The Dingbat Family

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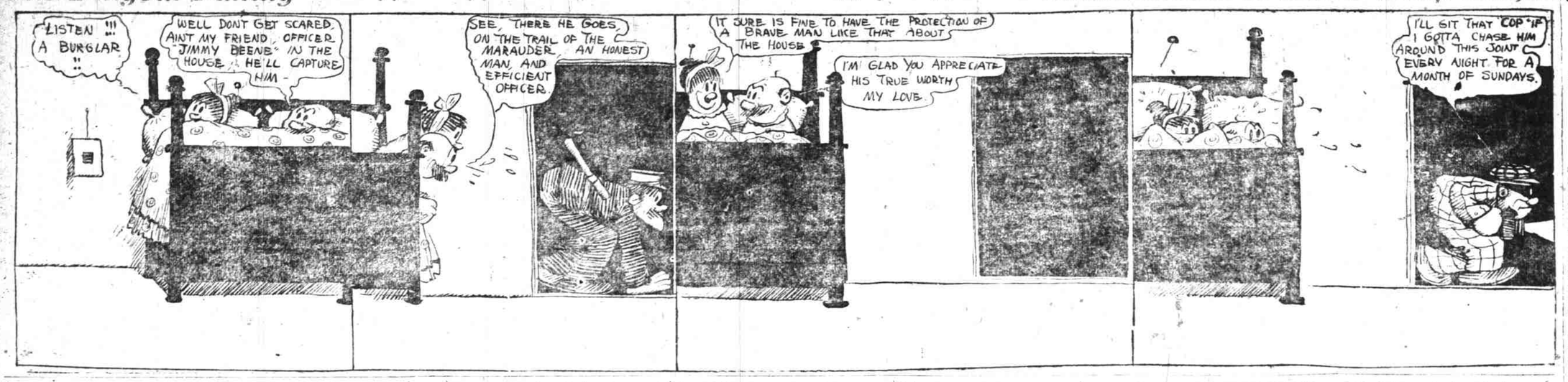
Officer Beene Is Still a Jump Ahead



SHORT STORIES TELL DELAYED NEWS

Resume of the Events of Friday Afternoon and Night; Paragraphed for Quick Digestion by Journal Readers.

Pacific Coast.

George D. Conger, state superintendent of the Anti-Saloon league of Seattle, has filed with the secretary of state at Olympia, Wash. the prohibition bill with which the "dryst" hope to sweep the state at the November election.

Carnacion Sanchez, an American citizen, residing at Los Angeles, was killed in Lower California by the operation of the Mexican "ley fuego," or fugitive law. Pablo Flores, also an American, escaped wounded. The men had been turned loose in the desert and permitted to travel four miles before they were shot.

Governor Johnson of California, discussing the unemployed problem, declared that a special session of the legislature was useless. He declined an invitation to discuss the question at a vacant lot at Sacramento, where hundreds of idle men awaited him.

Captain Reiner of the steamer Wilamette, was the intended victim of a holdup man on board the steamer. The captain disarmed the robber in a struggle in the ship's cabin. Two men were arrested and put in irons.

The Pacific County Times, a Raymond, Wash. paper, has gone into the hands of a receiver for the benefit of its creditors. Charles E. Hicks, proprietor, made an unsuccessful fight in the recent city campaign. The paper started in 1913.

Miss Glenna Herring and Leo L. Pickrell are the latest victims of typhoid fever at Chehalis, Wash. This makes 15 deaths from the disease. New Year's celebration was abandoned because of the grief that prevails in the city.

The city council of Raymond, Wash., voted to revoke the saloon license of Fred Carter, proprietor of the Silver Dollar saloon, because of an assault committed on a patron by a bartender in the place.

A man recently from the east where doughnuts sell for 10 cents a dozen, applied for a warrant for the arrest of a baker at Bakersfield, Cal., who had charged 15 cents a dozen for the goods. The request for the warrant was refused.

Executive.

The first suit on the new income tax law has been placed on the docket of the United States supreme court, at Washington. It was an appeal from the federal court of northern Illinois, which held that it was without jurisdiction in a suit to enjoin payment of the tax on grounds of its alleged unconstitutionality.

The aircraft will hereafter form a large part in the war program of the United States, according to Secretary of the Navy Daniels. Systematic experiments on a large scale will be made in the effort to find the best form of aircraft.

Secretary of the Navy Daniels announces that there has been an increase of $2,000 annually in the pay of the navy. The boost is made to make the pay in the navy yards conform to pay for similar work in other yards.

The federal grand jury at Washington indicted 20 fugitive husbands.

Congress will be asked to create four vice admirals in the United States navy, by Secretary of the Navy Daniels in order to avoid possible embarrassment to the American navy in foreign service.

Dr. George Otis Smith, director of the federal geological survey, indorses the withdrawal of all lands having radium deposits, in the interests of the general public, as made by Secretary of the Interior Lane.

December 31 there were 2730 national banks in the United States, according to a statement of the controller of the currency. During the year there were 217 applications for permission to do business under the national banking laws.

Eastern.

There were 31 homicides in Chicago during the past month, according to police records. The deaths averaged one for each day.

Mrs. Charles Mason, who arrived at Wilmington, Del., seven months ago from England, gave birth to triplets, all girls. The girls were named Jessie, Margaret and Eleanor, after the daughters of President Wilson. Mrs. Mason is 50 years old and her husband is 55.

Mrs. William McCorckle of McCool, Ind., found $14,000 in $20 gold pieces, which had been buried under a tree by her father, Nathaniel Marshall, eight years ago. The hiding place of the gold was revealed by the parent just before his death.

A test of the new eugenics law in Milwaukee, Wis., will be started by a man who has been refused a license to marry, without his first securing the certificate of a physician, giving him a clean bill of health. Doctors have declared they will not issue such certificates for this designated fee of $3.

According to Professor Ellsworth Huntington of Yale university, climatic conditions in Connecticut cause a variation of 15 per cent in efficiency of laborers. He has made a study of results in the various factories of that section.

Charles E. Ways, 72 years old, assistant general traffic manager of the Baltimore & Ohio railroad, is dead. He was employed as a telegrapher at Harper's Ferry, W. Va., when the John Brown raid was made, and sent the telegram announcing the attack of Brown on the United States arsenal at Harper's Ferry.

Pellagra is caused by bad sewerage, and not by bad food, says the Thompson McFadden commission, in a report read before the American Association for the Advancement of Science, at Atlanta, Ga. The exact mode of transfer of the disease has not been learned.

The state of Colorado does not have the right to prevent water from being carried across state lines, according to a ruling of Federal Judge Lewis at Denver. The ruling obliterates state lines.

Ex-United States Senator Beveridge of Indiana will be the principal speaker at a Progressive state caucus at Columbus today, says a report from Ohio. The conference to decide on the plan of indorsing a tentative state ticket at the primaries.

Chicago postoffice reports that Christmas business broke all records. The receipts for the month were more than $2,500,000. Compared with the record of last year the gain was about one third.

Two Pittsburg business men were kidnaped by bandits in an automobile while on their way home. The victims were robbed, then thrown unceremoniously out onto the street, having first been given 10 cents each for carfare to their homes.

General Rosalia Jones and some of her tired followers on the second hike to Albany, encamped at Jones Point, N. Y. Eleven of those who began the march have given up and returned to their homes.

Charges have been made by Gene Montani, now serving a long term in Sing Sing as one of the leaders in the $25,000 taxicab robbery, in 1912, that two police officials, after his arrest, offered to free him in consideration of $5000. He was the chauffeur, and was first released, but afterwards arrested and convicted.

The Journal Building

BULL RUN WATER USED THROUGHOUT THIS BUILDING

A Few Suites and Single Rooms

Tenants' Directory

BERGER BROS., Wallpaper. Ground floor ..... Broadway
BROWNE, DR. AGNES M., Osteopath. Main 3669 803-9
BRUERE, GUSTAVE E., M. D. Marshall 891, A-2463 ..... 10th floor
BUELL, W. B., Insurance. Main 3975, A-3975 605
CHAMBERLAIN, DR. CHAS. T., Ex. Nose and Throat. Main 532, A-1371 910
DALLAS DEVELOPMENT CO. Marshall 820, A-1611 314
DAVIS, JAMES N., Lawyer. Main 5743 601
DAVIS & DAVIS, Timber Lands. Main 7445 ..... 11th floor
DUGAN, W. W., Attorney. Main 5743 601
LUTHIE-STRACHAN & CO. Main 5786 709
ELLIOTT, J. N., Main 4835 316
EUBANKS, CLARENCE M., Attorney. Marshall 306, A-1611 314
FEDERAL TRUST CO. Marshall 306, A-1611 314
FISK TEACHERS' ASSOCIATION. Main 4835 316
FOX, IRVIN R., Optometrist. Main 523, A-1371 916
GRIMM, J. G., M. D. Marshall 944, A-4244 806
HALL, ROBERT G., M. D. Marshall 1324 807
HEALY, JOSEPH M., Main 193 301
HORTICULTURAL FIRE RELIEF. Main 3975, A-3975 605
JAYNE & O'BRYON, Attorneys-at-Law. Main 257 601
KELSEY, FRANK C., Civil Engineer 503
KIRK, ROYDEN C. 709
KISTNER, FRANK B., M. D. Marshall 851, A-2463 ..... 10th floor
LAKE, LYTLE CO. Marshall 4240 507
LYTLE, E. L. Marshall 4240 507
LINDELL, A., Chiropodist. Main 4921, A-4583 312
MENEFEE, OSCAR R. Wholesale Lumber. Marshall 5185 508
MENEFEE, L. B. LUMBER CO. Marshall 3112 514
MONTGOMERY, DR. J. H., Physician and Surgeon. Main 523, A-1271 916
MYERS & MARTIN, Osteopaths. Marshall 1879 806-7
NELSON, ABRAHAM, Attorney. Main 1067 307
NELSON, DR. EMIL J., Dentist. Main 3399 907
NORTHWESTERN ELECTRIC CO. Marshall 5160, A-5401 ..... 4th floor
NORTHWESTERN LUMBER CO. Marshall 5161 505
OCCIDENTAL LIFE INS. CO. Marshall 1750 609
OEHLER & ROBERTSON, Real Estate. Marshall 422 811
OREGON CIVIC LEAGUE. Main 2869 309
OREGON ENGRAVING CO. Marshall 3833, A-5404 ..... 2d floor
OREGON FIRE RELIEF ASSOCIATION. Main 3975, A-3975 605
PACIFIC LAND CO., Marshall 422 811
PANTER, A. J. C. 509
PHIPPS & LUBANKS, Attorneys. Marshall 300, A-1011 314
PINKERTON'S NAT. DETECTIVE AGENCY. Main 935 501
PLAYGROUND AND RECREATION ASS'N OF AMERICA. Main 2869 309
QUICK, R. A., Insurance. Main 3975, A-3975 605
REYNOLDS, MISS NANCY HILL, C. S. Main 1432 812
REYNOLDS, JOS. W., C. S. Main 1432 812
ROSE CITY LUMBER & SHINGLE CO. Marshall 3112 514
SEUFERT, T. J., Real Estate. Main 193 300
SKINNER, IDA B., C. S. Main 6281 604
STERNBERG, DR. J. C. D., Physician and Surgeon. Main 523, A-1371 916
THOMMALD, DR. G. T. Main 576 801
UNIVERSITY OF OREGON EXTENSION DEPARTMENT. Main 2869 309
WALKERS, LOUISE E., C. S. Main 6281 604
WARREN CONSTRUCTION CO., Paving Contractors. Main 5766, A-6244 ..... 7th floor
WESTBROOK & WESTBROOK, Attorneys. Main 1007 307
WESTPORT LUMBER CO., THE. Marshall 3112 514
WHITESIDE, DR. GEO. S., Physician and Surgeon. Main 1324 937
WITTENBERG, MASON, Real Estate. Marshall 300, A-1011 314
WOODARD, M. C. Marshall 3112 514
WOERNER, PAUL, Bacteriologist. Main 532, A-1371 916
WRIGHT-BLODGETT CO., LTD. Timber Lands. Main 7445 ..... 11th floor

PARCEL POST CONTRACT FOR COOS BAY MAIL

(Washington Bureau of The Journal.)

Washington, Jan. 3.—The postoffice department has issued the following notices of steamboat service contracts:

Portland to Marshfield—Contract with the Portland and Coos Bay Steamship line, C. J. Millis, general manager, of San Francisco, to carry parcel post mail only, from Portland by North Bend, to Marshfield and back, by all safe and suitable steamer and other power boats operated by the contractor from January 1, 1914, to June 30, 1914, at the rate of $6 per ship ton of 40 cubic feet, with a minimum charge of $6 for any shipment of less than 40 cubic feet.

Portland to Marshfield—Contract with the North Pacific Steamship company, Charles P. Doe, president, of San Francisco, to carry parcel post mail only from Portland, by North Bend, to Marshfield and back, by all safe and suitable steamers and other power boats operated by the contractor, from January 1, 1914, to June 30, 1914, at the rate of two and one tenth cents a pound.

LIGHT VESSEL GOES ADRIFT

Storm Compels No. 92 to Run for Safety; Will Be Replaced.

Parted from her moorings at 10 o'clock yesterday morning, Relief Lightship No. 92 had to leave her station on Umatilla Reef and its now probably safe at Neah Bay, according to a telegram via Bremerton, received this morning by Henry L. Beck, lighthouse inspector for the Seventeenth district.

Lightvessel No. 67, which is the regular incumbent of Umatilla Reef, left from Seattle yesterday morning for her station after coaling and undergoing minor repairs and if the weather is not unfavorable she will be on her station today.

Mr. Beck said this morning that the revenue cutter Snoqualmie probably sent the message to Bremerton by wireless and it was forwarded from there, which leads him to think the relief lightvessel is at Neah Bay. He says that he believes the wire is down between Tatoosh Island and the mainland, otherwise the keeper of the lights there would have notified him of the lightships parting her moorings.

Reports from other parts of the district indicated that the storm has been busy in different localities, as Mr. Beck this morning received a telephone message from the captain of the lifesaving crew at Point Adam to the effect that the south jetty saw and whistling buoy had gone adrift and was being carried over towards Peacock Spit. He called the captain of the lighthouse tender Manzanita as soon as he received the message found that the tender had left down the bay from Astoria at 8:15 this morning to try and pick the buoy up. The inspector said that weather reports indicated a southeasterly wind and with an ebb tide the buoy would drift out to sea where it could be picked up. It is one of the new type of mammoth buoys now being installed along the coast. It was damaged slightly in the big storm on November 26.

The outside gas and whistling buoy of the same type, located on the north side of the channel and which disappeared in the November storm, has never been seen nor heard from and the inspector is of the opinion that it sank at its moorings. The tender has been given orders to drag for it as soon as the weather permits.

A letter from the lighthouse keeper at the entrance to the Coquille river says that the break on the north side where the river went through to the sea between the lighthouse and the keeper's dwellings on November 26, is widening. The tides are extremely high just now, which is said to be the reason for so much damage, and the break is widening from two to six feet with every high tide.

Daily River Readings.

STATIONS	Road stage	Height (feet)	Change in last 24 hours	Change in last 48 hours
Lewiston	24	2.0	0	.24
Umatilla	25	1.8	0	0
Eugene	10	7.0	*0.3	.37
Albany	20	8.7	—0.7	.72
Salem	20	8.3	—0.1	.12
Wilsonville	37	13.7	*0.8	.15
Portland	15	6.0	*1.0	.29

(*) Rising. (—) Falling.

SCHOONER FORESTER REACHES PORT AFTER STRENUOUS VOYAGE

Four Sailors Fall Ill When the Vessel Swings Into Height of Storm Off Columbia.

Shorthanded because of the illness of all the sailors but two, everybody aboard the schooner Forester, in from Callao, had to turn to and assist in handling the vessel while she lay off the Columbia river for 10 days because of contrary weather. The Forester arrived in Portland at 10 o'clock last night and as there was no room for her at the berth alongside the Portland Lumber company's dock she anchored in the lower harbor temporarily.

Captain Duerwitz said this morning that when the Forester was about two weeks' run from the Columbia river members of the forecastle force began to get sick, all four men taking to their bunks within two days. Three were sent to the hospital at Astoria on the arrival of the schooner there on January 1, while the other was able to turn to and work. The skipper says that he believes the men were taken with rheumatism.

Officers, cook and cabin boy had to turn to whenever the sails were to be handled, which was frequently on the last leg of the 61 days' voyage from Callao to Astoria, because of the heavy weather. The voyage from the South American coast to the vicinity of the Columbia river occupied 54 days but the schooner was forced to beat about the mouth of the river for 10 days because of strong easterly winds.

While 65 miles off the mouth of the river, on December 26, Captain Duerwitz says a big four masted bark was sighted but he could not make out whether she was in ballast or loaded as it was foggy at the time. It may possibly have been the British bark Thistlebank, bound for the United Kingdom with a wheat cargo, as she sailed on that day and had the wind in her favor.

Several other vessels were sighted by the Forester on her voyage up but none of them was the British ship Inveravon, says the captain. On December 18 or 20 a small Russian bark was sighted off San Francisco, but there was too much wind for signal flags to be hoisted so the name of the bark was not learned. The only one sailing from this coast which would be likely to be in that locality at the time was the Russian bark Isabel Browne, 1231 tons net, bound from British Columbia to Cape Town. She sailed November 13. In about 18 north a five masted schooner was sighted which the captain took to be either the schooner George E. Billings, sailing from here for Valparaiso, on December 19, or her sister ship, the Inca, which sailed from Vancouver for East London on December 13.

The Forester will load a full cargo of lumber here for the West Coast under charter to W. R. Grace & Co.

SOUTHWEST STORM WARNINGS

Weather Bureau Looks for Continuation of Winds.

Southwest storm warnings are still displayed on the Washington coast and Strait of Juan de Fuca, where high winds prevailed yesterday afternoon and last night. The following maximum velocities were reported to the weather bureau: Tacoma, 32 miles, south; Seattle, 42 miles, south; North Head and Tatoosh Island, 80 miles, south. Occasional rain tonight and tomorrow, with southerly winds, are forecasted for Portland and vicinity.

During the storm Thursday night, some of the pontoons belonging to the dredge Columbia's pipeline were disabled, some being sunk. This has temporarily stopped the dredge from working on the Sand Island channel.

RIVER DREDGE QUITS WORK

Owing to the appropriation becoming exhausted, the government dredge Champoeg will be taken out of commission Monday and tied up at the government moorings opposite St. Johns, says E. B. Thomson, assistant United States engineer, who has charge of the work on the upper Willamette river. Incidentally the dredge has completed the six foot channel project between Portland and Oregon City, but it will be widened as soon as there is a new appropriation. At present the channel varies in width from 100 to 200 feet.

ALONG THE WATERFRONT

The British steamship Lord Sefton is scheduled to shift this afternoon from Linnton to the North Pacific lumber mills to complete her cargo for China. She is under charter to the Pacific Export Lumber company.

Laden with 141,561 bushels of wheat, valued at $120,325, the British bark Crocodile, Captain Roberts, was shifted this morning from the Irving dock to the stream. She will leave down Monday morning on the first leg of her voyage to Queenstown or Falmouth for orders.

Captains Edwards and Fuller, local inspectors of steam vessels, announce that the investigation into the collision between the steamer Oregona and the government dredge Champoeg last week will be held Thursday, January 8, at 9 o'clock in the morning.

The steamer St. Helens, Captain Odland, has cleared for San Pedro with 1,400,000 feet of lumber.

To begin loading her cargo of lumber for the West Coast, the schooner Winslow was towed from the Oregon drydock, where she has been having minor repairs, to the West Side Lumber & Shingle company's mills this morning.

While patrolling his beat Thursday night, Harbor Patrolman J. T. Webster slipped on one of the east Sidegrain docks and broke some of the bones in his hand. When he landed the officer was half over the stringer piece along the edge of the dock from which was a drop to the river of nearly 30 feet.

ACTRESSES ARE BARBOUND

Two Young Women Are After Experience on "Raging Main."

Desirous of experiencing a "life on the ocean wave," two pretty vaudeville actresses sailed from here on the steamer San Ramon for San Francisco with the result that they have experienced nothing more strenuous than a trip down the river and a stay at Astoria while the steamer has been bar bound because of the storm that has been raging outside. The names of the young actresses are Miss L. Blanchard and Miss Pearl Clow. They expected to be in San Francisco tomorrow morning.

MARINE INTELLIGENCE

Due to Arrive.

Yucatan, from San Pedro and way	Jan. 4
Paralos, from San Francisco	Jan. 4
Breakwater, from Coos Bay	Jan. 4
Nevada, from San Francisco	Jan. 5
Klamath, from San Francisco	Jan. 5
Willamette, from San Francisco	Jan. 5
Alliance, from Eureka	Jan. 6
Beaver, from San Francisco	Jan. 7
Sithonia, from Europe and orient	Jan. 10
Den of Airlie, from Europe and way	Jan. 10
Columbia, from San Francisco	Jan. 11
Roanoke, from San Pedro and way	Jan. 11
Bear, from Los Angeles	Jan. 12
Gleneoe, from Europe and orient	Feb. 16
Cardiganshire from Europe and orient	March 16
Mermethshire, from Europe and orient	Jan. 19
Belgravia, from Europe and orient	Feb. 22

Due to Depart.

Northland for San Diego	Indefinite
Breakwater, for Coos Bay	Jan. 6
Yucatan, for San Diego and way	Jan. 7
Nevada, for San Francisco	Jan. 7
Alliance, for Eureka	Jan. 7
Beaver, for San Francisco	Jan. 11
Den of Airlie, for Europe and orient	Jan. 12
Columbia, for San Francisco	Jan. 13
Sithonia, for orient and Europe	Jan. 13
Roanoke, for San Diego	Jan. 14
Bear, for San Francisco	Jan. 16
Rose City, for San Francisco	Jan. 21
Cardiganshire, for orient and Europe	March 21
Siamese, for orient and Europe	Feb. 24
Mermethshire, for Europe and orient	Jan. 24
Belgravia, for orient and Europe	Feb. 27

From San Francisco.

Steamers Harvard and Yale, alternating, leave San Francisco for San Diego on Mondays, Wednesdays, Fridays and Saturdays, connecting with steamers from Puget Sound, they arrive at San Francisco on Tuesdays, Thursdays, Saturdays and Sundays.

Vessels in Port.

Name—	Berth
Negard, Nor. ship	Lipman
Amazon, Am. bktn	Irving dock
Berlin, Am. ship	Globe
Crocodile, Br. bk	Irving
Jane L. Stanford, Am. bktn	Linnton
Levi Burgess, Am. bk	Noble
Lord Sefton, Br. ss	North Pacific
Langdale, Br. ship	Coal bunkers
Mabel Gale, Am. sch	Portland drydock
Nokomis, Am. sch	Standard Box
Bretagne, Fr. bk	Linnton
Northland, Am. ss	Oregon drydock
Oakland, Am. sch	St. Helens
Oceano, Br. ss	Inman-Poulsen
St. Nicholas, Am. ship	Astoria
Whitelaw, Am. sch	West Side Shingle
Marlborough Hill, Russ. bark	Linnton
Churchill, Am. sch	Prescott
Kassel, Belgian ship	Oregon drydock
E. H. Vance, Am. ss	Willbridge
Forester, Am. s. sch	Portland Lbr. Co.
Geo. W. Fenwick, Am. ss	Astoria
Colusa, Br. ss	Portland Lbr. Co.

En Route to Load Lumber.

Name—	Sailed from
Bangor, Nor. ss	Hankow
Bessie Dollar, Br. ss	San Francisco
Baron Napier, Br. ss	Otaru
Forest Hall, Am. sch	Callao
Hewth, Br. bk	Newcastle, Eng.
Herflicks, Br. ss	San Francisco
Herzogina, Br. ss	Victoria
Hudson Maru, Jap. ss	Yokohama
Princess, Br. ss	Victoria
Knock, Am. sch	Callao
Grierfe, Br. ss	Valparaiso
Macduffe, Br. ss	San Francisco
Robbins, Br. ss	San Francisco
Virginia, Am. sch	Valparaiso
Venamar, Br. ss	Yokohama

En Route to Load Grain.

Name—	Sailed from
Bankoku Maru, Jap. ss	San Francisco
Cilfo, Ger. ship	Callao
Dorothea, Br. bk	Callao
La Rochejaquelein, Fr. bk	San Francisco
Tegelshore, Ger. ship	Mejillones
Tenyoshi Maru, Jap. ss	San Francisco
Yasukuni Maru	Orient

Miscellaneous En Route.

Crown of Toledo, Br. ss	Antwerp
Crown of Arragon, Br. ss	San Francisco
Eleanore, British oil tanker	Anacortes
Lord Lansdale, Br. ss	Antwerp

MARINE NOTES

Monterey, Jan. 2.—Sailed—Steamer W. S. Porter for Portland.

Fastnet, Jan. 2.—Passed—British bark Inverck from Portland for Queenstown.

Coronel, Jan. 2.—Arrived—British steamer Santa Rosalia from Portland for Europe.

Coos Bay, Jan. 2.—Arrived—Steamer Breakwater from Portland.

San Francisco, Jan. 2.—Sailed at noon—Steamer Klamath; at 1 p. m., Steamers Willamette and Yucatan for Portland.

San Pedro, Jan. 2.—Arrived—Steamer Beaver from Portland.

Port Said, Jan. 2.—Arrived—British steamer Cardiganshire from London for Portland.

Kingkong, Dec. 30.—Arrived—German steamer C. Ford Laeisz from Portland.

Astoria, Jan. 3.—Crossed at the mouth of the river at 8 a. m., rough; wind southeast; weather, light rain.

Tides at Astoria Sunday—High water, 6:05 a. m., 7.6 feet; 6:24 p. m., 5.6 feet. Low water—1:02 a. m., 2.5 feet.

LADIES! ASK FOR ANTIKO MIXTURE NO. 8.

It is a safe and sure woman's medicine, easy to use, works like magic. Price $2.00, double strength $5. Sent prepaid and guaranteed by the Herfurd Drug Co., 286 Morrison street.

BOARD OF EDUCATION FAVORS SOCIAL DANCE IN SCHOOL BULIDINGS

In Authorizing Such Use of Failing Auditorium "Future Policy" Determined.

When the question of folk dancing in the public schools came up for consideration at the regular meeting of the board of education yesterday afternoon, Chairman Sabin cast his eye over the board, noted that Directors Plummer and Beach were absent and announced that the problem would be referred to the teachers' committee for recommendations as to final action.

Just what action the teachers' committee, which is composed of Directors Plummer and Sommer, will do is not known. A recommendation made by it in reference to a dance in the Josiah Failing auditorium and adopted by the board yesterday is considered significant however.

The committee authorized a dance in the school auditorium under the auspices of the People's Institute for the evening of January 5, and "recommends similar dances be authorized for this and other social centers as the future policy of the board."

Board's Action Considered Significant.

The board's action in regard to the proposed dance is taken by many as indicating its stand in regard to folk dancing, particularly so since the resolutions denouncing dancing passed by ministers recently contained a protest against the use of any school buildings, gymnasiums or school properties for such purposes.

Whether this theory is correct however will not be positively known until the committee meets next Tuesday night and takes the matter up for final settlement.

It is anticipated that proponents and opponents of folk dancing will be out in full force at the meeting, each in an effort to swing the committee to their way of thinking, and there is every probability that the entire question will be carried back to the entire board again by the losing side, unless some compromise acceptable to both sides is reached in the meantime.

Arguments Are Heard.

When the meeting convened every seat in the room was occupied by proponents and opponents of folk dancing. Chairman Sabin had hardly called the meeting to order when Rev. C. O. McCullogh took the floor. He read resolutions adopted recently by ministers of 11 denominations condemning dancing and urging the board "to take such steps as to entirely avoid in the future any further games or recreations for any or all scholars that can in any way be construed as dancing in the public schools or gymnasiums attached to the various schools."

"We will not attempt to argue the case," said Rev. Mr. McCullogh, "as the committee feels that the less said will be conducive to peace and good order. The question is of vital interest and we wish the board to act."

F. W. Goldapp next took a shot at folk dancing. He said:

"Dancing leads to the downward. I say, teach the ten commandments; also teach girls to handle the broom, to cook and sew.

Dancing Declared Harmful.

"If girls go dancing all the time, they don't learn to make good wives and after they are married and the bread is not cooked—what happens? Divorce?"

"I want to add a word," stated Rev. S. R. Hawkins. "When children get the idea of dancing and frolics into their heads it detracts from their studies. To teach folk dancing is to me, a very unwise policy. Anything that interferes with the mental training of children, such as dancing, should not be allowed."

"Does anyone else wish to speak?" queried Chairman Sabin.

For answer Rev. Mr. McCullogh followed by his committee left the room, and the matter was referred to the teachers' committee.

Soon afterward the board adopted the report of the teachers' committee which authorized a dance at the Josiah Failing School auditorium under the auspices of the People's Institute.

Regular Business Transacted.

With the dance problem off its hands, the regular business was undertaken. A recommendation that the present four year courses in cooking, sewing and commercial subjects in the high schools be cut to two years, was unanimously adopted. Miss Lillian Tingle was instructed to work out the new schedule for sewing and cooking for the Jefferson and Lincoln high schools, and the commercial courses will be arranged by the principals.

The new schedule will go into effect in February.

This action was taken because it has been found that the work can be easily done within two years.

The board also authorized the creation of a night school in the Shriver school on the request of a number of residents of the district.

NOTICE IS ISSUED AND POLICEMEN ARE GLAD

Beginning today, members of the police department will be allowed their two days' monthly vacation. This order was issued yesterday by Chief of Police Clark to Captain Moore and relayed to all other captains. As a result there is much rejoicing among the 292 members of the department, as the two days off has been denied them since July. The rest days were taken from them when labor trouble started at the Oregon Packing plant. All patrolmen have worked seven days a week since that time.

Journal Want Ads bring results.

DEPOT SITUATION TO BE DISCUSSED FEB. 2

President of Hill Line Desires Time to Study Plans Outlined.

As L. C. Gilman, president of the Spokane, Portland & Seattle railway, has been in office only a few days and is unacquainted with the details of the proposed plan of having all passenger trains come in at one central depot and the removal of all but one track from North Front street as proposed by Will H. Daly, commissioner of public utilities, the conference scheduled for yesterday afternoon had to be postponed. February 2 was the date set, giving President Gilman opportunity to study the situation.

Commissioner Daly is aiming to have only one track on North Front street so that the street can be reopened to vehicle traffic and ingress and egress to the docks made easy. To make this possible a great general plan has been proposed, providing for a central depot controlled by both the Harriman and Hill people, the moving of the freight yards to property near Guilds lake and the building of viaducts over streets where the present railroad tracks are located.

Answering the call for the meeting yesterday afternoon were J. P. O'Brien, in the O.-W. R. & N., representing the North Pacific Terminal company, D. W. Campbell and Ralph Moody of the Southern Pacific and L. C. Gilman of the S. P. & S. When it was learned that president Gilman was unfamiliar with the situation in detail, it was decided to postpone the meeting until a later date.

MAN WILLING TO WORK ASKS FOR EMPLOYMENT

A Polish family numbering 12—father, mother and 10 children—is in very distressed circumstances. With characteristic willingness to work, the head of the family has applied to one of the social service headquarters not begging for food or clothing, although both are much needed in the very humble tenement home of this immigrant family, but in an effort to find employment for himself and his 16-year old son.

When he visited the headquarters many of the unemployed filled the place hungering for meal tickets and the Pole, speaking in broken English begged to tell the attendant that he was not after food but work. If anyone has any work, labor which the willing hands of this man or boy could perform, they may call up Mrs. Thorpe at the Associated Charities, Main 717 or A-1717.

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