ALFRED TUCKER IS ELECTED MEMBER OF PORT COMMISSION

Former Member Selected to Fill Vacancy Caused by the Resignation of S. M. Mears

SHAVER VICE PRESIDENT

Election Held at Special Meeting at Custom House This Morning; Membership Is Entirely Filled.

Alfred Tucker, formerly a member of the Port of Portland commission, was this morning elected by the commission to fill the vacancy caused by the resignation of S. M. Mears, formerly the president of the body. Mr. Tucker will be seated at once.

The election was held at a special meeting of the commission at the Custom House this morning. The entire directorate was present. In addition to Mr. Tucker, Captain J. W. Shaver was elected vice president, succeeding R. D. Inman, who has been elevated to the presidency of the commission.

On Commission Before.

Alfred Tucker is no stranger to Port of Portland work, having been a member of the commission during the early periods when the first big dredger, the Columbia, was built and also at the time the sectional drydock was built.

At the present time Tucker is the agent for Meyer, Wilson & Co., a large importing and exporting firm. He is also a member of the navigation committee of the Portland Chamber of Commerce and as such is in close touch with marine affairs. Having had experience in the shipping line it is believed he will be an excellent addition to the board.

R. D. Inman Is President.

The Port of Portland commission is now made up as follows: D. R. Inman, president, head of the Inman-Poulsen Lumber company; Captain J. W. Shaver, vice president, head of the Shaver Transportation company, a large lowboat concern; D. C. O'Reilly, treasurer, head of the Diamond O Towing company, and also of the Regular line of steamers; Captain Archie L. Pease, secretary, head of the Columbia River Pilots' association; Captain W. H. Patterson, pilot for the Associated Oil company oil tankers; Captain E. W. Spencer, retired steamboat operator and capitalist, and Alfred Tucker.

J. N. TEAL IS WITHDRAWN

Upper River Business to Be Handled by Steamer Twin Cities.

Handling of freight between Portland and The Dalles by steamers of The Dalles-Columbia line will be discontinued. The service from Portland to points between the Celilo canal and Kennewick will continue as usual, the steamer Twin Cities making weekly round trips during the coming winter months.

This decision was reached by officials of the line yesterday and carried out with the arrival of the steamer J. N. Teal. The Teal was ordered tied up for the winter and her crew paid off. The Teal and the Twin Cities have been alternating on the run and handling all business between Portland and Kennewick.

Competition between Portland and The Dalles was indulged in by three lines, the Regulator, Peoples and The Dalles-Columbia line. The latter company has decided that the upper river offers more inducements to them than does the middle river trade, and will allow the other two companies to continue the battle for this business.

CURACAO IS RESURRECTED

Ship, Long Sunk, Again Steams Into Port.

Seattle, Wash., Dec. 17.—(P. N. S.)—Without a country or a flag and officially listed in marine records as "dead," the steamship Curacao, which was wrecked in 1913 at Warm Chuck, Hecta island, southeastern Alaska, will enter this port in the near future. Moreover, the Curacao could, if she so desired or if marine regulations would permit, enters port under her own steam, as powerful and sprightly a "ghost ship" as ever sailed the seas.

When the Curacao sank and her owners, the Pacific Coast Steamship company, decided not to raise her, she was officially wiped off the rolls and her name removed from all shipping records. The Alaska Wrecking and Salvage company, however, disinterred the wreck and brought her to English bay from Ketchikan under her own steam. Because she was not officially afloat the Curacao could not enter port at Vancouver alone, so a tug was hitched on to pull her in and give her a maritime standing.

The Pacific Coast Steamship company has purchased from her salvors the ship that it once abandoned and the Curacao will be repaired at a cost of $50,000 and again placed in the Seattle-Alaska trade.

YOUR STOMACH BAD?

JUST TRY ONE DOSE of MAYR'S Wonderful Remedy and be Convinced That You Can Be Restored to Health.

Mayr's Wonderful Remedy has been taken by many thousands of people throughout the land. It has brought health and happiness to sufferers who had despaired of ever being restored and who now are urging others who may be suffering with Stomach, Liver and Intestinal Ailments to try it. One dose will convince the most skeptical sufferer. It acts on the source and foundation of these ailments, removing the poisonous catarrh and bile accretions, and allaying the underlying chronic inflammation. Try one dose of Mayr's Wonderful Remedy—put it to a test today—you will be overjoyed with your quick recovery. Send for booklet on Stomach Ailments to Geo. H. Mayr, Mfg. Chemist, 154-156 Whiting St., Chicago, Ill. For sale by druggists everywhere.

French Saqant Blames Germany

Duke's Death But Excuse for War

"You will pardon my keeping on ze chapeau—ze—er—hat. My hair is not so plenty now."

Professor Victor Basch, who adorns the chair of esthetics in the University of Paris, waved his cigarette suggestively toward a draughty window as he seated himself in a hotel divan in readiness to bestow an interview upon a group of newspaper men. The professor is a man of culture—not spelled with a "K"—and wears pink-striped collars and cuffs with a white shirt.

"Please speak to me slowly," the professor begged. "When I can understand you as you go along. Your language is interesting, but it is hard to comprehend when you speak so rapidly."

The professor stopped overnight in Portland to address the Alliance Francaise on "The French Civilization During the Nineteenth and Twentieth Centuries." He had arrived in San Francisco December 1 to deliver the closing lecture at the Panama-Pacific International exposition, and he expects to remain in this country at least two months, lecturing at the great universities of the country and elsewhere to offset, if possible some of the German propagandists who have insisted that Germany is now the leader in European civilization.

France Did Not Want War.

"Do you expect to discuss the war much?" he was asked.

"Oh, I must speak prudently," he replied. "I may not talk of the war directly, because it is not for me so to do. I hope to explain, however, that it was impossible for France to have wished for war, and that it was Germany that permitted the great conflict to begin.

"For many years I have traveled in Austria. I found there a long-time sentiment in favor of war. War must come, they said, because after the Balkan war was ended and Servia began to gather about her the small Balkan states into a Greater Serbia, Austria was menaced—her national life was at stake.

"If the circumstance of the assassination of the archduke of Austria had not occurred, you may depend upon it, Austria would soon have found some other cause for conflict."

"France still leads the world's civilization," declared the professor. "The same talents of arts, philosophy, diplomacy and science that flourished so powerfully in the days of Voltaire, Montesquieu and around the court of Louis XIV still guide the thought of Europe. But the Germans—they insist that Germany now rules and say the French civilization has passed its zenith. This is not true. Germany, with her genius for organization and efficiency, has merely taken one by one the ideas worked out by the French, and has developed them. That is it—she has developed them."

The professor asked many questions about Socialism in America. He is a Socialist himself, and was surprised to learn that Socialism in this country has advanced so far without playing a more important part in national politics than it has. Then he wanted to know all about the politics of Oregon, of the city, and what the tendencies are.

"I have never been to America before," he explained. "So much is here for me to learn. I have been all over Europe and in Asia, but America is so different from all."

Professor Is Author.

Professor Basch is an author. He has written many, many books on art and philosophy, one of which he proudly described as containing 1000 pages. One of his latest works is a denunciation of the Germans for the shooting of Miss Cavell, the English nurse.

From Portland, the professor goes directly to New York, for a lecture before Columbia university. Later, he will address Harvard, Princeton and the students of other great seats of learning.

Professor Basch's son is one of the soldiers before Arras. He is assigned to the hospital service as under-surgeon.

"My wife is not with me because of that," said the professor. "She cannot leave France when our son is in peril. I received a telegram at San Francisco that he is well, but so much can happen in such few days—who knows what his fate is today?"

NEWS OF THE PORT

Arrivals December 17.

El Segundo, American steamer, Captain McKellar, bulk oil from San Francisco, Standard Oil co.

Barge No. 91, bulk oil from San Francisco, Standard Oil Co.

Departures December 17.

Beaver, American steamer, Captain Mason, passengers and freight for San Francisco and Los Angeles, S. F. & P. SS. Co.

Marine Almanac.

Weather at River's Mouth.

North Head, Dec. 17.—Condition at the mouth of the river at 8 a. m. fog; wind west, 12 miles, weather, cloudy. Sixteen vessels were taken down at daylight this morning.

Sun and Tides December 18.

Sun rises 7:19 a. m. Sun sets 4:27 p. m.

Tides at Astoria.

High water.	Low water.
10:00 a. m., 8.6 feet.	4:41 a. m., 0.2 foot.
	5:47 p. m., —0.4 foot.

The time ball on the U. S. Hydrographic office at the custom house was dropped at exactly noon today, 120th meridian time.

Daily River Readings.

STATIONS	Flood Stage	Height (in feet)	Change (in last 24 hours)	Rainfall in last 24 hrs
Lewiston	24	2	0.0	14
Umatilla	25	2.3	+0.1	....
Eugene	10	6.2	0.0	28
Albany	20	6.6	—0.4	00
Salem	20	6.2	—0.2	00
Oregon City	12	6.5	—0.6	71
Portland	15	5.0	—0.1	0.64

(+) Rising. (—) Falling.

River Forecast.

The Willamette river at Portland will remain nearly stationary Saturday and probably fair slightly Sunday.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT

Name.	From—	Date
Rose City	L. A. & S. F.	Dec. 18
Northern Pacific	S. F.	Dec. 19
George W. Elder	S. D. and way	Dec. 19
F. A. Kilburn	S. F., C. B. & E.	Dec. 20
Bear	S. F. & L. A.	Dec. 21
Breakwater	S. F., C. B. & E.	Indef.
Roanoke	S. D. and way	Dec. 26
Beaver	S. F. & L. A.	Dec. 28

Steamers Due to Depart.

PASSENGERS AND FREIGHT

Beaver	L. A. & S. F.	Dec. 17
Elsmath	Mexican & way	Dec. 18
Northern Pacific	S. F.	Dec. 20
Yosemite	S. D.	Dec. 21
F. A. Kilburn	C. B., E. & F. S.	Dec. 21
Cello	S. D.	Dec. 22
Santa Barbara	S. F.	Dec. 23
Fort City	L. A. & S. F.	Dec. 23
George W. Elder	S. D. and way	Dec. 26
Breakwater	C. B., E. & S. F.	Indef.
Bear	S. F. & L. A.	Dec. 29
Roanoke	S. D. and way	Dec. 29

Steamers leaving Portland for San Francisco only connect with the steamers Yale and Harvard, leaving San Francisco Monday, Wednesday, Friday and Saturday for Los Angeles, and San Diego.

Vessels in Port.

Name—	Berth.
Beaver, Am. ss	Alnsworth
Cornil Hart, Br. bk	Mersey
Daisy Gadsby, Am. ss	Albers
Erroll, Br. ss	Flour mill
Galgate, Br. bk	stream
Judith Perry, Schr	Astoria
Geo. W. Fenwick, Am. ss	Astoria
Gyanmic, Am. ss	Raymer
Manning, U. S. C. G.	Astoria
Marco Antonio, Fr. bk	St. Johns
Klamath, Am. ss	St. Helens
Wilcombe Park, Br. sh	Astoria
El Segundo, Am. ss	Bound up
No. 91, Am. barge	Bound up
Medway, Br. bk	Bound up

At Neighboring Ports.

Astoria, Dec. 17.—Arrived down at 5:30 a. m.—British ship Wilcombe Park. Arrived at 9:10 a. m.—El Segundo, towing barge No. 91, from San Francisco. Arrived at 10 a. m.—British bark Medway, from Hobart.

Astoria, Dec. 16.—Sailed at 2:20 p. m.—Northern Pacific, for San Francisco.

San Pedro, Dec. 16.—Arrived—Shasta, from Portland. Sailed—Cello for Portland via San Francisco.

Yokohama, Dec. 11.—Sailed—Japanese steamer Yesan Maru, for Portland.

San Francisco, Dec. 16.—(P. N. S.)—Arrived—Yucatan, Tacoma, 1:40 p. m.; George W. Elder, San Diego, 2:40 p. m.; Willamette, San Pedro, 3:20 p. m.; Congress, Seattle, 3 p. m.; Corwin, Seattle, 8:20 p. m.; North Fork, Eureka, 8:40 p. m. Sailed—Whittier, Port San Luis, 11:10 a. m.; Mandalay, San Pedro, 11:20 a. m.; Rose City, Portland, 2 p. m.; Tahoe, Willapa Harbor, 2:10 a. m.; Asuncion, Seattle, 3:20 p. m.; Helene, Willapa Harbor, 3:50 p. m.; Hilonian, Seattle, 4:20 p. m.; Norwegian steamer Arna, Avonmouth, 4:40 p. m.; Great Northern, Honolulu via San Pedro and Hilo, 4 p. m.; Nanny, Gray Harbor, 5 p. m.; British steamer Musician, Victoria, 6:20 p. m.; Phoenix, Eureka, 7:20 p. m.; William H. Murphy, Portland, 8:40 p. m.

San Francisco, Dec. 17.—Arrived—Japanese steamer Seiyo Maru, orient, midnight; Hanlon, Eureka, midnight; Del Norte, Crescent City, 1 a. m.; Pleasanton, New York via San Pedro, 1 a. m.; City of Topeka, Eureka, 4 a. m.; Breakwater, Bandon, 6 a. m.; Homer, Santa Barbara, 8:30 a. m.; Yale, San Pedro, 9 a. m.; U. S. S. Nereus, Honolulu, 9:30 a. m.; Governor, San Diego, 10:30 a. m.; Lakme, Eureka, 10:30 a. m.

Seattle, Wash., Dec. 17.—Arrived—Admiral Evans, southwest Alaska, 11:15 a. m.; British steamer Valetta, from Amboy, 11:45 a. m.; Alki, southeast Alaska, 1:45 a. m. Sailed—Lyman Stewart, Port San Luis, 3 a. m.

Seattle, Dec. 16.—Arrived—Jefferson, southeast Alaska, 6:45 p. m.; President, San Francisco, 5:15 p. m.; British steamer Margam Abbey, Newcastle, N. S. W., 8 p. m.; Prince Rupert, Prince Rupert, B. C., 5 p. m. Sailed—City of Seattle, southeast Alaska, 9:20 p. m.; Senator, San Francisco, via Tacoma and Depoe, 1:45 p. m.; Umatilla, San Francisco, via Vancouver, noon.

Cordova, Dec. 16.—Sailed—Alameda, westbound, 5:30 p. m.

Sydney, N. S. W., Dec. 15.—Sailed—British steamer Wallemo, Vancouver, B. C., via ports; Sonoma, San Francisco.

Honolulu, Dec. 17.—Arrived—Japanese steamer Yeita Maru, from Moji, for Seattle.

Honolulu, Dec. 16.—Arrived—Hyades, Seattle.

Montevideo, Dec. 15.—Arrived—British steamer Polwell, San Francisco, for London.

Cardiff, Dec. 15.—Arrived—Nann Smith, from Tacoma.

Vancouver, B. C., Dec. 17.—Sailed—Lansing, San Francisco, noon; El Lobo, for Lobitos, noon. Arrived—Makura, Sydney, N. S. W., via Honolulu, midnight.

Port Angeles, Dec. 17.—Sailed—Mokiliteo, San Francisco, December 16. Arrived—Barkentine Aurora, from Sydney, N. S. W., thence October 8.

Bellingham, Dec. 16.—Arrived—Barkentine Makawelli, Sydney, N. S. W., thence October 8.

Port Townsend, Dec. 17.—Arrived—Schooner Catherine, from Port Blakeley, thence November 17, towing Prosper, 9 a. m.

Port Townsend, Dec. 17.—Arrived—Schooner Robert Lewers, Honolulu, thence November 17.

Navy yard, Puget Sound, Dec. 17.—Sailed—Maritime, Bellingham.

Mashfield, Dec. 17.—Arrived—Yellowstone, San Francisco, 4 p. m. yesterday. Sailed—Speedwell, San Francisco, 5 p. m. yesterday; Vadine Smith, San Francisco this morning.

Bay City Shipping Notes.

San Francisco, Cal., Dec. 17.—Thomas H. Grant has replaced Edward Bugge as master of the steamer Lansing.

The French bark Bossuet has been chartered to carry wheat from Columbia river to the United Kingdom at 100s by Strauss & Co. (relet).

The French bark Notre Dame D'Avor has been chartered to carry wheat from Columbia river to United Kingdom at 110s by Strauss & Co. (relet).

The schooners Bertie Minor and Esther Buhne have been purchased by Alexander Woodside, terms private.

The steamer Manila has been sold by the Union Iron Works to the Pacific Engineering Works, terms private.

The new Union oil tanker La Brea, being built at the Union Iron Works, will be launched at 10 o'clock tomorrow morning.

Immigration Investigation Ends.

San Francisco, Cal., Dec. 17.—(U. P.)—That negotiations for the removal of the immigration station at Angel island have been under way for some time was admitted today by officials at the island, following the receipt of word that Secretary of Labor Wilson had urged in his annual report that "the station should either be made fireproof and sanitary or removed."

According to Inspector Boyce, Washington has been supplied with plans, specifications and suggestions as to the possible new home for the station.

Assistant Secretary of Labor Densmore, who left for Seattle today, has been investigating conditions at the island for weeks. It is believed he is taking to Washington suggestions for a new site for the station.

Valetta Was Badly Battered.

Seattle, Wash., Dec. 17.—(P. N. S.)—With her bottom plates loosened by the terrific battering of heavy seas, the British steamship Valetta is expected to arrive here today from Amboy, China. The Valetta encountered heavy weather en route to Puget sound and it is believed that dry docking will be necessary in order to make required repairs. When repairs are completed the Valetta will load grain at Puget sound ports for the United Kingdom.

Col. McIndoe a Visitor.

Lieutenant Colonel James F. McIndoe, bound from the Philippines to Kansas City, where he will be stationed hereafter, passed through Portland today. Colonel McIndoe was stationed at Portland for a number of years, in charge of the United States engineer corps Second Oregon district, and was about the custom house shaking hands with his former associates. He was entertained informally at the Arlington club as well.

PHILADELPHIANS COME WEST TO HAVE SHIPS BUILT ON THIS COAST

Union Iron Works Expects to Secure Contracts Aggregating $3,500,000 Soon.

San Francisco, Dec. 17.—(P. N. S.)—Contracts for the construction of ships at the Union Iron Works aggregating $3,500,000, are under discussion and it is expected will be closed before Saturday.

Charles M. Schwab, owner of the plant, induced J. W. Van Dyke and J. C. Gabriel of Philadelphia, to come to the coast to meet J. A. McGregor, who operates the local plant for Schwab. The trio were in conference today on the proposed contracts.

Will Spend $3,500,000.

Van Dyke, who is president of the Atlantic Refining company, today admitted that he came here to see if Mr. McGregor could build for him certain steamers within the limit of an aggregate figure. Van Dyke aims to spend about $3,500,000 on either two or three steamships.

The Atlantic Refining company is a large oil concern. Van Dyke and Gabriel are also said to be interested in the so-called Quaker City Steamship company, which proposes to have a freight and passenger line through the Panama canal between San Francisco and Philadelphia and New York.

The company recently bought two large steamers on the Great Lakes for this service.

Character of Ships Not Stated.

Whether the visitors want three large tankers built or desire a ship or two for a regular freight and passenger service they will not state.

Several of the officials of the Union Iron Works commented very favorably today on the two Philadelphians, who came to this city instead of going to the Cramp ship building plant in Philadelphia, or to the Henry E. Huntington ship building works at Newport News, Va.

ALL ALONG THE WATERFRONT

Possibility of Major Arthur Williams, commander of the first Oregon district, U. S. Engineers, being transferred to a southern climate where his health would be better, has been rumored. Major Williams is now in a hospital at San Francisco, recovering from an operation for an injury to his right leg, sustained several years ago.

That the steamer George W. Fenwick and Edgar H. Vance, owned by the Hammond Lumber company, would be chartered for service between this coast and the orient was reported here this morning. It had been intended to keep both vessels on the coast lumber trade, but high prices being offered, the proposal is being considered by their owners.

A. A. Moran, manager of the Arrow line, is a Portland visitor today, and confirms the report that the firm of Swayne & Hoyt will build a large freight carrier. The proposal to place her in west coast trade has not been decided upon definitely, however.

On her first visit in several months, the fine Standard Oil tanker El Segundo, Captain McKellar, is in port after having towed barge No. 91 up the coast. The steamer Henderson is bringing the barge up the river today.

The steamer Beaver sails for San Francisco this afternoon. Captain J. K. Bulger, supervising inspector of hulls and boilers, will be a passenger, he having completed his investigation of the condition of the Minnesota when she left Seattle. He will announce none of his findings until he has inspected the vessel at San Francisco.

Regulation Factor In Drug Business

Oregon Agricultural College, Corvallis, Or., Dec. 17.—Government regulation of the sale of drugs and foods, declared William F. Woodard, of the Woodard-Clarke company, Portland, speaking before the school of commerce, has been an important factor in improving the ethics and the integrity of the drug business during the generation just past. Mr. Woodard, who began his career in the drug business as an apprentice, and who has spent 34 years in this business in Oregon, drew some striking contrasts to show the laxness of pharmaceutical practice 30 years ago as compared with today, especially in respect to selling morphine, opium, and intoxicants.

The salutary effect of government regulation, he declared was evidenced also in the branding of adulterations.

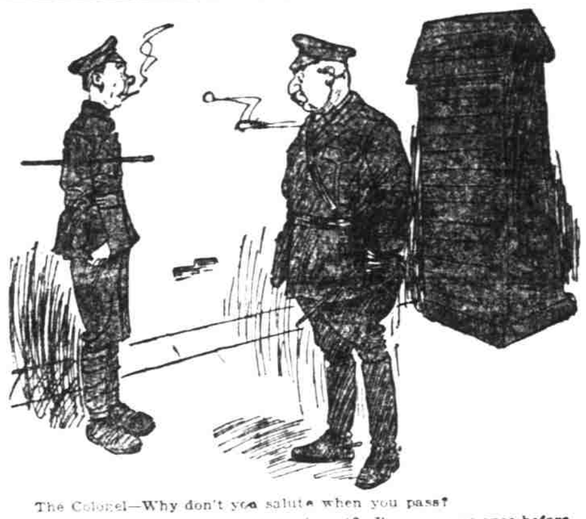
Triple Collision in England Kills 16

Freight Train, Pilot Engine and Passenger Train Crash in Fog Near Jarrow—Over 50 Injured.

Newcastle, England, Dec. 17.—(U. P.)—Under cover of a heavy fog, a freight train, a pilot engine and a passenger train were in a triple collision today near Jarroy, killing 16 persons and injuring over 50. Several are missing. Four coaches turned over and burned.

NEW MEMBER OF PORT COMMISSION

Alfred Tucker.



The Colonel—Why don't you salute when you pass?
Raw Recruit—Bosh! Do 'yer getting at? I've seen you once before.

Brief Tales of Late News

Greece Again Fearing Turco-German Attack; Italy Warned by Britain; Germany Will Regulate Food Prices; Great Stock Gold in Bank in France; Swiss Elect President; Another "President" in Mexico; Effort to Conciliate Villa.

European War.

Athens—About 500,000 Ottoman troops, commanded and drilled by German officers, have been concentrated between Alessandretta, Aleppo and Homs, and miles of tubes for carrying drinking water are being laid across the desert, this evidently preparing for a Turco-German attack upon Greece.

Rome—The construction of the Damascus railroad is being hurried with unexampled vigor, and is expected to be completed by February 1. As it is double tracked, it will permit the concentration of 500,000 Turco-German troops on the Egyptian frontier within one month.

Milan, Italy.—The British government has warned Italy to be prepared for the reception of Germans, who have left the United States to perpetrate munitions outrages there, as they have done in America.

Foreign.

Berlin—The reichstag is planning a campaign against high prices of food.

Berne, Switzerland—Camille de Coppet was yesterday elected president of the republic.

Paris—There are 5,000,000,000 francs in gold in the Bank of France.

Basel, Switzerland—The Swiss government has insured its art treasures against war damages in the sum of $250,000.

Paris—The French moratorium has been extended for six months.

Berlin—The kaiser has returned from the front, and will remain in Berlin for an indefinite time.

General.

Mexico City—Zapata adherents have "elected" Antonio Soto y Gama "president" of Mexico.

Washington—Ex-Senator Hale of Maine, 79, is seriously ill of paralysis.

Washington—But 326,700 immigrants arrived in this country from foreign ports for the fiscal year ending June 30, as against 1,218,480 in 1914.

New York—Two loaded food ships will leave New York for Belgium about January 1.

Bennington, Vt.—Daniel Worcester, last of the company which produced "Uncle Tom's Cabin" when first dramatized, is dead, aged 82.

Philadelphia—After a disappearance of two years, the body of D. J. McNichol, president of the Keller Leather Goods company, was found in a trunk beneath the cellar of a building. Edward Keller, employed as foreman of the leather works, is under arrest.

New York—Edward D. Robbins, former general counsel of the New Haven railroad, made a personal profit of almost $700,000 out of the transactions which the government charges he engineered in behalf of the road.

Chicago—The 15,000 garment workers of Chicago, on strike for three months having won their demands, are to return to work.

Chicago—Employes of the Crane company throughout the country will receive about $500,000—10 per cent of their salaries—as a Christmas gift.

Warminster, Pa.—Sixty children were rescued from Christ's home here, when it was discovered that the basement was on fire.

New York—Trustees of the Church Peace union, representing 29 different church organizations, have passed resolutions in opposition to military preparedness.

Pacific Coast.

Elsinore, Cal.—P. C. Macy was killed and his son and daughter perhaps fatally wounded as they left their store last night. Robbery was the motive.

San Francisco—Alleging cruelty as her motive, Mrs. Virginia Belle Burns has begun an action in divorce from dent of the M. A. Burns Lumber company of the M. A. Burns Lumber company.

Pacific Northwest.

Centralia—Thursday was Good Roads day for the Centralia Jitney Drivers' association, member of which turned out in force with picks and shovels on East Summa street, which is the only unpaved street between the local business section and the north limits of Chehalis.

Aberdeen—The 1916 summer cruise of the Washington naval militia will be made to the Hawaiian islands, according to information received here by Commander E. A. Bradner of the Fourth naval division of this city.

Chehalis—Chehalis Knights of Pythias masquerade ball committees are making active preparation for the Twenty-third annual masquerade to be given at Liederskranz hall the night of December 21.

Centralia—The United States senate yesterday confirmed the appointment of F. H. McCleary as Centralia postmaster. Mr. McCleary was appointed early this year after congress had taken recess.

Oregon.

Gaston—This city has been bonded in the sum of $7000 to raise funds for a new water system.

Roseburg—Local poultry raisers declare the Christmas supply of turkeys will be short of what it was last year.

Ashland—The Southern Pacific is erecting commodious carsheds here, to replace the ones blown down last February.

Roseburg—J. T. Bridges for four consecutive terms mayor of Oakland, Or., has announced that he will be a candidate for county commissioner on the Republican ticket.

Sherwood—Vernon Davis of Middleton pleaded guilty to a charge of cruelty to animals, was fined $20 and costs and the fine was remitted.

Hillsboro—Washington county court has granted injunction restraining enforcement of Sunday closing pending decision by the federal court.

Army-Navy Orders

San Francisco, Dec. 17.—(P. N. S.)—Army orders:

These leaves of absence granted: Lieutenant Albert T. Itch, 3d infantry, 10 days; Lieutenant Ralph W. Klingman, infantry, 10 days; Lieutenant William A. Squires, dental surgeon, one month 15 days; Lieutenant Isaac E. Titus, coast artillery, Fort Logan, to recruiting duty, Denver; he relieves Captain William R. Harrison, retired; Lieutenant John V. Greene, medical reserve corps, to army transport service, San Francisco, as surgeon on transport Logan; Lieutenant Max B. Garber, infantry, Boise, Idaho, to Grangeville, Idaho, to inspect new militia company; Acting Dental Surgeon Julian W. Gordon, to Fort McPherson; Lieutenant Francis H. Fuller, 29th infantry, to Fort Slocum, for examination for detail in aviation section.

Navy Orders.

Lieutenant K. L. Hill, naval training station, San Francisco, to receiving ship, San Francisco. Paymaster J. H. Hemberger, South Dakota, navy yard, Puget sound. Passed Assistant Paymaster E. R. Wilson, navy yard, Puget sound, to navy yard, Mare Island. Paymaster P. J. Willett, navy yard, Mare Island, to wait orders.

Marine Corps.

Lieutenant Colonel A. W. Catlin, to field officers' course, army service schools, Fort Leavenworth. First Lieutenant H. M. Butler, Florida, to barracks, New York. Second Lieutenant W. H. Rogerius, barracks, Philadelphia, to Florida. Second Lieutenant R. A. Moettler, New Jersey, to barracks, Boston; Second Lieutenant L. T. Lloyd, barracks Philadelphia, to New Jersey.

TOWN TOPICS

Mrs. Carrie Cowles' Funeral.—The funeral of Mrs. Carrie L. Cowles was held this afternoon at the residence of her daughter, Mrs. W. H. Bethune, No. 561 East Everett street, and the body will be shipped tonight to Ashland for interment beside the grave of her husband, the late Sylvesta Cowles. Mrs. Cowles was born in New York state in 1834 and lived in Ashland for 14 years and in Portland for the past six years. Before that Mr. and Mrs. Cowles lived in Lincoln, Neb. Mrs. Cowles is survived by two daughters, Mrs. Bethune of this city, and Mrs. T. J. Wright of Los Angeles. She was a member of the Atkins Memorial Congregational church, and was loved by many friends wherever she had lived.

Had Lived Here 30 Years.—Funeral of Mrs. Harriet Rowland, who died at her home, 624 Milwaukie street, December 15, was held this afternoon from the P. L. Lerch undertaking parlors. Mrs. Rowland was 83 years of age and had lived in this city for the past 30 years.

SUDDEN DEATH

CAUSED BY DISEASE OF THE KIDNEYS.

The close connection which exists between the heart and the kidneys is well known nowadays. As soon as kidneys are diseased, arterial tension is increased and the heart functions are attacked. When the kidneys no longer pour forth waste, uremic poisoning occurs, and the person dies and the cause is often given as heart disease, or disease of brain or lungs.

It is a good insurance against such a risk to send 10 cents for a sample package of "An-uric"—the latest discovery of Dr. Pierce. Also send a sample of your water. This will be examined without charge by expert chemists at Dr. Pierce's Invalids' hotel, Buffalo, N. Y. When you suffer from backache, frequent or scanty urine, rheumatic pains here or there, or that constant tired, worn-out feeling, it is time to write Dr. Pierce, describe your symptoms and get his medical opinion—without charge and absolutely free.

This "An-uric" of Dr. Pierce's is 37 times more active than lithia, for it dissolves uric acid in the system, as hot water does sugar.

Simply ask for Dr. Pierce's An-uric Tablets. There can be no imitation. Every package of "An-uric" is sure to be Dr. Pierce's. You will find the signature on the package just as you do on Dr. Pierce's Favorite Prescription, the ever-famous friend to ailing women.

Worry, Despondency.

Kidney Disease is suspected by medical men when patients complain of backache or suffer with irregular urination, disturbed, too frequent, scanty or painful passage. The general symptoms are rheumatic pains or neuralgia, headaches, dizzy spells, irritability, despondency, weakness and general misery. Worry is a frequent cause and sometimes a symptom of kidney disease. Thousands have testified to immediate relief from these symptoms after using Dr. Pierce's An-uric Kidney Tablets. (Adv.)

CALIFORNIA ATTORNEY REPRESENTING POWER CONCERNS AT CAPITAL

Will Take Prominent Part in Fight Against Passage of the Ferris Water Power Bill

SENT BY OIL INTERESTS

Seeks Relief for Clients From Consequences of Supreme Court Decision Upholding Land Withdrawals.

Washington, Dec. 17.—(WASHINGTON BUREAU OF THE JOURNAL.)—Frank H. Short of Fresno, Cal., one of the prominent figures in the water power conference at Portland last fall and attorney for California power interests, has arrived in Washington. He expects to be here through a large part of the session of congress.

Mr. Short says he is here at this time to represent California oil men who are seeking relief from the consequences of the supreme court decision upholding oil land withdrawals under the Taft administration. This decision affirms title of the United States to land upon which millions of dollars have been expended in development under mistaken ideas as to the law. Attorneys for oil operators had advised them that the withdrawals were not valid, and they proceeded with work with considerable confidence that their attorneys were right.

Extent of Relief, Only Question.

There is no dispute as to the propriety of affording some relief to the oil investors, and the only question is how far the concessions should extend. Secretary Lane of the interior department has suggested that the line may properly be drawn at the time of the second withdrawal in 1910, after congress had specifically granted authority for it.

Mr. Short will be one of the chief representatives of the power company interests later on in the fight over the Ferris bill, when the public lands committees of the two houses will doubtless give him opportunity to repeat the arguments he made in Portland as to the constitutionality of the proposed legislation.

The first clash in the senate over the land leasing legislation came in the effort of Senator Walsh, of Montana to have the oil and phosphate leasing bill sent to the committee on mines and mining, of which he is chairman. He contended that it belonged there, expressing fear that its progress will be delayed in the public lands committee, to which other "conservation" measures have been referred.

Senator Walsh Questioned.

Senator Stone, of Missouri inquired if there was any difference in the policy of the two committees, and the Montana senator said he did not know as to that. He placed emphasis upon the work piled upon the public lands committee, of which his colleague, Senator Myers, is chairman, and declared his own committee would have time to give earlier consideration.

Senator Pittman, a member of both committees, supported Walsh, but a motion sending the oil and phosphate bill to the public lands body prevailed, after Smoot, of Utah, Clark, of Wyoming, Smith, of Arizona, and Works, of California had made replies at various angles.

An Oregon inventor has patented a hot water bottle that can be heated by an incandescent lamp.

SKIN TROUBLE ON CHEST ARMS

And Neck. Itched and Burned Badly. Could Not Sleep Nights.

HEALED BY CUTICURA SOAP AND OINTMENT

"About ten years ago my husband had a breaking out on his arms and hand. It would itch and burn so badly that he would scratch it and that would cause it to spread, and it was not long before it had spread all over his chest and arms and neck. He could not sleep nights for the discomfort of it.

"I found my daughter had the same trouble breaking out on the corner of her mouth. I saw Cuticura Soap and Ointment advertised and I got some and in a week's time her face was well. My husband then tried the Cuticura Soap and Ointment and they caused the skin to heal up." (Signed) Mrs. I. E. Dye, Forest Grove, Ore., March 1, 1915.

Sample Each Free by Mail

With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.

To Give the Hair a Naturally Wavy Effect

Since the virtues of plain liquid silmerine as a hair curler became known, druggists in this country, as well as abroad, have been having a really extraordinary demand for this remarkable product. Its effectiveness and its entire harmlessness—especially as compared with the ruinous curling iron—doubtless have been responsible for its increasing use for the purpose mentioned. A few ounces of liquid silmerine will last a long while.

One need only apply a little of the liquid with a clean tooth brush before retiring and in the morning the hair will have that beautiful wavy and glossy appearance which leaves no marks of artificiality. The best way is to divide the hair into strands and moisten each of them from root to tip. There is no discoloration, no streaky or other unpleasant aftereffect.—Adv.

GERMS CAUSE CATARRH—KILL THEM!

Only Way to End Catarrh. Wonderful Results Come From Breathing the Pure Healing Air of Hyomei Through This Pocket Inhaling Device.

If you have catarrh and want to get rid of it you must kill the germs which cause catarrh and which are now living, breeding, thriving and multiplying by the millions far up in the recesses of your nose and throat.

The temporary relief you have been finding in sprays, douches, creams, ointments, lotions, etc., which for a while open your clogged nostrils and let you breathe easier, fail to cure catarrh to stay cured because they do not and cannot kill the catarrh germs which cause it.

There is just one way to really reach and destroy the catarrh germ life in your system and thus end catarrh forever, and that is by breathing through the little inhaling device shown in this illustration, a powerful but pleasant and healing germicidal air called Hyomei. Hyomei is a germ killing liquid but you do not swallow it. Simply pour a few drops of Hyomei into this inhaler, and then put the inhaler in your mouth and breathe its healing, germ destroying air—breathe deeply. That's all you have to do. Every time you inhale a breath of Hyomei through this little inhaling device you are drawing into your raw, swollen, inflamed and germ laden membranes an agreeable medicated air which will not only absolutely and positively destroy every trace of Catarrh germ life it reaches but will stop the discharge and heal and reduce all the inflammation and swelling and open up your clogged nose and stopped up air passages. It gives wonderful relief in just two or three minutes while if you use it two or three times a day for a few weeks it will completely banish Catarrh and every symptom of Catarrh.

Druggists everywhere are so sure of the blessed lasting relief that Hyomei brings to Catarrh sufferers that they furnish a full bottle of it, together with this Pocket Inhaler in a package called the Complete Hyomei Treatment, on an absolute guarantee to refund the purchase price if you are not satisfied with results. The Hyomei liquid is also sold in separate bottles without the inhaler and without this guarantee so people using it for the first time should be certain to insist on the complete package containing the inhaler and the guarantee that protects them against all loss. Sold in Portland and vicinity by all the best drug stores, including The Owl Drug company.

STUBBORN COUGHS, COLDS AND BRONCHIAL AFFECTIONS RELIEVED

With Best Home-Made Remedy—128 Teaspoonfuls for 25 Cents.

If everything was sold in as liberal and fair a manner