RIVER WILL BE OVER LOWER DOCKS, SAYS LOCAL FORECASTER

Monday Placed as Time for Overstepping of Steamer Landings.

EARLY RUN OUT WELCOME

River Men Believe Chances of Severe Flood in June Are Fading— Cold Weather Forecasted.

The Willamette river will be over most of the lower docks by Monday morning.

Indications gathered by Assistant Forecaster T. Francis Drake point to a stage of 16.5 feet of water here by Monday. A stage of 17.4 is predicted for Tuesday.

Whether the water will continue to rise or fall again after that depends entirely on the weather for the next few days.

Some hope of the stopping of the impending rise is seen in the country wide forecast of the weather bureau for the coming week in which it is asserted that colder weather, accompanied by local frosts, will follow the showers which have bothered this section for the latter part of this week.

Not a grumble of the flood conditions has been heard on the waterfront where the early flowout is being regarded as a great thing. It is believed that an excellent chance of the water running out gradually and avoiding the possibility of a heavy flood exists now. The way the cool weather hung on through April caused considerable worry, as the mountains are full of snow and much cool weather would have meant a disastrous flood when summer comes.

Unless an unexpectedly long cool spell develops from the prediction for the coming week, it is believed now that the run off will be gradual and that the river may not rise much over 23 feet.

The stage of the water this morning was 14.1 feet.

ALL ALONG THE WATERFRONT.

Trial trip of the steamer Rose City, equipped with new boilers and given a general overhauling, started at 1:30 o'clock this afternoon. It was planned to run the vessel to St. Helens and return. G. L. Blair, W. D. Wells and other officials of the company as well as friends, accompanied Capt. Rankin on the trip.

To undergo boiler repairs the steamers Bailey Gatzert and Dalles City were at the Willamette Iron & Steel Works this morning. The Dalles City missed her regular trip today to undergo her annual inspection and slight repairs.

The Shaver Transportation Co. today purchased the steamer Norma from the Oregon Trunk railroad. The Norma has been idle since the bridge at Fallbridge was completed. She will be dismantled for the useful parts of her machinery and her hull broken up.

The Parr-McCormick Steamship company has the steamers O. M. Clark and Celilo both in port with general cargoes from San Francisco.

The steamer J. N. Teal arrived from Lewiston with a good cargo of freight. The steamer Twin Cities departed Friday night full of freight for the same city.

Sound Trade Booms.

Seattle, Wash., May 6.—(P. N. S.)—Fifty-nine vessels, laden with merchandise valued at $3,863,115 cleared from Seattle during April, 1916, according to shipping records compiled here today. The value of Seattle's Alaskan trade during April was $1,219,437 greater than for any other single month in the history of the port.

NEWS OF THE PORT

Arrivals May 6.

O. M. Clark, American steamer, freight, from San Francisco, Parr-McCormick Steamship company.

Breakwater, American steamer, Captain Macgenn, passengers and freight, from San Diego and way, Northern Pacific Steamship company.

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

W. S. Porter, American steamer, Captain Madeson, bulk oil, from Monterey, Associated Oil company.

Departures May 6.

Beaver, American steamer, Captain Mason, passengers and freight, from San Francisco and Los Angeles, San Francisco & Portland Steamship company.

Marine Almanac.

Weather at River's Mouth.

North Head, May 6.—Condition of the mouth of the river at noon, moderate; wind southwest, 20 miles; weather cloudy.

Sun and Tides May 7.

Sun rises, 4:49 a. m. Sun sets, 7:26 p. m.

Tides at Astoria.

High Water:	Low Water:
3:00 a. m., 7.9 feet	10:39 a. m., 0.5 foot
4:59 p. m., 6.3 feet	10:30 p. m., 4 feet

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

Daily River Readings.

8:00 A. M., 120th Meridian Time.

STATIONS	Flood stage.	Height (in feet).	Change in last 24 hours	Rainfall last 24 hours.
Wenatchee	40	25.0	+1.1	0.03
Lewiston	24	13.4	+0.9	0.08
Umatilla	25	15.7	+1.3	0.05
The Dalles	40	24.0	+2.0	0.04
Vancouver				
Eugene	10	5.7	+0.2	0.46
Albany	20	5.8	+0.1	0.30
Salem	20	5.8	+0.2	0.24
Oregon City	12	5.5	+0.1	0.33
Portland	15	14.1	+0.6	0.12

(+) Rising.

River Forecast.

The Willamette river at Portland will rise steadily, reaching a stage of about 15.2 feet Sunday, 16.5 Monday and 17.4 feet Tuesday.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT.

Name.	From	Date
Great Northern	S. F.	May 7
Bear	S. F. & L. A.	May 10
Beaver	S. F., C. B. & E.	May 17
Rose City	L. A. & S. F.	May 20

Steamers Due to Depart.

Name	For	Date
Beaver	L. A. & S. F.	May 6
Great Northern	S. F.	May 6
Rose City	L. A. & S. F.	May 10
Bear	S. F. L. A.	May 13

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.

Namp.	Berth.
Beaver, Am. ss	Ainsworth
Breakwater, Am. ss	Columbia
Carrier Dove, Am. sch	Multnomah Box
Echo, Am sch	N. P. Lbr Co.
El Segundo, Am. ss	Linnton
Hazel Dollar, Am. ss	Westport
Invergarry, Br. bk	Stream
Inverlogie, Br. bk	Irving
Johan Poulsen, Am. ss	Rainier
Necanicum, Am. ss	Tongue Point
O. M. Clark, Am. ss	Couch
Rose City, Am. ss	Alaska
Shasta, Am. ss	Rainier
W. S. Porter, Am. ss	Linnton

At Neighboring Ports.

Astoria, May 6.—Arrived at 2 and left up at 9 a. m.—O. M. Clark, from San Francisco. Arrived at 7 and left up at 9:50 a. m.—El Segundo, from San Francisco. Arrived at 8 and left up at 10:30 a. m.—Breakwater, from San Diego via way ports.

Seattle, May 6.—Ship St. Nicholas, from Astoria, for Kushnagk, was 175 miles from Ulimak pass at noon yesterday.

Astoria, May 5.—Left up at 12:30 p. m.—Celilo. Arrived at 4 and left up at 6 p. m.—W. S. Porter, from Port San Luis. Sailed at 6:30 p. m.—E. H. Vance for San Pedro; Santa Monica, for San Francisco.

Coos Bay, May 5.—Sailed at 3 p. m.—F. A. Kilburn from Portland for San Diego via way ports; at 4 p. m.—Breakwater, from San Diego and way ports for Portland.

San Pedro, May 5.—Sailed—Bear, for Portland, via San Francisco.

Seattle, Wash., May 6.—Arrived—Queen, San Francisco, 4:50 a. m. Sailed—Despatch, Southeast Alaska, 8:30 a. m.

Seattle, May 5.—Arrived—City of Puebla, from Hongkong, via San Francisco, 6 p. m.; Edith, from S. E. Alaska, 3:20 p. m. Sailed—Admiral Dewey, San Francisco, 5 p. m.; Umatilla, San Francisco, 6 p. m.; Lyman Stewart, Port San Luis, 1 p. m.

Seward, May 5.—Sailed—Alameda, westbound, 9:30 a. m.; Aroline, southbound, 4:30 p. m.

Juneau, May 5.—Sailed — Dolphin, southbound, 9 a. m.

Wrangell, May 5.—Sailed — Prince John, northbound, 2 p. m.

Ketchikan, May 5.—Sailed—Alaska, southbound, 4:15 p. m.

Victoria, B. C., May 6.—Arrived—British steamer Empress of Asia, Hongkong via ports. Sailed—Azov, west coast, via San Francisco; Tacoma Maru, Hongkong, 6:30 p. m. yesterday.

Port Townsend, May 6.—Passed in—Admiral Farragut, Seattle, 8:15 a. m.

San Francisco, May 6.—Arrived—Avalon, Los Angeles, 4:30 a. m.; Nome City, Los Angeles, 5 a. m.; Willamette, Los Angeles, 5:30 a. m.; Grays Harbor, Santa Barbara, 5:40 a. m.; Svea, Los Angeles, 6:30 a. m.; Mandalay, Los Angeles, 9 a. m.; Harvard, Los Angeles, 8:30 a. m.; Whittier, Port San Luis, 9 a. m.; National City, Fort Bragg, 11 a. m.; Bear, Los Angeles, 11 a. m.

Sailed—Argyll, Portland, 1 a. m.

San Francisco, May 5.—Arrived—Bandon, Los Angeles, 11:30 a. m.; British steamer Crown of Toledo, Seattle, 1 p. m.; schooner W. G. Irwin, Roche Harbor, 3 p. m.; Cleone, Albion, 3:15 p. m.; Great Northern, Astoria, 3 p. m.; Hoquiam, Grays Harbor, 6:40 p. m.; Yosemite, Astoria, 7:20 p. m.

Sailed—U. S. S. Maryland, Bremerton, 11 p. m. yesterday; San Gabriel, Umpqua river, 11 a. m.; U. S. S. San Diego, San Diego, 11:20 a. m.; J. B. Stetson, Seattle, noon; U. S. S. Thomas, Manila, via Honolulu, 12:20 p. m.; Speedwell, Bandon, 1:40 p. m.; schooner, C. A. Thayer, Bristol Bay, 3:50 p. m.; British bark British Yeoman, in tow Hercules, for United Kingdom, via canal, 4 p. m; Yale, Los Angeles, 4:10 p. m.; Congress, Los Angeles, 4:20 p. m.; barge 91, Seattle, in tow, 4:30 p. m.; Westerner, Seattle, 5:40 p. m.; Admiral Schley, Seattle, 6:30 p. m.; Arctic, Fort Bragg, 6:40 p. m.; Whitesboro, Greenwood, 6:40 p. m.; British steamer City of Vienna, Yokohama, 7:15 p. m.; Pasadena, Albion, 7:20 p. m.; Yosemite, Los Angeles, 9:15 p. m.

THIS WILL INTEREST MOTHERS.

Mother Gray's Sweet Powders for Children, a Certain relief for Feverishness, Headache, Bad Stomach, Teething, Disorders, move and regulate the Bowels and destroy Worms. They break up Colds in 24 hours. They are so pleasant to the taste children like them. Over 10,000 testimonials. Used by mothers for 28 years. They never fail. Sold by all Druggists. 25c. Sample mailed FREE. Address, Mother Gray Co., Le Roy, N. Y.

Speed Craft Will Take to the Water This Afternoon

Launching of the steamer Kitsap II is to take place at Supple's Yards at 3 o'clock this afternoon.

A bottle of real champagne, bedecked with gay ribbons, has been unearthed from some cellar to christen the new craft. Miss Latimer of Seattle, with a large party of other Puget sound people arrived for the christening this morning.

The Kitsap II is to make 22 miles an hour and is to ply on Puget sound for the Kitsap transportation company.

N. P. to Keep Ships On Run to Portland

Rumor That Steamers F. A. Kilburn and Breakwater Were Going to San Francisco—Mexican Trade Denied.

Los Angeles Harbor, Cal., May 6.—(P. N. S.)—Local agents of the North Pacific Steamship company today denied frequent reports that the company intended abandoning the service of the steamers to Portland and sending the steamers F. A. Kilburn and Breakwater to the trade between San Francisco and Mexico.

The local agents of the company said that dock contracts which would not expire for a year at Eureka and Marshfield, prevented the company from taking its steamers from the service north of San Francisco and also that the steamers were not adapted for the trade along the western Mexican coast.

Mrs. E. J. Bicknell's Funeral Held Today

Portland Woman Died at the Home of Her Daughter, Mrs. A. F. Helliwell, Yesterday.

Funeral services were held this afternoon for Mrs. Eliza J. Bicknell at the home of her daughter, Mrs. A. F. Helliwell, 181 East Thirty-second street. Mrs. Bicknell died there on May 5, and was 76 years of age. She was a native of England, but was reared in New Orleans, and for many years resided there, afterwards removing to Minneapolis. Mrs. Bicknell was very much interested in the missionary work of the Presbyterian church.

The funeral sermon was delivered by Rev. J. J. Staub. She is survived by her daughter, Mrs. Helliwell, and by a sister, Miss Martha Palmer of New Orleans. Interment will be made in Minneapolis.

Illiterates of City Will Be Educated

Superintendent Alderman's Suggestion That Association for This Purpose Be Formed Will Be Carried Out.

At a meeting of the Social Center last night at 171½ Eleventh street, L. R. Alderman, superintendent of city schools, suggested the formation of an association to educate the 2400 illiterate persons in Portland. The idea will be carried out. A number of teachers have volunteered their services. The United States educational bureau has furnished the names and addresses. Many of the illiterates may be given lessons at their homes. The permanent organization will be effected within a few days. As yet it has not been named.

SUBMARINE ISSUE IS CLOSED, VIEW TAKEN AT NATIONAL CAPITAL

No Reply From President Expected, So Completely Is Incident Believed Ended.

WHITE HOUSE IS SILENT

Officials Do Not Believe Germany, Having Abandoned Submarine Warfare, Will Again Resume Operations.

Press Believes Demand Met.

New York, May 6.—(U. P.)—A poll of 132 newspapers by the New York Times today showed that 74 disapproved of the German reply to the American submarine demands, 28 approved it, and 30 were non-committal.

The New York Sun's deduction from all editorials of newspapers in all parts of the country was that most newspapers deemed the American demands substantially met.

German-American papers were generally of the opinion that the demands had been met. They urged America to proceed against the British blockade policy.

Washington, May 6.—(U. P.)—The submarine issue is closed, in the view of President Wilson's advisers today. No comment was forthcoming from the White House. So completely do officials in touch with the situation consider the issue disposed of that it was said there would be no reply by the president.

Secretary Lansing may issue a statement calling attention to the essential point—that Germany ordered its submarine activities confined to vessels of war. This is the essence of the reply, officials say, and leaves no actual issues.

The issue will remain closed, it is believed, at least it is felt that Germany will not re-open the case by resuming its undersea warfare against merchantmen. Officials believe every care will be taken to prevent commanders from violating their instructions, and see danger only in the fact that the submarine commanders are mostly young and some of them perhaps difficult to control.

But Germany having once quit submarining merchantmen, no high official regards it within the range of possibility that she will resume such operations.

Official Text Received.

The official text of Germany's reply to the American submarine ultimatum was received here today and President Wilson is formulating his decision on the momentous issue.

Unless the official document differs essentially from the press versions, it is a foregone conclusion that danger of an immediate break has passed. This conclusion has the general approval of congress, the cabinet and others of the president's advisors.

From the large numbers of telegrams received at the White House during the night it appears that the country is satisfied that Germany made a concession precluding all possibility of a break—unless it fails to live up to its promise.

Germany Again on Probation.

Germany may be said to be again on probation. Time will tell whether it deserves this chance, according to the view here.

With President Wilson's decision, the Lusitania case will have passed into history. The last obstacle in the Lusitania negotiations will be removed when the president approves the new orders putting freighters and liners in the same class—all subject to the rules of search and seizure before destruction.

At the same time, it was authoritatively stated that the president will accept the German government's instructions to submarine commanders "only as a conditional compliance with the United States' demands."

President to Maintain Position.

The president is determined to maintain the position he took in earlier correspondence. He will not complicate negotiations with Germany by any discussion of the British food blockade.

It is the present intention of the president, it is said, to ignore altogether the conditional clause of the German reply, which is construed as proposing a triangular discussion of the submarine issue by the United States, Germany and Great Britain.

The ambiguous phrasing of the new orders to German submarine commanders, which refer to "the destruction of merchant vessels recognized by international law," raised another point that may lead to future discussion.

We Are Not Germany's Agent.

A high official in close touch with the negotiations and in position to speak with authority on the government's viewpoint gave the International News Service an exhaustive review of the situation:

"The United States is not acting as Germany's agent to exact promises from Great Britain," he said, "nor as Great Britain's agent in its controversy with Germany. It is none of Germany's concern what intercourse or disputes this country has with Great Britain.

"The United States is acting in its own interest and in the interest of all neutrals and insists that international law shall be preserved inviolate.

"All the argument in the German reply is gratuitous. And what Germany says in the note is not international law.

"The crucial point is the new orders given to submarine commanders. It was not known until Germany said so, that they were international law. The phrase in those orders, 'recognized by international law,' may mean merchant vessels or it may mean the 'general principals of visit and search and the distruction of merchant vessels.'

New Orders Not Sufficient.

"The new orders say: 'In accordance with the general principles of visit and search and the destruction of merchant vessels recognized by international law, such vessels, both within and without the area declared a naval war zone, shall not be sunk without warning and without saving human lives.'

"If the orders had stopped there the reply might be all right and wholly satisfactory, but they go on with a conditional statement saying, 'unless the ship attempt to escape or offer resistance.'

Still Obliged to Save Life.

"That does not absolve the commander from the obligation of saving life. The merchant vessel by seeking to escape or resisting exposes itself to the danger of being sunk and to the loss of life during the attempted escape or during the resistance, but not afterward.

"No German instruction of that kind can do away with international law and give naval commanders carte blanche to sink vassels and destroy life because they attempt to escape or resist capture. A merchant vessel has the right to escape and to resist capture, taking the consequences during those acts, but those acts don't condemn those on board to certain death.

Rights of Those on Board.

"They have, at the instant of ceasing either, all the rights international law gives to merchant vessels that don't resist or attempt the escape at all.

"The orders are conditional, however. They are given to the submarine commanders, but the German government apparently makes their continuance depend on the success of the United States in inducing Great Britain to discontinue what Germany contends are unlawful practices. The discontinuance of the orders to Germany's submarine commanders or a resumption of her past submarine practices will put the question of diplomatic break with her clearly before this government again.

Warning Would Be Made Good.

"It is unlikely that, should such a contingency arise, there would be another formal demand upon Germany. The warning issued in the last note would be made good."

The important thing, all are agreed, is that Germany has gone far enough in subscribing to the basic principles laid down by the president to avert the danger of an immediate break in relations.

Plan Lusitania Parade.

London, May 6.—(U. P.)—A demonstration commemorating the sinking of the Lusitania will take place in Hyde Park tomorrow, the first anniversary of the disaster. A model of the Lusitania and one of its lifeboats, as well as other relics of the horror, will be carried in a procession.

EFFORT TO PLACATE PROGRESSIVES MAY BE MADE AT YAKIMA

Washington State Republicans Will Send Newspapermen to Convention.

North Yakima, Wash., May 6.—(P. N. S.)—Republicans of Washington, in convention here today, will name S. A. Perkins, the Tacoma newspaper publisher and member of the Republican national committee; Scott C. Bone, editor of the Seattle Post-Intelligencer; Charles P. Lund of Spokane and E. A. Sims of Port Townsend as delegates-at-large to the Republican national convention at Chicago.

Selection of these four as delegates-at-large has been agreed upon by leaders of the various county delegations and the selection will be ratified before the convention adjourns today. District delegates are to be named before the convention disbands.

T. B. Breuner of Aberdeen has been agreed upon as temporary chairman of the convention and Charles Hebberd of Spokane will be made permanent chairman.

Tentative agreements as to platform indicate that one plank will extend the olive branch to the Progresive party. In a national sense the platform is expected to advocate preparedness. In strictly state afairs the platform will doubtless declare its opposition to non-partisanship in state elections, will favor a constitutional convention to revise the fundamental law of the state and will advocate the abolition of second choice voting.

Woman Leaves Note Indicating Suicide

After writing a note to her sister in Salem saying she had lost her position and was unable to get another and that with her last nickel she was going to pay her fare out to the edge of Columbia slough, Miss May Harris, aged 33, left her home, at 985 East Franklin street, about 2 o'clock yesterday afternoon and searching parties have failed to locate her.

Mrs. W. H. Harris, her mother, returned home about 6 o'clock and noticed the note which she had left on the table to be mailed. When her daughter did not return Mrs. Harris became suspicious and opened the letter. A searching party was organized among the neighbors and late last night the aid of the police was solicited.

Army-Navy Orders

San Francisco, May 6.—(P. N. S.)—Army orders:

Colonel Harry Taylor, corps engineers, relieved duty in Washington, D. C., July 1, and then will proceed to Governor's Island as engineer officer eastern department.

Colonel William C. Rafferty, C. A. C., upon arrival in United States, to proceed to Fort Hamilton, N. Y., for assignment to coast defenses Southern New York.

Captain Thomas R. Harker, second infantry, detailed to quartermaster corps effective May 24, and will report to Hawaiian department for duty.

Captain Jacob M. Coffin and Captain Daniel F. Maguire, M. C., ordered to Columbus, N. M., for duty with ambulance company No. 3.

Major Joseph U. Ford and Captain Roy C. Hallebower, M. C., to Columbus to join the 16th infantry.

First Lieutenant Hugh S. Johnson, 1st cavalry, relieved from duty office judge advocate western department and to Washington for duty in office of judge advocate of army.

Major William E. Vose, M. C., to Douglas, Ariz., temporary duty with 1st cavalry.

Lieutenant Colonel Frank W. Coe, C. A. C., upon arrival in United States to Fort Hamilton, N. Y., as fort commander Fort Wadsworth; Captain James M. Kimbrough Jr., infantry, and First Lieutenant Richard C. Barneson, 3d field artillery, relieved from duty with organized militia.

First Lieutenant Walter P. Boatwright, C. A. C., relieved from Massachusetts institute technology May 31, and will report to coast defenses Chesapeake Bay for duty.

First Lieutenant Louis L. Pendleton, C. A. C., relieved from present duties Tokio, Japan, July 19, and to Fort Winfield Scott, San Francisco, for duty.

These leaves granted: Captain Clarence Deems Jr., 6th field artillery, from May 15 to August 14. Major Reuben B. Miller, M. C., three months about June 1; First Lieutenant Herman S. Rush, dental surgeon, extension 1 month 10 days, account of sickness; First Lieutenant Hugh S. Johnson, 1st cavalry, 2 months, about May 19.

Navy Orders.

Ensign H. P. Parmlee, detached Louisiana, and to the Milwaukee.

Oregon State Grange.

Grants Pass, May 9-12 inc., Southern Pacific train No. 53 will stop at all stations on flag between Portland and Eugene on Monday, May 8, to pick up passengers for Grants Pass. (Adv.)

FRUIT MEN OF STATE WILL ENDEAVOR TO STABILIZE INDUSTRY

Decision Is Reached at Meeting at Chamber of Commerce.

CENTRAL BODY PLANNED

Marketing System of Federal Government Taken as Guide—Standards to Be Established.

Efforts to stabilize the fruit industry of Oregon through federal marketing agencies are to be pushed this season, by means of a state-wide campaign which will include the unifying of the interests of the orchardists and the drawing in of the individual fruit associations under one general supervision.

This decision was reached definitely Friday night at the close of a meeting of Governor Withycombe's special fruit marketing committee and the Chamber of Commerce's special committee. It was found that the campaign will require some financing, more than the Oregon Agricultural college's resources will allow. Outside aid is therefore to be sought. It was estimated that the campaign will require about $2500 in excess of funds available from state and college.

The marketing plan of the federal government, outlined here at a recent visit of marketing experts, is to organize a central body which will be in contant touch with the markets of the world, through the federal bureau of markets. The bureau will have no authority over this body, save advisory, but it will put at the disposal of the state organization a vast amount of information.

Washington's growers are now pretty thoroughly organized under the federal plan and those of Idaho are coming under its scope. Oregon's growers are still somewhat disorganized and it is the purpose of the coming campaign to draw them together under an impartial and non-sectional plan of cooperation.

It is the plan to designate a standard of pick, of pack and of marketing, but the subject of price maintenance will be left to the influences of supply and demand.

Douglas Bridge Ordered.

Roseburg, Or., May 6.—The county court on Friday ordered the construction of a bridge across the south Umpqua river at Happy Valley, five miles south of Roseburg. Bids for the construction of the bridge will be asked for within a few days.

NAVAL BASE GIVEN FULL INDORSEMENT BY REAL ESTATE MEN

Board at Weekly Meeting Goes on Record to Help Astoria Movement.

Members of the Portland Realty board, at their weekly luncheon at the Oregon hotel yesterday, passed unanimously a resolution asking the congressional delegation at Washington to do its utmost to get immediate and favorable action in the establishment of a naval base of the first class at the mouth of the Columbia river.

A telegram setting forth the views of the board was sent to Senator Chamberlain, with the request that he show the message to his colleagues there.

Wallace Struble presented the subject to the members of the realty board, being introduced by O. W. Taylor. Mr. Struble also read from a copy of a telegram sent by Thomas C. Burke, collector of customs, to his brother, the United States treasurer at Washington, asking the latter to post himself on the situation and do what he could to secure favorable action.

When writing or calling on advertisers please mention The Journal. (Adv.)

Statement of Condition at Close of Business May 1, 1916

RESOURCES

Loans and Discounts	$4.747,832.22
United States Bonds	145,000.00
Federal Reserve Bank Stock	18,000.00
Other Bonds and Securities	1,293,278.54
Furniture and Fixtures	107.466.68
Cash on Hand and Due from other Banks	2,826,893.76
	$9,138,471.20

LIABILITIES

Capital Stock Paid In	$ 500,000.00
Surplus and Undivided Profits	134,072.85
Circulation	50,000.00
Deposits	8,454,398.35
	$9,138,471.20

BOARD OF DIRECTORS

H. L. PITTOCK, Chairman

A. D. Charlton, George E. Kelly, F. W. Leadbetter, Nat McDougall, Lloyd L. Mulit, L. B. Menefee, A. S. Nichols, Emery Olmstead, O. L. Price, John Twohy

THE NORTHWESTERN NATIONAL BANK

Northwestern Bank Building, Sixth and Morrison, Portland Oregon.

STATEMENT OF CONDITION OF

LADD & TILTON BANK

At the Close of Business May 1, 1916.

RESOURCES.

Loans and discounts	$ 9,206,099.64
Bonds and stocks	3,129,093.64
Customers' liability on letters of credit	126,277.96
Real estate	70,000.00
Cash on hand and due from banks	3,520,841.77
	$16,052,313.01

LIABILITIES.

Capital stock fully paid	$ 1,000,000.00
Surplus and undivided profits	1,410,951.00
Letters of credit	126,277.96
Reserved for taxes and interest	32,000.00
Deposits	13,483,084.05
	$16,052,313.01

CONDENSED REPORT OF

The United States National Bank

OF PORTLAND, OREGON

Submitted to the Comptroller of the Currency at the Close of Business May 1, 1916.

RESOURCES

Loans and Discounts		$ 5,427,839.78
United States Bonds at Par		1,000,000.00
Municipal and Railway Bonds		2,164,337.50
Stock in Federal Reserve Bank		60,000.00
Bank Premises and Other Real Estate		443,505.30
Cash in Vaults	$1,545,840.95	
Due from Banks	3,478,137.17	5,023,978.12
Total		$14,119,660.70

LIABILITIES

Capital	$ 1,000,000.00
Surplus	1,000,000.00
Undivided Profits	201,849.38
Reserved for Interest, Taxes, etc	110,134.07
Dividends Unpaid	1,739.50
Circulation	773,997.50
Deposits	11,031,940.25
Total	$14,119,660.70

REPORT OF CONDITION OF

THE SCANDINAVIAN-AMERICAN BANK

Portland, Or., at Close of Business May 1, 1916.

RESOURCES		LIABILITIES	
Loans and Discounts	$ 972,910.50	Capital Stock	$ 100,000.00
Stocks, Bonds and Securities	186,597.38	Surplus	15,000.00
Other Resources	2,336.61	Deposits	1,425,279.63
Real Estate, Furniture and Fixtures	37,571.68		
Cash and due from Banks	340,863.46		
Total amount resources	$1,540,279.63	Total amount of Liabilities	$1,540,279.63

CONDENSED REPORT OF

THE CITIZENS BANK

PORTLAND, OREGON, at the Close of Business May 1, 1916.

RESOURCES		LIABILITIES	
Cash and due from Banks	$200,186.26	Capital paid in	$100,000.00
Loans	404,070.36	Surplus and Profits	20,055.12
City of Portland Bonds	90,432.00	Deposits	618,683.50
Real Estate and Fixtures	44,050.00		
	$738,738.62		$738,738.62

STATEMENT OF CONDITION OF

Lumbermens National Bank

OF PORTLAND

At Close of Business, May 1, 1916.

ASSETS.

U. S. 4% reg. bonds to secure circulation		$ 250,000.00
U. S. 3% Pan. Canal reg. bonds to sec. U. S. deposits		55,000.00
Premium on U. S. bonds		20,625.00
Stock in Federal Reserve bank		36,000.00
Real estate		15,001.56
Furniture and fixtures		50,600.00
Customers' liability under letters of credit		1,875.00
Industrial bonds		54,685.65
Time loans and discounts		3,388,520.12
Call loans and commercial paper	$ 795,424.83	
Municipal bonds	1,371,900.24	
Five per cent fund	12,500.00	
Cash on hand and in banks	1,558,810.93	
		3,738,636.00
Total		$7,610,943.33

LIABILITIES.

Capital	$1,000,000.00
Surplus and undivided profits	254,533.60
Circulation	250,000.00
Letters of credit	1,875.00
Dividends unpaid	300.00
Deposits	6,104,234.73
Total	$7,610,943.33

THE FIRST NATIONAL BANK

Of Portland, Oregon

At Close of Business, May 1, 1916

RESOURCES

Loans and discounts		$11,970,241.24
U. S. bonds at par		1,800,000.00
Other bonds, etc.		3,401,585.54
Stock in Federal Reserve Bank		105,000.00
Bank premises		850,645.41
Customers' liability under letters of credit		18,067.43
Due from U. S. Treasurer		75,000.00
Cash on hand and in banks		6,023,116.89
		$24,243,656.51

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LIABILITIES

Capital stock	$ 2,500,000.00
Surplus and undivided profits	1,115,196.84
Circulation	1,499,995.00
Letters of credit	20,504.28
Deposits	19,107,960.39
	$24,243,656.51

HIBERNIA SAVINGS BANK

PORTLAND, OREGON

Statement at Close of Business, May 1, 1916.

RESOURCES.

Loans and discounts		$2,002,180.21
Real estate, furniture and fixtures		55,681.69
Stocks and securities		24,165.86
Bonds and Warrants—		
U. S. Government 4% bonds	$ 53,750.00	
City of Portland imp. bonds	259,527.21	
Other bonds and warrants	31,415.03	
		344,692.24
Cash on hand and due from banks		906,704.89
		$3,333,424.89

LIABILITIES.

Capital stock		$ 200,000.00
Surplus and undivided profits		122,400.07
Dividends unpaid		1,812.00
Savings and time deposits	$2,068,880.06	
Demand deposits	940,332.76	
Total deposits		3,009,212.82
		$3,333,424.89