# NEGOTIATIONS ON FOR SETTLING THE STRIKE ON DOCKS AND BOATS

## Longshoremen Are Said to Be Anxious to Bring About Adjustment of the Trouble.

## MEETING HELD YESTERDAY

**Mutual Concessions Urged as Basis of Settlement—Negotiations to Continue in Hope of Peace.**

A meeting of steamboat owners is to be held this afternoon to receive a report from the committee which met with the longshoremen and river steamer employes yesterday.

The next step in the negotiations between the two sides will probably depend on the outcome of this meeting.

While nothing tangible was achieved in the way of bringing about a termination of the strike at a meeting yesterday afternoon between the employment committee of the river steamboat employers and representatives of their employes, there is strong hope that the negotiations, which are to be continued, will yet bring an end to the trouble.

As a basis of settlement, the talk yesterday afternoon was to the effect that the employes are willing to drop their demand for $50 a month and for overtime—the employers have already conceded a raise from $40 to $45—provided the employers give them the closed shop.

The meeting was attended by representatives of the two longshoremen's unions, as well as of the steamboat men, the former being anxious to bring about an adjustment as the continued strike interferes considerably with coastwise freight. The employers were represented by Captain A. B. Graham and J. W. Shaver and B. T. McBain and the meeting was held in Mr. McBain's office in the Pittock building.

## NEW TENDER MAKES RECORD

**Diehless Reaches Municipal Landing in Fast Time.**

Portland shipping men are displaying great interest in the cannery tender Diehless of the Columbia River Packers' association, which reached the municipal boat landing at the foot of Stark street this morning.

The Diehless was built at the Astoria Boat works, and is equipped with Fairbanks-Morse semi-Deisel engines. She made the run from Astoria to Portland against a strong current in 12 hours and 18 minutes actual running time, using 48 gallons of fuel. The actual cost of the fuel at the nozzle in Portland would be $1.25.

For the size of the craft this is considered a remarkable achievement. The tender is 63 feet over all, has a 17 foot beam and a draft of five feet. The engines are of 45 horsepower.

The Diehless will be shown in a number of exhibition runs this afternoon by the engine manufacturers, and will return to Astoria tomorrow.

## NEGOTIATIONS IN BAY REGION

**Employers Plan Non-Union Help if Necessity Arises.**

San Francisco, June 13.—(P. N. S.)—While settlement of the coastwise longshoremen's strike hinged on a conference at Los Angeles today, at which the open shop principle was slated for attempted adjustment, preparations for the use of non-union men if necessary continued in the San Francisco bay region.

Though the stevedores are at work under a temporary arrangement, the employers are pushing their plans for housing non-union men if relations are again broken off.

Similar preparations were reported in the strike of bay and riverboat men, which has tied up 50 river steamers.

The Los Angeles conference was arranged here before the departure of Henry M. White, federal mediator, with representatives of the longshoremen. The latter demand a closed shop from the railroads carrying shipments from San Pedro to Los Angeles.

The open shop issue is also involved at Port Costa and elsewhere.

The Chamber of Commerce has sent a telegram to Secretary of Commerce Redfield, asking his cooperation with Secretary of Labor Wilson in settling the strike, and calling attention to the latter's statement that the men violated an agreement in striking without giving 60 days notice.

## WAGE CONFERENCE OPENED

**Mediator and Union Leader Arrive at Los Angeles.**

Los Angeles, June 13.—(P. N. S.)—With the arrival here of Henry M. White, federal arbiter, in the coastwise strike of longshoremen, together with representatives of the national union, the third conference held with a view to reaching an agrement was opened here today. The conferences at Seattle and San Francisco were partially successful and it is hoped to clear up all remaining difficulties at the session here.

Union representatives demanded that the handling of Southern Pacific freight at Los Angeles harbor be entirely in the hands of union men, and also that all lumber workers, who comprise about 75 per cent of the 1500 strikers, be included in the agreement made at San Francisco.

Indications today were that the conference might continue for several days.

## ALL ALONG THE WATERFRONT

With a full cargo of cement, the steamer O. M. Clark reached Oak street dock this morning after a remarkably slow passage from San Francisco. She was five days en route. The Clark is under charter to the California South Seas Navigation company, and comes consigned to the Parr-McCormick line.

Government officials, officers of the Chamber of Commerce, pilots and others are making the annual inspection of the channel from Portland to the sea today, on board the lighthouse tender Manzanita. The party will return tonight by train.

Merchants' Exchange advices report the British bark Medway as having touched at Pauillac, June 5. She sailed January 5, for the United Kingdom with a cargo of grain consigned by Balfour, Guthrie & Co.

E. C. Gillette, superintendent of naval construction, bureau of lighthouses, is a Portland visitor. He is making a tour of the coast to inspect lighthouse tenders under construction, the Rose at Seattle and the Cedar at Long Beach, Cal.

**To Build Another at St. Helens.**

San Francisco, June 13.—The Bookings Lumber company has arranged with the Charles R. McCormick company to build a middle sized motor lumber schooner at the McCormick yards in St. Helens. It will have a capacity of about 750,000 feet of lumber, and will be used to carry lumber from Bookings to other ports.

## NEWS OF THE PORT

**Arrivals June 13.**

Santa Monica, American steamer, to load lumber from San Francisco, Westport Lumber company.

F. H. Buck, American steamer, Captain McDonald, bulk oil from Monterey, Associated Oil company.

O. M. Clark, American steamer, cement from San Francisco, Parr-McCormick line.

**Departures June 13.**

Bear, American steamer, Captain Nopander, passengers and freight for San Francisco, S. F. & P. SS. Co.

Great Northern, American steamer, Captain Altman, passengers and freight for San Francisco, G. N. P. SS. Co.

Bowdoin, American steamer, lumber from St Helens, for San Francisco, McCormick Lumber company.

**Sun and Tides June 14.**

Sun rises 4:19 a. m. Sun sets 8:03 p. m.

**Tides at Astoria.**

| High water. | Low water. |
|---|---|
| 12:12 a. m., 6.7 feet. | 6:00 a. m., —1.0 foot. |
| 11:27 p. m., 9.8 feet. | 5:29 p. m., 3.5 feet. |

**Weather at River's Mouth.**

North Head, June 13.—Conditions at the mouth of the river at noon; smooth; wind north, 24 miles; weather, partly cloudy.

**Daily River Readings.**

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

| STATIONS | Flood stage. | Height (feet). | Change in last 24 hrs. | Rainfall last 24 hours |
|---|---|---|---|---|
| Wenatchee | 40 | 31.3 | +0.3 | 0.00 |
| Lewiston | 24 | 12.2 | —0.3 | 0.00 |
| Umatilla | 25 | 17.0 | —0.8 | 0.00 |
| The Dalles | 40 | 28.9 | +0.1 | 0.00 |
| Eugene | 10 | 4.1 | +0.1 | 0.00 |
| Albany | 20 | 3.9 | —0.2 | 0.00 |
| Salem | 20 | 3.2 | —0.1 | 0.00 |
| Oregon City | 12 | 3.7 | —0.4 | 0.00 |
| Portland | 15 | 16.9 | +0.3 | 0.00 |

(+) Rising. (—) Falling.

**River Forecast.**

The Willamette river at Portland will reach a stage of 17.0 feet Wednesday, 17.1 feet Thursday and fall slightly Friday and Saturday.

**Steamers Due to Arrive.**

PASSENGERS AND FREIGHT

| Name | From | Date |
|---|---|---|
| Beaver | S. F., C. B. & E. | June 14 |
| Northern Pacific | S. F. | June 14 |
| Great Northern | S. F. | June 16 |
| Rose City | L. A. & S. F. | June 19 |
| Bear | S. F. & L. A. | June 24 |

**Steamers Due to Depart.**

| Name | For | Date |
|---|---|---|
| Bear | S. F. & L. A. | June 13 |
| Northern Pacific | S. F. | June 13 |
| Great Northern | S. F. | June 17 |
| Beaver | L. A. & S. F. | June 18 |
| Rose City | L. A. & S. S. | June 23 |

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 |
|---|---|
| A. F. Coats, Am. sch. | Wauna |
| Alumna, Am. sch. | Knappton |
| Bear, Am. ss. | Ainsworth |
| Bowdoin, Am. ss. | St. Helens |
| F. H. Buck, Am. str. | Llunton |
| Forest Home, Am. sch. | Drydock |
| Hanolpu, Am. sch. | Dry dock |
| Marblehead, U. S. crs. | Jefferson st. |
| Olympic, Am. ss. | St. Johns |
| O. M. Clark, Am. str. | Oak st. |
| Photinia, Br. ss. | Kalama |
| Santa Monica, Am. str. | Westport |

**At Neighboring Ports.**

Astoria, June 13.—Arrived at midnight and left up at 1 a. m.—Steamer Santa Monica, from San Francisco.

Pauillac, June 5.—Arrived — British bark Medway, from Portland.

Astoria, June 12.—Arrived at 11 a. m.—Gas schooner Alwaneda from Bandon, via way ports. Arrived at 5 and left up at 6:15 p. m.—Steamer F. H. Buck, from Monterey. Arrived at 6 and left up at 8:15 p. m.—Steamer O. M. Clark, from San Francisco.

Coos Bay, June 12.—Sailed at 5 p. m.—Steamer F. A. Kilburn, from oPrtland for San Diego via way ports.

San Pedro, June 12.—Arrived at 6 p. m.—Steamer Nehalem, from Columbia river. Arrived and sailed—Steamer Breakwater, from San Diego for Portland via way ports.

North Head, June 13.—Passed out at 10:15 a. m.—U. S. cruiser South Dakota for Bremerton; at 10:45 a. m.—U. S. battleship Oregon, for San Francisco.

San Francisco, June 12.—Arrived—Steamers Enterprise, Hilo, 12:40 p. m.; barge Erskine M. Phelps, in tow of tug Sea King, Port San Luis, 1:30 p. m.; steam yacht Vergana, Los Angeles, 2:10 p. m.; Raymond, Redondo, 3:30 p. m.; British ship Barrister, London, via canal and Los Angeles; Celilo, Los Angeles, 10:15 p. m.

Sailed—Steamer Beaver, Portland, 12:30 p. m.; Norwegian Thor, Nanaimo, 2 p. m.; Cheone, Pigeon Point, 2:50 p. m.; Whitesboro, Greenwood, 3:40 p. m.; Hilonian, Seattle, 3:40 p. m.; Yale, Los Angeles, 4:10 p. m.; Governor, Los Angeles, 4:20 p. m.; Atlas, with barge 91 in tow, Point Wells, via Astoria, 4:30 p. m.; Mexican, Honolulu, 5:20 p. m.; Japanese steamer Nippon Maru, Seattle, 5:40 p. m.; Carlos, Grays Harbor, 6:40 p. m.; Norwegian steamer Maricopa, Nagasaki, 11 p. m.

# C., M. & ST. P. BACK OF STEAMSHIP PRESIDENT IN BIG PENDING DEAL

## Railroad Company Planning the Purchase of All Pacific Coast Company's Holdings

Seattle, Wash., June 13.—(P. N. S.)—Despite circular letters and other denials of subordinate officers here and in San Francisco of the negotiations being carried on by H. F. Alexander in New York for the taking over of the fleets of the Pacific Coast company by the Pacific Alaska Navigation company, not only this deal is being attempted, but one far more reaching is contemplated.

The plan, in short, involves a purchase by the Chicago, Milwaukee and St. Paul Railway company of the Pacific Coast company's extensive coal mines in this state, its Columbia and Puget Sound railroad, by means of which the output of these mines is transported to Seattle ocean terminals, and all of the large and centrally located wharves, piers, warehouses and steamship terminals owned by the Pacific Coast company on the Seattle waterfront.

**Other Properties Included.**

It would doubtless take in also the Pacific Coast railway in California likewise owned by the Pacific Coast company.

Such are the ambitious plans sought to be consummated by President Alexander and his going east on such a mission has been the subject of railway and steamship gossip in this city for two weeks.

Should the negotiations fall through the usual Pacific Coast company denials are expected. But Alexander is and has been working to that end ever since the return of A. B. Hepburn, chairman of the Chase National bank of New York, from Alaska. He conceived the idea and so admitted it at the time of purchasing several of the largest vessels of the Pacific Coast company more than a year ago, and made such an attempt at that time.

**Milwaukee's Plans Big.**

Alexander's connection with the big transaction has, it is said, only to do with the taking over of the operation of the steamship line, whose real ownership would doubtless rest in the Chicago, Milwaukee and St. Paul, this giving the railway a water line connection through Seattle with San Francisco and to Alaska.

The Chicago, Milwaukee and St. Paul since its extension towards the Pacific coast has been extending its ramifications in every direction throughout the northwest, building many branch lines in this state and acquiring a transpacific line of steamers for the development of oriental trade.

**Makes Fine Salvage Haul.**

San Francisco, June 13.—Captain Pellee of the Union Oil barge Santa Paula made a brilliant salvage record yesterday. When he pulled up his anchor, there came with it two other anchors and many fathoms of chain. The weight in all, anchors and chain, about 12,000 pounds. At the general price of 10 cents, now prevailing, Captain Pellee produced a nice little piece of salvage. One of the anchors is doubtless that of the navy collier Glacier, lost some weeks ago.

**Two Sent to Leavenworth.**

St. Paul, Minn., June 13.—(U. P.)—Ed Leonard and George Bissett of Chicago pleaded guilty to robbing the federal building here of half a million dollars January 6. They were sentenced to three years and four months at Leavenworth, Kan. Clarence Darrow defended them.

## Army-Navy Orders

San Francisco, June 13.—(P. N. S.)—Army orders:

Captain Francis W. Honeycutt, 2d F. A., assigned to fill a vacancy in quartermaster corps, vice Captain Robert S. Welsh, relieved; Major Osmond Latrobe Jr., Phillipine Scouts, relieved from that organization July 24, and is assigned to the 30th cavalry. Captain Guy V. Henry, 30th cavalry, placed on detached list.

Lieutenant Colonel Edward J. Ames Jr., infantry, assigned to the 20th infantry.

Captain H. Knight, engineers, to appear before board in Washington for examination.

Second Lieutenant Max S. Murray, infantry, assigned to 22d infantry.

These changes and transfers in the coast artillery corps are ordered: Officers of the coast artillery corps are transferred from the coast defenses; Second Lieutenants Harold B. Sampson from the coast defenses of Long Island Sound; Clarence L. Gilbert, Narragansett Bay to the coast defenses of Manila and Subic Bay, and sail on a transport from San Francisco about September 5 for Manila; Second Lieutenants Cyril A. W. Dawson from the coast defenses of San Francisco; Samuel P. Hawkins from Portland, and Avery J. French, Portland, for Manila and Subic Bays, sailing from San Francisco for Manila about November 5; Second Lieutenants Harold A. Strauss from Narragansett Bay and Oscar J. Gatchell from Boston, for Panama, sailing from New York city about August 20; First Lieutenants Edwin W. Putney from Key West; Theodore M. Chase from Narragansett Bay; James H. Cunningham, Harry Malvern Jr. and James A. Brice from Portland for the United States military academy.

**Leaves.**

Captain Arthur S. Cowan, signal corps, three months, about July 1; Captain Joseph H. Peelot, ordnance department, one month; First Lieutenant John Mather, coast artillery corps, two months, upon arrival in United States; Second Lieutenant Benjamin W. Weir, 4th infantry, five days; First Lieutenant Fred H. Turner, infantry, from date of relief until June 20; Captain John D. Schoeffel, 15th infantry, an extension of 10 days; First Lieutenant Harold E. Miner, 6th field artillery, 10 days; First Lieutenant Thomas W. Brown, 17th infantry, an extension of three months, account sickness.

No navy orders issued today.

# LARGE SAWMILL IS TO BE CONSTRUCTED AT ROSEBURG, OR.

## S. A. Kendall of Pittsburg to Erect Plant, It Is Now Announced.

## TO BUILD RAILROAD ALSO

**Line Up North Umpqua From Roseburg to Be Built by the City of Roseburg.**

Roseburg, Or., June 13.—S. A. Kendall of Pittsburg, a member of the Kendall Lumber corporation, who propose to build a large sawmill here, upon the building of a railroad up the North Umpqua from Roseburg by the city of Roseburg, arrived here Monday and immediately began a conference with a committee of the Roseburg city council regarding the plans and specifications for the proposed railroad. The Kendall company had previously made a survey for the railroad and these notes will be turned over to the city for their use. It is believed that the specifications for the road will be worked out within the next 10 days, when bids will be asked for its construction. The Kendall Lumber corporation will probably submit a bid for the railroad construction.

**Real Estate Transfers.**

F. H. Lewis and wf. to Vere E. Akerson et al, L. 38, B. 2, Frances Add. ... $ 10
George A. Ross and wf. to Charles E. Lenon, N. 10 ft. L. 8, and S. 30 ft. of L. 7, B. 10, East Portland Hts. ... 10
J. G. Kinstaff and wf. to Oregon Securities Co., L. 8, and N. ½ L. 7, B. 119, Couchs Add. ... 10
Charles F. Kesterson and wf. to Anne J. Bowen, S. 15 acres of N. ½ of E. ½ of S. E. ¼ of Sec. 24, T. 1 S., R. 2 E. ... 10
Lucy A. Ring and hus. to Florence E. Pettit et al, E. ½ of L. 1, 2, and all L. 5, 6, 7, 8, B. 25, Hanson's Second Add. ... 10
W. C. Repass and wf. to Julius Gordon, L. 15, B. 55, Vernon ... 2,800
Sheriff to J. W. Fulcher, W. 66 ft. of E. 440 ft. of E. 135 ft. of N. 264.88 ft. of B. 3, Mt. Hood View, assigned to Olesom, Pressler & Bolinger ... 216
Samuel Sylvester and wf. to W. A. Sylvester, L. 8, 13, Elberta ... 10
Louisa J. Downs to Lillian Downs Dobson, L. 4, B. 11, South St. Johns ... 10
L. R. Bailey and wf. to E. A. McGrath, strip lying between Mayor Gates Add. and Manning's Add. ... 10
Howard S. Amon and wf. to Hugh Rowley, L. 1, 2, 3, 5 to 22, 25 to 27, B. "A." L. 4, 5, 16, to 19, 21 22, 24, 25, B. "B." L. 4 to 10 to 25, 27, B. "C." L. 6, 7, 9, 10, 11, 13, 14, 16 to 23, B. "D." L. 6, 9, 10 to 16, 18, 20 to 27, B. "E." L. 4, 8 to 26, B. "F." Suburban Homes Club Tract ... 1
David Benfield and wf. to Nettie R. Ehrman, E. ½ of S. E. ¼ of S. E. ¼ of Sec. 20, T. 1 N., R. 4 E., 20 acres ... 10
Mary J. Collinson to Bertha Koschwitz, L. 19, 20, B. 17, Tremont Place ... 10
Sheriff to Frank Masson, L. 7, 8, 9, B. 10, Syndicate Add., assigned to E. M. Bowen ... 156
Jennie B. McKinley et al to John E. Hitchcock et al, L. 1, B. 6, Kirkpatrick's Add. ... 1,650
Oscar H. Hostquist and wf. to Norman Allison, L. 5, B. 6, Moseley Add. ... 10
Charles A. Malmsten and wf. to C. Goldberg, L. 18, B. 76, Sellwood ... 10
Benjamin Amsterdam to Stephen Carver, L. 1, B. 2, Amsterdam ... 350
Elizabeth A. Keeney and hus. to D. L. Blodgett, L. 9, B. 3, Peddicord and Hurlbert Add. ... 1
W. J. Drawz and wf. to Carl Danielson, L. 16, B. 1, Rosedawn Annex ... 10
Bluford L. Price and wf. to Norwegian Danish Congregational church, L. 1, B. 33, Vernon ... 800
Frank A. Taylor et al to Charles Grassick, 120x412 ft. beginning at point on E. line of street laid out on the E. side of Kent, 1529 ft. northerly from S. line of Sec. 8, T. 1 S., R. 2 E. ... 5
Charles E. Wightman and wf. to George E. Wightman, S. 40 ft. L. 4, B. 23, Multnomah ... 1
C. L. McKenna and wf. to Sylvia M. Green, L. 4, B. 6, Willamette ... 1
Fred Clack and wf. to William Corbit et al, L. 29, 30, B. 6, Arleta Park No. 4 ... 10
Charles H. Fox and wf. to Charles W. Fritz, L. 3, B. 78, West Irvington ... 10
G. Hanhart and wf. to Ernest W. Tremary et al, L. 5, 6, 7, 17, 18, 19, 20, B. 1, Filley Park ... 1,000
W. J. Young and wf. to Sarah M. Young, part L. 24, Maybrook ... 1
Johan Poulsen and wf. to Kate Thatcher, L. 7, 8, part of L. 1, 2, 3, 4, 6, B. 3, George Place ... 10
L. B. Menefee and wf. to J. O. Mathews, L. 10, B. 18, Fairmont Add. ... 10
Mrs. M. F. Whitney to Mathias Nelson, L. 5, B. 9, Laurelwood Park ... ...
Bankers Inv. Co. to George F. Chevron, L. 1, 2, B. 19, Hyde Park ... 10
The Riverview Cemetery Assn. to Wilfred R. Wood, L. 157 Sec. 109 said cemetery ... 150
David E. Johnson and wf. to Priscilla A. Miley, L. 14, B. 2, Falling Add. ... 75
Alex Hinkle and wf. to M. Matcovich et al, southerly 20 ft. of L. 3, B. 9, Foxchase Add. ... 225
Frank J. Quade and wf. to Russell Chase, L. 8, B. 1, Howitt ... 10
Sheriff to Joseph Van Hoomissen, L. 3, B. 4, Van Hoomissen ... 2,393

**Building Permits.**

Weinhard estate, repair seven story ordinary warehouse, 60 5th st., between Oak and Pine sts.; builder, Brown Roofing Co.; $250.

J. W. Cook, repair two story frame dwelling, 407 Vista ave., near Carter Lane; builder, William Hyland; $300.

Mrs. M. Young, repair one story frame dwelling, 71 N. 20th st., between Washington and Everett sts.; builder, Otto T. Johnson; $50.

J. E. Ness, erect one and one half story frame dwelling, 1134 E. 30th st. N., between Emerson and Killingsworth ave.; builder, same; $2000.

R. J. Pruley, repair one story frame dwelling, 2d st., in Linnton; builder, same; $300.

Strowbridge estate, repair three story ordinary storer, 169-175 2d st., between Morrison and Yamhill sts.; builder, H. T. Capell; $400.

H. S. Haskins, repair two story frame stores and dwelling, 583½ 92d st. S. E., between 58th and 59th aves.; builder, same; $75.

W. A. Sears, erect one story frame garage, 571 Tenino ave., between 15th and 17th sts.; builder, same; $75.

H. O. Triplett and A. A. Ausplund, erect 4 story ordinary apt., 778 Glisan st., between 23d and 24th sts.; builder, H. O. Triplett; $50,000.

W. B. Patterson, repair two story frame dwelling, 700 Flanders st., between 21st and 22d sts.; builder, F. B. Gilman & Co.; $150.

R. L. Gilson, repair two story frame dwelling, 22 N. 11th st., between Burnside and Couch sts.; builder, Walter R. Thorn; $1000.

Jay Smith, repair dry stone wall, Myrtle st., between Montgomery Drive and Laurel st.; builder, Rasmussen-Grace Co.; $250.

J. M. Wallace, repair two story frame dwelling, 854 E. 8th st. N., between Shaver and Mason sts.; builder, same; $100.

Durkheimer Inv. Co., repair two story frame rooming house, 426 Alder st., between 11th and 12th sts.; builder, East Portland Wire & Iron Works; $120.

Leo Friede, repair two story frame dwelling, 741 Everett st., between 22d and 23d sts.; builder, John Zwick; $2000.

J. W. McFadden, erect one story frame garage, 1328 Sandy blvd., between E. 47th and E. 48th sts.; builder, same; $200.

V. Hinkle, repair two story frame dwelling, 508 Jefferson st., between 14th and 16th sts.; builder, G. W. Gordon; $350.

San Francisco, June 13.—Arrived—Klamath, Astoria, 5 a. m.; U. S. S. Sheridan, Manila, via ports, 6 a. m.; Whittier, Port San Luis, 7:30 a. m.; Caspar, Caspar, 9 a. m.; Pasadena, Albion, 10:30 a. m.

Sailed—Celilo, Portland, 1 a. m.; Providencia, Santa Rosalia, 2:30 a. m.; Olenus, Los Angeles, 8 a. m.; Northern Pacific, Astoria, 10:30 a. m.

**Will Sue Sewer Contractors.**

Seaside, Oregon, June 13.—The council of Seaside instructed City Attorney Miller, with associate counsel G. C. and A. C. Fulton of Astoria to bring action against the Kennedy Construction company of Denver, Colo., and C. G. Dandall, contractor, for poor workmanship in connection with the laying of the sewer system in Seaside.

**Colby Is Busy.**

New York, June 13.—(U. P.)—Bainbridge Colby, through whom Chairman William F. McCombs invited the Progressive voters to the Democratic party, was too busy with personal affairs this afternoon to think of politics. "Mr. Colby is engaged in a conference over the wire tapping case," volunteered his secretary.

# BABY A SIGHT WITH PIMPLES

## All Over Head and Face. Hard Crusts Formed. Cried Night and Day. Suffered Terribly.

## HEALED BY CUTICURA SOAP AND OINTMENT

"My little boy became red all over his head and face, and he lost all of his hair. Later he broke out in little pimples and hard crusts formed. The skin was sore, red, and inflamed, and it burned so he used to scratch all the time. He was nearly crazy and he cried night and day. He was a sight to behold and suffered terribly.

"The trouble lasted about two months and nothing seemed to do any good. We were told to try Cuticura Soap and Ointment and we did so. They seemed to relieve him at once and he slept for two hours, and after we used two boxes of the Cuticura Ointment and about three bars of the Cuticura Soap he was completely healed and did not have a mark on him." (Signed) Mrs. J. K. Hall, 1245 Farrell Ave., Butte, Mont., Oct. 22, 1915

**Sample Each Free by Mail**

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

# Pastry Prices Going Up in San Francisco

**High Cost of Sugar, Flavoring Extracts and Other Ingredients Affects Doughnuts, Buns, Snails, Cookies and Like.**

San Francisco, June 13.—(P. N. S.)—The price of all small pastry was raised in San Francisco today on account of substantial jumps in the cost of sugar, flavoring extracts and other ingredients.

Doughnuts, buns, snails, cookies, rools and biscuits, which heretofore have retailed at 10 cents a dozen, now cost a cent each.

William M. Foley, secretary of the San Francisco Retail Master Bakers' association, which includes the pastry bakers, admitted today that the size of cakes and other large pastry has been reduced considerably on account of the rise in price of products and that an increase in price probably would follow any further jump in the cost of commodities.

# Eugene Man Is Held On Charge of Fraud

Eugene, Or., June 13.—Henry Downing, Southern Pacific foreman in charge of the construction crew in the local yards, was arrested Monday afternoon charged with obtaining money under false pretenses. He is in the county jail, having waived preliminary hearing before Justice of the Peace Wells.

Downing is charged with padding his payroll and collecting wages from the company for "dummy" workmen that never existed. The specific charge against him is that of collecting $26.80 on the name of one "St. Edward," who, it is alleged, is not in the employ of the company in Downing's crew. Officers say they have evidence Downing has collected quite a sum of money in this way.


**Baby Grand!**

Beautiful baby grand piano, cost $1000, now $500. On easy terms. Graves, 151 4th st., at Morrison st. (Adv.)

**BELL-ANS**

**Absolutely Removes Indigestion. One package proves it. 25c at all druggists.**

**Absorption Process Makes Faces Young**

Success has at last come to scientists who for years have sought some method of removing the outer veil of facial skin in cases of unsightly complexions, which would be both painless and harmless. The new process is so simple, so inexpensive, the wonder is no one had discovered it long ago. It has been amply demonstrated that common mercolized wax (sold by druggists in ounce packages) entirely removes, by gentle absorption, the withered, lifeless surface skin, showing the youthful, rosellke skin beneath. The wax is applied at night, like cold cream, and washed off in the morning. The absorption also cleanses clogged pores, increasing the skin's breathing capacity and preserving tone, color and natural beauty of the new skin.

A simple and harmless wrinkle remover which has also proved quite successful can easily be made at home in a jiffy. All one need do is to dissolve an ounce of powdered saxolite in a half pint of witch hazel and bathe the face in the solution once a day for a while. After the very first application the finer lines disappear and the deeper ones soon follow. (Adv.)

**If Too Fat Get More Fresh Air**

**Be Moderate in Your Diet and Reduce Your Weight—Take Oil of Korein.**

Lack of fresh air it is said weakens the oxygen carrying power of the blood, the liver becomes sluggish, fat accumulates and the action of many of the vital organs are hindered thereby. The heart action becomes weak, work is an effort and the beauty of the figure is destroyed.

Fat put on by indoor life is unhealthy and if nature is not assisted in throwing it off a serious case of obesity may result.

When you feel that you are getting too stout, take the matter in hand at once. Don't wait until your figure has become a joke and your health ruined through carrying around a burden of unsightly and unhealthy fat.

Spend as much time as you possibly can in the open air, breathe deeply, and get from Laue-Davis Drug Co., or any druggist a box of oil of korein capsules, take one after each meal and one before retiring at night.

Weigh yourself every few days and keep up the treatment until you are down to normal. Oil of korein is absolutely harmless, is pleasant to take, helps the digestion and even a few days' treatment has been reported to show a noticeable reduction in weight. (Adv.)

**Children Cry for Fletcher's**

**CASTORIA**

The Kind You Have Always Bought has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, Imitations and "Just-as-good" are but experiments, and endanger the health of Children—Experience against Experiment.

**What is CASTORIA**

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhœa. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

**The Kind You Have Always Bought**

Bears the Signature of Chas. H. Fletcher

**In Use For Over 30 Years**

THE CENTAUR COMPANY, NEW YORK CITY.

**MAYR'S WONDERFUL REMEDY for STOMACH trouble**

**ONE DOSE WILL CONVINCE**

Gall Stones, Cancer and Ulcers of the Stomach and Intestines, Auto-Intoxication, Yellow Jaundice, Appendicitis and other fatal ailments result from Stomach Trouble. Thousands of Stomach Sufferers owe their complete recovery to Mayr's Wonderful Remedy. Unlike any other for Stomach Ailments. For sale by owl Drug Co., and druggists everywhere.

# Jess Willard Says: "Take Nuxated Iron

**If You Want Plenty of 'Stay There' Strength and Endurance and Health and Muscles Like Mine."**

**Ordinary Nuxated Iron Will Often Increase the Strength and Endurance of Delicate, Nervous Folks 200 Per Cent in Two Weeks' Time.**

*A Hitherto Untold Secret of His Great Victories Over Jack Johnson and Frank Moran.*

SPECIAL NOTE.—Dr. E. Sauer, a well known physician who has studied widely in both this country and Europe, has been specially employed to make a thorough investigation into the real secret of the great strength, power and endurance of Jess Willard, and the marvelous value of nuxated iron as a strength builder.

NEW YORK.—Upon being interviewed at his apartment in the Colonial hotel, Mr. Willard said: "Yes, I have a chemist with me to study the value of different foods and products as to their power to produce great strength and endurance, both of which are so necessary in the prize ring. On his recommendation I have often taken nuxated iron and I have particularly advocated the free use of iron by all those who wish to obtain great physical and mental power. Without it I am sure that I would never have been able to whip Jack Johnson so completely and easily as I did, and while training for my bout with Frank Moran, I regularly took nuxated iron, and I am certain that it was a most important factor in my winning so easily." Continuing, Dr. Sauer said; "Mr. Willard's case is only one of hundreds which I could cite from my own personal experience which proves conclusively the astonishing power of nuxated iron to restore strength and vitality even in most complicated chronic conditions.

Not long ago a man came to me who was nearly half a century old, and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of 20, and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—nuxated iron had filled him with renewed life. At 30 he was in bad health; at 46 careworn and nearly all in. Now at 50 a miracle of vitality and his face beaming with the buoyancy of youth. As I have said a hundred times over, iron is the greatest of all strength builders. If people would only throw away patent medicines and nauseous concoctions and take simple nuxated iron, I am convinced that the lives of thousands of persons might be saved who now die every year from pneumonia, grippe, consumption, kidney, liver and heart trouble, etc. The real and true cause which started their diseases was nothing more nor less than a weakened condition brought on by lack of iron in the blood. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking just like a plant trying to grow in a soil deficient in iron. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again and see for yourself how much you have gained. I have seen dozens of nervous run-down people who were ailing all the while double their strength and endurance and entirely get rid of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron simply to save a few cents. You must take iron in a form that can be easily absorbed and assimilated like nuxated iron if you want it to do you any good, otherwise it may prove worse than useless.

Many an athlete or prize fighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the affray, while many another has gone to inglorious defeat simply for the lack of iron.—E. Sauer, M. D.

NOTE.—Nuxated Iron, recommended above by Dr. Sauer, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such great confidence in Nuxated Iron that they offer to forfeit $100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron and increase their strength 200 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed in this city by The Owl Drug Co., and all other druggists.

I consider that plenty of iron in my blood is the secret of my great strength, power and endurance.

Jess Willard

*"It certainly tastes like the real thing!"*

**Wine,** sure enough! It has that lingering taste which gives wine its real delight. By a secret process, Rosenblatt Bros., famous California wine-makers, have perfected

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*Wine Without the Alcohol*

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