Wash., Midnight, Wednesday,

"PRINCE JOHN" AND "PRINCE ALBERT" Leave Victoria every THURSDAY at 10:00 P. M., and Vancouver every DAY at 5 P. M. for QUEEN CHARLOTTE ISLANDS and local points, connecting with "S. S. PRINCE RUPERT," from SEATTLE, on Wednesday GRAND TRUNK PACIFIC RAILWAY

GRAND TRUNK RAILWAY SYSTEM DOUBLE-TRACK BOUTE.

AGENTS FOR ALL TRANS-ATLANTIC STEAMSHIP LINE