POPULAR MASTER OF STEAMER KLAMATH DIES AT HOSPITAL

Capt. Rorvik Succumbs to Injuries Received at North Pacific Mill Saturday.

AN EFFICIENT COMMANDER

Both Ashore and at Sea, Ability to Command Was Recognized — Funeral Awaits Brother's Coming.

Captain C. P. Rorvik, veteran master of the McCormick fleet, died at St. Vincent's hospital Tuesday night.

The captain failed to rally from the accident which occurred Saturday, as had been expected.

Captain Rorvik was knocked from the dock of the North Pacific mill by a slingload of lumber being swung aboard the steamer Klamath, of which he was master. He struck on a boom of logs alongside the dock, suffered three fractured ribs and a broken vertebra, as well as a severe contusion of the head.

At the hospital it was believed he had an excellent chance of recovery. He was a strapping man, in excellent shape always, and it was thought could withstand the long siege necessary for recovery. The paralysis resulting from the spinal injury eventually caused his death.

Mrs. Rorvik was in attendance at the time of the captain's death, as was Rev. W. W. Youngson, an old-time friend of the master.

Capt. Rorvik was born in Aalesund, Norway, 48 years ago. He came to the United States when only 17 and had been constantly at sea since that time. He sailed for several years before taking to steam and was during that time in one wreck on the Australian coast, being mate of a vessel lost there. This is believed to have been the only accident he was ever in.

On this coast he had been a member of the Olson & Mahony, Hicks-Hauptman and McCormick fleets, and also had command of the tug Geo. R. Vosburg, plying between here and Nehalem. His commands were always noted for their cleanliness as well as the able manner in which they were handled.

Ashore he had also held capable posts. He was superintendent of the big E. K. Wood dock at San Pedro, where countless steamers discharge lumber cargoes each month. He was port captain for the McCormicks at San Francisco, also handling many steamers a week.

Mrs. Rorvik and a brother engaged in the Canadian fisheries survive Captain Rorvik. Arrangements for the funeral are being held up pending word from the brother.

SEATTLE CITIZENS' MEETING

Strike Results in Call; Mayor Is Invited to Join.

Seattle, Wash., Aug. 9.—(P. N. S.)—Decrying what they term lawlessness on Seattle's waterfront due to the longshoremen's strike, 100 representative citizens are meeting today at the Chamber of Commerce. Mayor Hiram C. Gill has been asked to attend the meeting—"and take counsel with us."

The meeting was called yesterday afternoon when Judge Thomas Burke, president of the chamber, condemned conditions along the waterfront. A resolution deploring the action of alleged union men, who have boarded streetcars and ships in their search for strikebreakers, and then beaten them up condemns Mayor Gill for his failure to protect life and property.

ALL ALONG THE WATERFRONT

With two rafts in tow, the steamer Shaver is due here this afternoon. She will be docked at the South Portland yards and repaired of the damage sustained when she struck a snag off Walker's island Monday morning.

Two log rafts broke loose from the Monarch mill this morning and were only rescued after a hard tussle by the steamers Wauna and Cruiser.

Robert Warrack, lighthouse inspector, left for the sound to attempt to hurry the preparation of the lighthouse tender Rose. She was built on Puget sound, and was due for delivery some weeks ago.

The steamer Twin Cities was seriously delayed by a high wind at Page, just above the mouth of the Snake river, yesterday. The craft is making her last trip to Lewiston with Portland freight, and will operate between Portland and Pasco until the water rises again.

The Oregon State Pilot commission has furnished an exhaustive report to the department of commerce on pilotage at the mouth and on the Columbia river. The department is making a study of pilotage conditions throughout the United States.

New Orleans Substituted.

The third class cruiser New Orleans has been substituted for the South Dakota by the navy department for the naval training cruise to the Gulf of California. Citizens desiring to take this cruise must be in Astoria next Tuesday afternoon, August 15. The cruise will last a month. Each citizen participating must pay $30 and purchase clothing and other supplies to about the value of $20.

Cocoanut Oil Makes A Splendid Shampoo

If you want to keep your hair in good condition, be careful what you wash it with.

Most soaps and prepared shampoos contain too much alkali. This dries the scalp, makes the hair brittle, and is very harmful. Just plain mulsified cocoanut oil (which is pure and entirely greaseless), is much better than the most expensive soap or anything else you can use for shampooing, as this can't possibly injure the hair.

Simply moisten your hair with water and rub it in. One or two teaspoonfuls will make an abundance of rich, creamy lather, and cleanses the hair and scalp thoroughly. The lather rinses out easily and removes every particle of dust, dirt, dandruff and excessive oil. The hair dries quickly and evenly, and it leaves it fine and silky, bright, fluffy and easy to manage.

You can get mulsified cocoanut oil at most any drug store. It is very cheap, and a few ounces is enough to last everyone in the family for months. (Adv.)

DIABETES

Sal-Sano, without restricted diet, removes all symptoms of the disease, produces gain in weight, muscle and nerve power and energy. At all druggists. Write for booklet. SALSANO CO., 84½ West Broadway, New York.

Steamers to Make Only Portland Run

North Pacific Steamship Company Decides to Abandon Run Between San Francisco and Southern California.

San Francisco, Aug. 9.—(P. N. S.)—The North Pacific Steamship company has definitely abandoned the run between here and southern California. The ticket agencies at Santa Barbara, Los Angeles and San Diego have been closed and in future the company will content itself with running the Breakwater and F. A. Kilburn between this port and Portland via Eureka, Astoria and Marshfield.

There are many rumors as to a sudden change in the management of this company. The entanglements with the California South Seas Navigation company, Schammel & Stark, and the loss of the Roanoke have brought matters to a crisis. It is understood that friends of C. P. Doe have arranged a satisfactory settlement.

Capt. Goodall to Retire.

Los Angeles, Aug. 9.—(P. N. S.)—Because of ill-health Captain Harry W. Goodall, president of the Pacific Navigation company, will retire September 1, when the steamers Harvard and Yale are taken over by the Pacific-Alaska Navigation company. He will remain on the directorate of the new company.

Prison Ship at Coos Bay.

Marshfield, Or., Aug. 9.—The prison ship Success, in tow of the tug James Condaby, arrived last night, and will be on exhibition at North Bend until after the railroad jubilee.

NEWS OF THE PORT

Arrivals August 9.

Boaver, American steamer, Captain Mason, passengers and freight from San Francisco, Sar Francisco & Portland Steamship company.

Northern Pacific, American steamer, Captain Hobler, passengers and freight from San Francisco, Great Northern Pacific Steamship company.

Nehalem, American steamer, freight from San Francisco, Parr-McCormick Steamship company.

Celilo, American steamer, Captain Thorpen, ballast from San Francisco, McCormick Lumber company.

Departures August 9.

Inlet Matthews, American steamer, Captain Donaldson, lumber for San Francisco, Freeman Steamship company.

Marine Almanac.

Weather at River's Mouth.

North Head, Aug. 9.—Condition of the mouth of the river at noon, smooth; wind, west, 6 miles; weather, cloudy with light haze.

Sun and Tides August 10.

Sun rises, 5:04 a. m. Sun sets, 7:28 p. m.

Tides at Astoria.

High water	Low water
10:53 a. m., 6.3 feet.	4:34 a. m., —0.3 foot.
10:07 p. m., 9.1 feet.	4:12 p. m., 3.8 feet.

The time ball on the U. S. hydrographic office was dropped at noon.

Daily River Readings.

8 A. M., 120th Meridian Time.

STATIONS	Flood Stage	Height (in feet)	Change in last 24 hours	Rain fall last 24 hours
Lewiston	24	2.3	—0.1	0.92
Umatilla	25	12.2	—0.2	0.00
Albany	20	2.0	0	0.00
Salem	20	0.5	—0.1	0.00
Oregon City	12	1.4	—0.4	0.00
Portland	15	10.5	—0.3	0.08

(—) Falling.

River Forecast.

The Willamette river at Portland will fall slowly during the next few days.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT.

Name.	From.	Date.
Great Northern	S. F. & L. A.	Aug. 11
Northern Pacific	S. F.	Aug. 11
Rose City	S. F. & L. A.	Aug. 18
Beaver	S. F.	Aug. 23

Steamers Due to Depart.

Name.	For.	Date.
Yosemite	S. D.	Aug 10
Northern Pacific	S. F.	Aug. 10
Great Northern	S. F.	Aug. 12
Beaver	L. A. & S. F.	Aug. 12
Celilo	S. D.	Aug. 12
Willamette	S. D.	Aug. 15
Multnomah	S. D.	Aug. 17
Rose City	S. F. & L. A.	Aug. 19

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.
Alesiaz, Am. ss.	Prescott
Amy Turner, Br. sch.	Astoria
Beaver, Am. ss.	Ainsworth
Celilo, Am. ss.	St. Helens
Georgiana, Am. bkt.	Knappton
Irmgard, Br. sch.	Wauna
Kenkon Maru, Jap. ss.	drydock
Northern Pacific, Am. ss.	Flavel
Nehalem, Am. ss.	Couch
T. E. Derr, Am. ss.	Portland Lbr. Co.
Taisho Maru, Jap. str.	Westport
Yosemite, Am. ss.	Oak st.

At Neighboring Ports.

Astoria, Aug. 9.—Arrived at 3 and left up at 5 a. m., Nehalem, from San Francisco. Arrived at 6 and left up at 7:30 a. m., Celilo, from San Francisco. Arrived down at 10 a. m., British schooner Amy Turner. Arrived at 7 a. m., Westerlaer, from San Francisco. Arrived at 7:15 and left up at 9:20 a. m., Beaver, from San Pedro and San Francisco.

St. Michael, Aug. 9.—The British ship Langdale, from Portland, was wrecked while entering, forced cargo will be a total loss.

Astoria, Aug. 8.—Left up at 11:30 a. m., schooner Irmgard. Sailed at 2:35 p. m., Great Northern, for San Francisco. Arrived down at 4:30 and sailed at 6 p. m., Japanese steamer Mayachi Maru, for Seattle.

San Francisco, Aug. 9.—Arrived—Adeline Smith, Coos Bay, 4 a. m.; National City, Mendocino, 7 a. m.; Cleone, Albion, 7:30 a. m.; Nome, Westport, 9 a. m.; Harvard, Los Angeles, 9:40 a. m.; James S. Higgins, Fort Bragg, 11 a. m.; City of Topeka, Eureka, 11:15 a. m.; Klamath, Portland, 11:30 a. m.; Los Angeles, Port San Luis, 11:30 a. m.

Sailed—Washtenaw, Portland, 7 a. m.; Meylens, Honolulu, 8 a. m.; yacht Mermaid, Santa Cruz, 9:30 a. m.

San Francisco, Aug. 8.—Arrived—Atlas, Astoria, 10:50 a. m.; Nome City, Port San Luis, 2:50 p. m.; Elizabeth, Bandon, 2:50 p. m.; W. S. Porter, Noyo, 2:50 p. m.; Admiral Schley, Seattle, 6:10 p. m.; Lurline, Honolulu, 6:15 p. m.; Rolmer, Port Gamble, 9:20 p. m.

Sailed—Northern Pacific, Astoria, 10:50 a. m.; yacht Atlanta, Santa Barbara, 11:40 a. m.; President, Seattle, 12:20 p. m.; Newport, Bandon, 1:50 p. m.; tug Tatoosh, with barge Acapulco, Nanaimo, 2:50 p. m.; Santa Barbara, Willaps Harbor, 2:50 p. m.; San Jacinto, Grays Harbor, 5 p. m.; Lakme, Grays Harbor, 6:30 p. m.

Seattle, Wash., Aug. 7.—Arrived—Congress, San Diego, via San Francisco, 11:30 p. m.; Admiral Watson, southwest Alaska, 8:30 p. m.; Morning Star, British Columbia ports, 5 p. m.; Thomas L. Wand, San Pedro, 7 a. m.

Seattle, Aug. 8.—Sailed—Total Maru, Vladivostok, 4:30 a. m.; Spokane, southeast Alaska, 12:30 a. m.; U. S. collier Nanshan, for Anchorage, 5:30 a. m.

Nushagak, Alaska, Aug. 6.—Sailed—Schooner Metha Nelson, Bellingham.

Seward, Aug. 7.—Sailed — Admiral Evans, westbound, 9:30 a. m.

Skagway, Aug. 6.—Arrived—City of Seattle, from Seattle, at 3:30 p. m., and sailed southbound, 9:30 p. m.

Juneau, Aug. 7.—Sailed—Alaska, westbound, 3:30 p. m.

Wrangell, Aug. 7.—Sailed—Humboldt, northbound, 4 a. m.

Papeete, Aug. 6.—Sailed—Barkentine S. N. Castle, Puget sound.

Manila, Aug. 7.—Sailed—Shinyo Maru, and Nippon Maru, for San Francisco.

Shanghai, Aug. 5.—Arrived—Canada Maru, Seattle, via Yokohama.

Vladivostok, July 29.—Arrived—Penrith Castle, from Comox, B. C.

Port Angeles, Aug. 7.—Arrived—Grace Dollar, Vancouver, B. C., at noon.

Bellingham, Aug. 7.—Sailed—Norwood, for Excursion Inlet, 10:30 a. m.

Everett, Aug. 8.—Arrived—F. S. Loop, from San Francisco.

Tacoma, Aug. 7.—Sailed—Taiyo Maru, for Yokohama, 1 p. m.

Marshfield, Or., Aug. 7.—Sailed—Adeline Smith, San Francisco, 6:30 p. m.

Vessel With Cargo From Portland Is Wrecked in Azores

The British ship Langdale, one of the best known sailing vessels in this city, was wrecked while entering the port of Saint Michaels in the Azores and is believed to be a total loss, according to cable advices received today by the Merchants' Exchange. All hope of saving her cargo has been abandoned.

The Langdale, Captain Plunkett, was carrying a rich cargo of flour from Portland to England.

The ship sailed from here February 12. In the hold were 36,025 barrels of flour, shipped by the Portland Flouring Mills company and valued at $162,112.

For years the Langdale shipped in and out of these ports. Captain McAllister, who died here recently, had commanded the ship for years.

Asked for a Drink; Is Given a Beating

Seattle, Wash., Aug. 9.—(P. N. S.)—C. W. Olson, an emergency policeman, is recovering today from a severe beating administered when he attempted to buy a drink yesterday in an alleged "blind pig."

Olson went into a former saloon on Washington street and asked for a drink. He said the clerk, D. Crennan, led him to the basement, stripped him of his star and gun, and then "gave it to him."

Army-Navy Orders

Washington, Aug. 9.—(I. N. S.)—Army orders:

Captain Royden E. Beebe, infantry, is detailed as major, Philippine Scouts, effective August 16, vice Captain Evan H. Humphrey, cavalry, relieved.

First Lieutenant Walter W. Merrill, 4th field artillery, ordered before examining board at Laredo, Texas, to determine fitness for transfer to the coast artillery.

First Lieutenant Robert B. Shackleford, medical reserve corps, ordered to active duty at Fort Sam Houston, Texas.

First Lieutenant David H. Bower, signal corps, ordered to Fort Leavenworth, Kan., and will assume charge of company B., signal corps.

Captain Ned B. Rebkopf, 5th field artillery, ordered from Tobyhanna, Pa., to Boston, Mass., to prepare reports of gunnery qualifications of batteries of the national guard in first field artillery inspection district.

Captain Robert E. Frith, 27th infantry, ordered to San Francisco, Cal., for observation and treatment at the Letterman general hospital.

Captain Charles D. Gatewood, ordnance department, is detailed as a major.

Second Lieutenant John F. Goodman, infantry, ordered before an examining board at Fort Myer, Va., to determine his fitness for transfer to the cavalry.

Captain Earl McFarland, ordnance department, will visit the Springfield armory at Springfield, Mass., about August 7, on official business pertaining to the manufacture of automatic machine rifles and guns.

Captain Joslah C. Minus, retired, ordered to active duty at Fort Sam Houston, Texas, as supply officer of the aviation section of the signal corps.

Captain Robert A. Dougherty, engineers' corps, ordered to Erie, Pa., then to South Bend, Ind., on official business pertaining to the inspection of military equipment.

First Lieutenant Walter L. Clarke, C. A. C., will be relieved from the coast defenses of Boston about September 18, and detailed as instructor of the coast artillery school at Fort Monroe, Va.

Officers at Fort Sill, Okla., not later than September 20, for duty as instructors at school of musketry: Captain Stephen O. Fuqua, 12th infantry; William A. Kent, 4th infantry, and Harry L. Cooper, 28th infantry; First Lieutenants Channing E. Delupane, 11th infantry; John F. Clappam, 19th infantry; Theodore W. Brown, 17th infantry; Converse R. Lewis, 23d infantry, and Frank Keller, 6th cavalry.

Second Lieutenant Alexander L. P. Johnson, cavalry, detailed as member of examining board at Fort Myer, Va., appointed July 24, during temporary absence of Captain Archie Miller, 2d cavalry, only for examination of officers junior to Lieutenant Johnson.

Paragraph 36, relating to the following officers of the medical reserve corps, July 19, is revoked: First Lieutenants Reynold W. Willcox, Charles G. Mixter, Howard Fox and Emil Altman. They are assigned to active duty at the camp of regular troops at Plattsburg, N. Y.

Captain Forrest E. Williford and First Lieutenant Walter L. Clark, coast artillery corps, ordered to Boston, Mass., for a special course of instruction for one year at the Massachusetts Institute of Technology.

Ordered before the examining board at Eagle Pass, Texas, for examination to determine their fitness for transfer to the field artillery: Second Lieutenant Faulkner Heard, 14th cavalry; Second Lieutenant Harold S. Martin, infantry; Second Lieutenant Carl F. Kinney, 25th infantry. At Washington—Second Lieutenant Hubert G. Stanton, coast artillery. At Camp Stotsberg, Pennsylvania—Captain Everett R. Wilson, 27th infantry.

The following officers, ordnance department, are detailed as majors: Captains Charles G. Mattlock, Joseph H. Pelot, Morgan L. Brett.

Major James G. Harbard, 1st cavalry, will proceed to this city, via the Presidio of Monterey, Cal., for temporary duty at the latter place.

Second Lieutenant Frederick G. Dillman, from infantry to coast artillery corps; Second Lieutenant Samuel J. Heidner, from coast artillery corps to infantry, July 12, with rank from June 12.

Lieutenant Dillman will report to Del Rio, Texas, for assignment to provisional regiment of coast artillery. Lieutenant Heidner to Calexico, Cal., for assignment to 33d battalion, 21st infantry.

Captain Edward T. Winston, retired, to active duty at Fort Mcpherson, Georgia. In addition to that duty he will assume charge of the construction work at [illegible], relieving Major Louis F. Garard jr., who, upon relief, will proceed to Fort Thomas, Kentucky, as quartermaster, relieving Captain George R. Armstrong, retired.

Captain Armstrong will proceed to Walter Reed general hospital for observation and treatment.

Resignations, effective August 5: Second Lieutenant Samuel J. Cockrell, 2d infantry, Kentucky National guard; Second Lieutenant John T. Cushing, 1st infantry, Vermont National guard; First Lieutenant Frank M. Barker, medical reserve corps. Second Lieutenant M. R. Chapen, 1st infantry, New Mexico National guard; Captain Willis E. Chadman, medical corps, Michigan National guard.

Leaves: Captain Duncan Elliott, 5th cavalry, two months on surgeons' certificate of disability; Captain John H. Hughes, 3d infantry, 20 days; Second Lieutenant Harlan J. Cordwell, 1st infantry, New Hampshire National guard, one month on surgeons' certificate of disability; Major Sanford H. Wadhams, medical corps, 10 days; lieutenant Colonel Henry Jervy, corps of engineers, 21 days.

Navy orders:

Lieutenant J. S. Evans, detached navy yard, New York city, to works of General Electric company, Schenectady, N. Y.

Ensign C. N. Ingraham, detached Cuyingham to treatment at naval hospital, Washington, D. C.

Does Your Condition Discourage You?

After suffering from a severe cold which care and treatment have not allayed as you think they should, do you feel your system needs a change of treatment?

In many such cases—where symptoms of asthma, bronchial troubles or pulmonary affections appear—Eckman's Alterative has brought good results.

This lime-bearing preparation has been widely used for more than twenty years, with remarkable results in numerous instances.

As with any prescription, too much must not be expected of the medicine itself. At best, it can only assist nature. And here is a remedy that is safe to try, since it contains no habit-forming drugs.

Sold by The Owl Drug Co. and leading druggists.

Eckman Laboratory, Philadelphia.

KELLAHER AND HOYT BOTH PROBABILITIES IN SENATORIAL RACE

Both Are Being Urged to Become Candidates to Succeed George McBride.

E. E. COOVERT NOMINATED

Friends, Under Auspices of Republican Study Club, Take Action—Statement Regarding Candidacy.

Dan Kellaher, former state senator from Multnomah county, is being urged to become an independent candidate for the senate for the place made vacant by the resignation of Senator George M. McBride. Delegations of business men have called upon Mr. Kellaher, urging him to enter the race. He admits the urging, but is coy about making any statement as to whether he would accept the nomination, should it be made.

Ralph W. Hoyt is also being subjected to persuasion, and it is probable that one or the other of the two men will be placed in nomination by a committee of 100 electors, as provided by the primary law.

E. E. Coovert Is Nominated.

E. E. Coovert, who has been considering entrance into the race for McBride's vacant position for some time, was placed in nomination at a meeting held last night at the Central library hall under the auspices of the Republican Study club. A committee consisting of Perry Baker, Dr. C. W. Cornelius, George Stokes, F. W. Beach and J. W. Stamper was appointed to notify Mr. Coovert of his nomination and secure his acceptance. The position for which Mr. Coovert was nominated is senator from the joint district consisting of Multnomah, Clackamas and Columbia counties, and a committee was appointed by Phil Metschan Jr., chairman of last night's meeting, to large the county central committees of each of these counties to join in the nomination of Mr. Coovert.

Mr. Coovert this afternoon issued the following statement regarding his candidacy:

Mr. Coovert's Statement.

"I deeply appreciate the expression of confidence this nomination implies.

"I take it, in a large measure, as a recognition of the work which Mr. Benson, Mr. Yeon, myself and associates are trying to accomplish in this community.

"You are all good Republicans, and if the party committee could have made a legal nomination, there would be no occasion for your assembly, as was implied in the resolution you adopted.

"If the Republican committee ratifies my nomination as far as it legally can, I will accept both. If, however, it sees fit to select another who can legally qualify, then such nominee is my candidate.

"But, whether I am a candidate or not, my campaign slogan is 'Charles E. Hughes for president of the United States.'"

CANDIDATE HUGHES COMING

G. O. P. Nominee Expected to Arrive Next Wednesday Morning.

Charles E. Hughes, Republican presidential nominee, is expected to reach Portland with his party next Wednesday morning at 7 o'clock from Seattle A. N. Rodway, who is traveling in advance of the candidate and his party, will be in Portland within a few days, at which time definite arrangements for the Hughes rally of Wednesday night will be made.

The meeting will be held in the Armory or Ice Hippodrome building and, except for platform reservations, all seats will be unreserved. No attempt will be made at social entertainment for either Justice or Mrs. Hughes, at their request, owing to the strain under which Justice Hughes is traveling and his desire to secure all rest possible.

Lumbermen Are Meeting at Bend

Inspection of Sawmill District Precedes Business Sessions—Banquet and Concatenation on Program for Today.

Bend, Or., Aug. 9.—With more than 70 members of the Western Pine Manufacturers' association, the Western Box Manufacturers' association and the California White Pine Manufacturers' association in attendance, the quarterly meeting of the associations opened this morning in Bend. Soon after arrival, the visitors were escorted to the sawmill district, which they inspected during the morning. At noon today they were entertained at the city boarding camp of the Shevlin-Hixon company. This afternoon the sessions of the association opened at the Emblem club.

Tonight the visitors will be entertained by the Commercial club at a dinner, and later a concatenation of Hoo-Hoo will be held at the Emblem club. It is expected that matters of business will be completed at this afternoon's session, so that most of tomorrow may be given up to trips through the tributary timber belt.

Bordwell Quits and Republicans Rejoice

Los Angeles, Cal., Aug. 9.—(P. N. S.)—Old-line Republicans were rejoicing here today over the withdrawal of Judge Walter Bordwell from the senatorial race. It is said now that with Bordwell's following thrown to Willis H. Booth, the latter will have the united support of the old party against Governor Johnson.

In a statement published today, Bordwell repeats his sentiment of several weeks ago in branding as "reprehensible" efforts to employ the party organization against him, but declares that he entertains no grievance and hopes for the nomination of Booth. The statement lists Governor Johnson as the head of another party altogether, and says that the best interests of the state and nation imperatively require a "genuine" Republican in the senate.

Capt. McNoble Goes Up.

Seattle, Wash., Aug. 9.—(P. N. S.)—Captain L. McNoble, for six years superintendent of the Pacific Coast Steamship company in Seattle, will leave here shortly to assume new duties as marine superintendent of the Admiral line at San Francisco. He will have charge of the operation of the steamers Harvard and Yale.

"Where There's a Will, There's a Way," Is Advice of Judge

"Where there's a will, there's a way. Get busy between now and September 10, and clean the moss off the roof. If you haven't the money talk sweetly to your friends and borrow some, but have the moss removed a month from today."

Such was Municipal Judge Langguth's answer today to Peter Weidman's statement that he was financially embarrassed and could not afford to have the moss removed from a building owned by him at 567 Second street.

BIG STRIKE AVERTED BY MEDIATION

(Continued From Page One.)

not arbitrate demands for an eight-hour day and other concessions. Armed with power to call a strike, tying up 250,000 miles of railways, union heads will discuss the questions involved with railway officials, but will not consent to calling an intermediary.

This was the notice served upon the railway managers today by A. B. Garretson, head of the Conductors' brotherhood. It brought the situation between the employes and employers to a deadlock within an hour after the first of their scheduled conferences was called. Elisha Lee, spokesman for the railway managers, declared the railroads would insist upon mediation.

Lee Reads Communication.

Elisha Lee, chairman of the railroad committee, when the meeting convened, read a communication addressed to the leaders of the "Big Four" unions, which said:

"We have given careful consideration to all phases of the propositions you have made. The demands are so extraordinary we feel there is little probability of reaching a settlement through the medium of conferences. Therefore we believe the only course to be pursued is to submit the question to the federal mediation board."

The union leaders declined to accept this proposition at present.

Hold Intervention Unnecessary.

In reply to the railroads' proposition, A. B. Garretson, president of the Order of Railway Conductors, acting as spokesman for the four brotherhoods, said the men did not believe intervention by a third party was necessary, and for that reason they declined to join in the request for mediation.

Lee then announced adjournment of the conference until some word had been received from the mediation board. Garretson signified the labor leaders' willingness to wait a reasonable time for a report. The brotherhood officials went into executive session.

Roads Invite Mediation.

Elisha Lee formally invited the United States board to offer its good offices in reaching a settlement shortly before noon today.

Members of the board who are here at President Wilson's request, met and framed a letter to the representatives of the employes, asking that the demands be submitted to the board.

Judge Martin Knapp, chairman of the committee, said this afternoon a meeting of the representatives of the employes and employers may be called this evening.

Garretson said the employes would meet with the board, but are unwilling to join the employers in asking for the services of the mediators.

Minor Accident on Car Starts Panic

New York, Aug. 9.—(U. P.)—Blowing out of a transmission box on an electric New York, New Haven & Hartford train near the village of Van Ness threw scores of passengers into a panic and resulted in the injury of one woman, reports to officials stated here this afternoon.

Many passengers were suffering from the shock. Ambulances from three hospitals were hurried to the scene, but traffic was resumed on the line within 15 minutes and the accident was declared not to be serious.

The transmission box blew out with a loud report as the train was entering the Westchester yards, and smoke poured from the car, and this gave rise to reports of a serious accident.

Insane Patient Dies.

Baker, Or., Aug. 9.—Mrs. Etta Gibbons of Bridgeport, Baker county, committed to the Pendleton insane asylum only last week, died at the institution yesterday. She had resided with her family in the Bridgeport district for some years. Worry over business matters was the cause of her mental breakdown. The remains will be shipped here for interment today.

FRENCH AVIATORS DO MATERIAL DAMAGE IN EXTENDED NIGHT RAID

Bombs Dropped on Powder Mill Cause Fire and Explosions.

Paris, Aug. 9.—(I. N. S.)—Marked aerial activity on the part of French birdmen was chronicled in an official statement issued here today, the most important achievement being a night raid in which the aviators traveled 217 miles, crossing the Vosges and the Black Forest and then returning safely to their bases. The statement follows:

"One of our pilots pursued a German machine beyond Luneville and forced it to land before our lines. Our artillery destroyed the machine on the ground.

"In the Somme sector, six enemy machines were seriously struck. A captive balloon was also destroyed.

"A French aeroplane threw projectiles on a powder mill at Rottwell-Sur-Heckar and as a result two large fires were seen and many explosions were heard.

"Our aerial squadrons threw 44 shells on railway stations at Audun-Le-Roman, Lonkuyon and Montmedy and 88 on the Teagnir railway.

"Aviators in a night raid covered 217 miles, crossed the Vosges and the Black Forest, and returned safely."

MOTION PICTURE ACT PROVIDING APPEAL TO COURTS INTRODUCED

(Continued From Page One.)

ent one, to which the movie men object, in that it provides for a board of censors of 15 members, appointed by the council, whereas, the present board has seven members appointed by the mayor; and in that it provides for the right of appeal to the municipal court on a condemned film, whereas the present ordinance has no such appeal provision.

The council chamber was filled with movie men and their sympathizers and friends of the present board of censors.

In lengthy talks from both sides, each was agreed that there should be censorship, but the disagreement as to the kind of censorship was radical.

Want Appeal to Courts.

The movie men used the right of appeal to the courts as the foundation of their argument for a new deal in municipal policy toward their business.

They said that what is now termed a right of appeal is a mere mockery. Viewers appointed by the board of censors, and subservient to it, the movie men claim, make a certain ruling on a film. If the exhibitors do not like the ruling they can then appeal to the board, which procedure, they claim, is farcical.

"There is no desire on the part of moving picture men, as I understand them, to get away from censorship," said Commissioner Baker in presenting the petition. "As they express themselves to me, they recognize the benefits of censorship, and that the life of their business depends upon it.

Rights Are Asserted.

"But it is recognized, I think, as a principle of law, that even the worst criminal has the right of appeal, which these people claim they have not. As they explain it to me, the entire board is under the control of one person. If that's true, it's a bad thing."

Mrs. E. B. Colwell, secretary of the board, the "one person" referred to, took the floor a little later, and gave an instance of a movie man who, she said, was present, "peeking from behind a post," and who had come to her last night to ask that she have some pictures viewed without the regulation 12 hours' notice. She had done as he wished, to accommodate him, so that he could run his show today, Mrs. Colwell said, and he had imposed on her viewers by telling them that she had seen the films in question and approved them, when she had not seen them.

Confusion Seems to Exist.

Mrs. Colwell advanced the instance as one which had led the movie men to accuse her of the exercise of autocratic authority.

The exhibitor later replied to Mrs. Colwell and explained that the films were re-runs of old films shown here several years ago, and he presumed that Mrs. Colwell had seen them on previous occasions.

This precipitated a discussion between Mrs. Colwell and several exhibitors, which indicated that neither the viewers nor the exhibitors have a clear idea of what constitutes a viewer's permit to display films.

D. Solis Cohen spoke for the movie men, urging the passage of the ordinance.

"We don't object to censorship," he said, "nor the method in force, but we would like viewers independent of the board, and not appointees of the board, so that when the films are appealed from the viewers' ruling, there will be a review by an actual appeal board and viewers whose decision shall not be influenced by a paid officer of the board (the secretary) as to what their decision shall be."

Aspersion Resented by Movie Men.

Mr. Cohen also appealed for his clients from a standpoint of the business interests of the city.

A. F. Flegel, replying as a defender of the present censor board, was scornful in his denunciation of this argument.

"It was the same argument that was used for gambling, for the saloon, for the dives," he said. "It is the same that is always heard when there is a movement on foot to break down the moral atmosphere of the city."

The aspersion of similarity to gamblers, saloons and dives was sharply resented by Mr. Baker and the exhibitors.

Thomas McCusker, agent for the Employers' association, appearing, he explained, as a private citizen, opposed the new ordinance, saying, among other things, that the council need not regard seriously a petition signed by 30,000, because he "could go out and get 10,000 signatures to hang the mayor or the commissioners."

Mr. McCusker strongly condemned the character of certain films he had seen, and Mr. Baker interposed to say that he had seen films that had caused him to blush.

He argued that this being the case, it was "high time for the entire board to take the matter in hand."

Eugene E. Smith, president of the Central Labor council, spoke following Mr. McCusker, and taking an opposite stand.

Censorship Antagonized.

Mr. Smith antagonized censorship as un-American in principle. "It is an illustration of other people trying to be moral for us and it lowers our moral standards by attempting to make some one else responsible for our acts."

The mayor quoted from letters written to him to show that people generally signed the petitions under misapprehension as to their object, and charged the newspapers of the city with misrepresentation and failure to print facts.

E. C. Holtzclaw, an exhibitor, in a vigorous speech asked the council to put motion pictures under the same censorship as the newspapers and the spoken drama and put in jail those who offend, just as they do any common criminal, but he objected to being classed along with saloonkeepers and outlaws without a trial.

Mr. Cohen, answering the mayor, asked him what his opposition to appeal to the courts is.

The mayor replied: "The present ordinance is working well, why change?"

A telegram from the National Board of Review to its local representative in Portland, put the board on record as "emphatically opposed to the present drastic censorship law existing in Portland at present."

ZEPPELINS DROP 160 BOMBS ON 'CERTAIN' TOWNS IN ENGLAND

One Man, Two Women and Three Children Dead, Several Wounded.

London, Aug. 9.—(U. P.)—Zeppelins raided the east coast of England early this morning and another Zeppelin raided southeast Scotland without penetrating far from the coast, the war office announced today.

The Zeppelins dropped 160 bombs on certain localities. They were engaged by coast guard and driven away from their objectives without doing any damage of military importance, the statement said.

General French, commander of the home forces, reported this afternoon that one man, two women and three children were killed in a northeastern town. Five men, six women and six boys were injured. From eleven to ten Zeppelins participated.

Twelve Are Killed in Coal Mine in B. C.

Michel, B. C., Aug. 9.—(U. P.)—Twelve men are known to be dead and all mines here are closed down, following an explosion in mine No. 3, here today. Lightning struck signal wires and, carrying the current down to the mines ignited dust or gas, starting the explosion. Boulders and debris were thrown a quarter of a mile by the explosion. Fire starting in one part of the mine was extinguished this afternoon.

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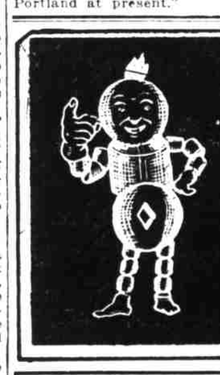

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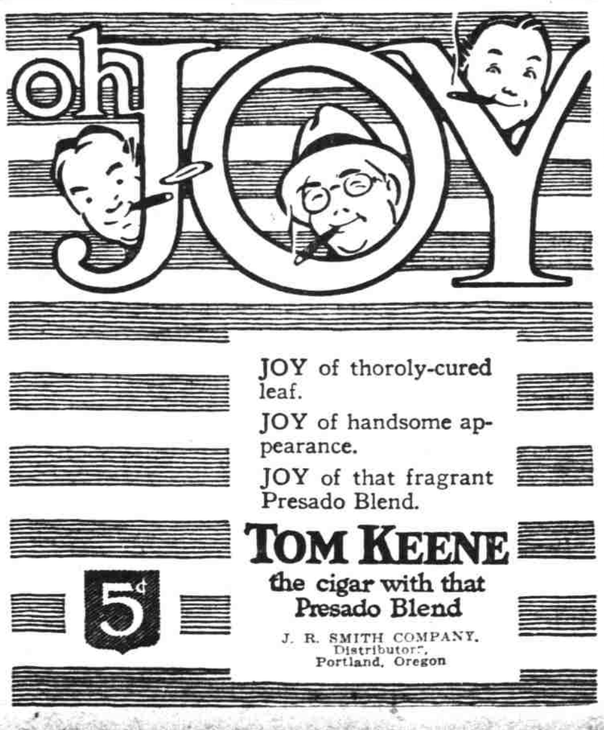

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