AMERICAN FLAG NOW RETURNS TO WATERS OF THE PACIFIC OCEAN

Pacific Mail Steamship Purchases Add 17,100 Gross Tons to Shipping.

JAPAN ALSO VERY ACTIVE

Shipyards in Mikado's Kingdom Are Rushed to the Limit With Work; Chinese Yards Also Busy.

Washington, Sept. 21.—The recent purchase of three large ships by the Pacific Mail Steamship company marked the turning point in the fortunes of American shipping on the Pacific, states a report on Transpacific shipping just made public by the bureau of foreign and domestic commerce of the department of commerce. This purchase adds 17,100 gross tons to the 5000 tons that remained of American shipping on the Pacific. Prior to the war the total American tonnage engaged in this trade was 80,000 gross tons.

The war has cut down the total shipping of all nations engaged in Transpacific trade from 380,000 gross tons to 280,000.

Japanese Tonnage Grows.

Before the war American shipping comprised 21 per cent of the total, British shipping 39 per cent, and Japanese 33 per cent. Up to the time the recent purchases were made American shipping had fallen off to 2 per cent, British tonnage had fallen off to 30 per cent, Japanese tonnage had increased to 55 per cent of the total, and Dutch shipping had jumped from practically nothing at all to 13 per cent.

English tonnage fell from 150,000 gross tons to 84,000 tons, Japanese tonnage increased from 125,000 to 155,000 tons, and the Dutch increased from a negligible quantity to 35,000 tons.

Oriental Shipyards Active.

A very interesting section of the report is devoted to shipbuilding activities in Japan and China. Japanese shipyards are taxed to the limit of their capacities. Orders for ships from abroad have been refused, as the yards have booked orders for Japanese ships that will keep them busy for the next two years. The builders, however, are handicapped by a lack of material, and it is an interesting fact that one large new shipbuilding company is buying all of its material from this country.

Boilers, engines, and other fittings cannot be had at very reasonable prices, for they cannot be manufactured at home as cheaply as they can be turned out in the United States and England. But in spite of all handicaps, Japan is losing no time in taking advantage of the present unparalleled opportunities. Purchases of foreign ships have been made at very high prices.

Growth of Japanese Tonnage.

The report calls attention to the fact that although the keel of the first steel vessel was laid in Japan as late as 1890, the total shipping tonnage of the country at the present time, including the vessels registered in the colonies, is no less than 2,158,000 gross tons.

The Chinese are also busy at their yards in Shanghai and Hongkong, although badly handicapped by scarcity of materials. One Hongkong company is at work on eight ocean freighters for Norwegian owners. Two more of a similar type will be started as soon as facilities will permit, and there are additional contracts for five others. This company recently voted to increase its capital stock to $1,500,000.

INCA PUTS OUT TO SEA AGAIN

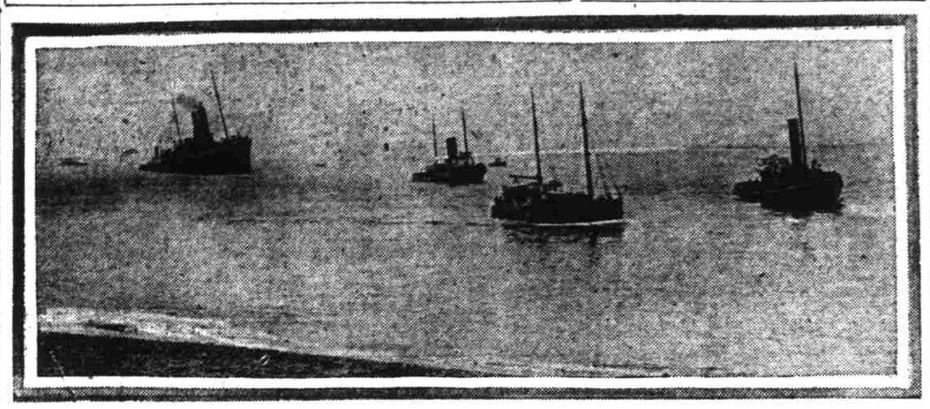
Craft, Reported in Proximity to Umatilla Reef, Gets Out.

Seattle, Wash., Sept. 21.—(P. N. S.)—Late reports from both the United States weather bureau and the captain of the revenue cutter Snohomish today said that the five masted schooner Inca, reported in distress off Umatilla Reef last night, had proceeded to sea.

Fears were at first expressed that the Inca was in very dangerous position. The weather bureau report merely states that she has proceeded to sea and the captain of the Snohomish reports that he is coming back.

Considerable anxiety was expressed here this morning over the Inca as in addition to her master being well known here, Emil Genereaux, son of Captain E. C. Genereaux of the Oregon Stevedoring company, is carpenter aboard the vessel. He was wired assurance that the vessel was safe, at Pendleton where, with Mrs. Genereaux, he is taking in the Round-Up.

WRECK OF THE CONGRESS BEING TOWED TO MARSHFIELD FOR REPAIRS



Tugs Salvor, Tyee and Oneonta successfully towing the charred remains of the Pacific Coast Steamship company liner, Congress, to Marshfield for temporary repairs.

STRIKE TALK ON THE SOUND

Longshoremen Ask Labor Council to Order Walkout.

Seattle, Wash., Sept. 21.—(U. P.)—Negotiations for settlement of the longshoremen's strike having met with failure here, a request made by the Riggers' and Stevedores' union last night for a sympathetic strike of all transportation workers in Seattle was in the hands today of the strike and grievance committee of the Central Labor Council.

Following the refusal of the council to act immediately on the request, Martin Meyer, president of the local longshoremen's union, resigned as a delegate to the council.

The committee in whose hands the request was placed was instructed by the council to make a thorough investigation of the situation on the waterfront.

Federal Conciliation Commissioner William Blackman, who was sent here from Washington, in the interests of arbitration, admits that efforts to end the strike have proved futile.

SMUGGLING CASES FAIL

Dismissal Asked by Government at San Francisco.

San Francisco, Sept. 21.—(U. P.)—The smuggling conspiracy case growing out of the discovery of Chinese coolies aboard the liner Mongolia were definitely settled today before Federal Judge Dooling, when the government asked for a dismissal. United States District Attorney Preston's motion followed conferences with the attorney general's office, in which it was decided that there is not sufficient evidence to warrant a trial.

Involved in the case were Deputy Immigration Commissioner William T. Boyce, Immigration Inspectors Strand, Hays, Smith, Clendenin and Graham; W. H. Thornley, customs broker; Joseph Tape, railroad coolie labor contractor, and six officers and fourteen members of the crew of the Mongolia. The men were indicted after 86 coolies were discovered aboard the Mongolia last November.

Tug Fearless Sails.

Eureka, Cal., Sept. 21.—(U. P.)—The tug Fearless, disabled at sea Tuesday afternoon, and brought into port here yesterday for repairs, sailed today for San Francisco, towing the steamer Santiam. A diver found the Fearless undamaged. He removed a line which had become tangled in the propeller and made a few minor repairs.

Hope to Float Bear.

San Francisco, Sept. 21.—A. P. McFarlan, representing Lloyds, has gone to the scene of the Bear wreck. As soon as the salvor has towed the Congress up to Seattle, she will return to go to work on the Bear again. It is expected that the steamer will be floated within 12 days.

Shna Yak in Good Shape.

San Francisco, Sept. 21.—Harry and Jack Haviside of the Haviside Wrecking company came up from Point Sur yesterday to get pumps and new gear for the salving of the Shna Yak. They left again this morning in the launch Crowley No. 24 for the scene of the wreck. The Havisides have hopes of floating the vessel intact before very long. The Shna Yak is very little damaged. None of the machinery has been taken out and they hope to get her off and two her up her in a very short time.

Lumber Charters Made.

San Francisco, Sept. 21.—The following charters are reported: Schooner Carrier Dove to carry lumber from north Pacific to Sydney at 122s 6d, by Canadian trading company (relet). (November-December) Norwegian steamer Tancred from San Francisco to Australia and return, p. t. by United Steamship company; (prompt), British motorship Jessie Norcross, now building at Vancouver, to carry lumber to Sydney, 117s 6d, by Canadian Trading company (April-May).

NEWS OF THE PORT

Arrivals September 21.

Yosemite, American steamer, Captain Nelson, ballast, from San Francisco, McCormick Lumber company.

Departures September 21.

Northern Pacific, American steamer, Captain Hunter, passengers and freight, for San Francisco, Great Northern Pacific Steamship company.

F. A. Kilburn, American steamer, Captain Mcclellan, passengers and freight, for San Francisco and way, Northern Pacific Steamship company.

Marine Almanac.

Weather at River's Mouth.

North Head, Sept. 21.—Condition of the mouth of the river at noon, channel obscured; wind south, 14 miles; weather, foggy.

Sun and Tides September 22.

Sun rises, 5:58. Sun sets, 6:09 p. m.

Tides at Astoria.

High Water:	Low Water:
10:06 a. m., 6.6 feet	3:47 a. m., 1 foot
9:37 p. m., 7.4 feet	4:05 p. m., 3.4 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)	Changes in last 24 hours.	Rainfall last 24 hours.
Lewiston	24	1.6	+0.3	0.00
Umatilla	25	5.7	—0.2	0.00
Albany	20	1.3	0	0.00
Salem	20	—0.5	0	0.00
Oregon City	12	1.8	—0.7	0.00
Portland	15	3.6	—0.2	0.00

(+) Rising. (—) Falling.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT.

Name.	From	Date.
Great Northern	S. F. & L. A.	Sept. 22
Northern Pacific	S. F.	Sept. 24
Rose City	S. F. & L. A.	Sept. 27
Beaver	S. F. & L. A.	Oct. 4

Steamers Due to Depart.

Name.	For.	Date.
Beaver	L. A. & S. F.	Sept. 23
Great Northern	S. F.	Sept. 23
Northern Pacific	S. F.	Sept. 26
Rose City	S. F. & L. A.	Sept. 30

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.
Akutan, Am. ss.	Gobse
Beaver, Am. ss.	Ainsworth
Berlin, American sh.	Municipal No. 1
Geo. E. Billings, Am. sch.	Westport
General Hubbard, Am. ss.	Wauna
June, Am. ms.	Portland Lumber
Kenkon Maru, Jap. ss.	drydock
Levi G. Burgess, Am. sh.	Municipal No. 1
Makawell, Am. bkt.	Albina
Marblehead, Am. cruiser.	Smith's
O. M. Clark, Am. ss.	Oregon drydock
St. Nicholas, Am sh.	Astoria
Reuce, Am. sh.	Astoria
Yosemite, Am. ss.	Balmer

At Neighboring Ports.

Astoria, Sept. 21.—Sailed at 1:30 a. m., Santa Monica, for San Francisco. Left up at 7 a. m., Yosemite. Left up at 6 a. m., schooner Geo. E. Billings; spoke barkentine S. N. Castle August 27, 27:46 north, 151:50 west.

Astoria, Sept. 20.—Left up at noon, Beaver. Arrived at 2:15 p. m., Northern Pacific, from San Francisco; schooner George E. Billings, from Sydney. Sailed at 2 p. m., Nehalem, for San Francisco; at 6:15 p. m., Captain A. F. Lucas, for San Francisco; at 2:30 p. m., barkentine Kohala, for Melbourne. Sailed—J. A. Chanslor, for San Francisco. Arrived at 11 p. m., Yosemite, from San Francisco.

Sydney, Sept. 19.—Arrived—Schooner Forest Home, from Columbia river.

Melbourne, Sept. 21.—Arrived — Schooner Alumna, from Columbia river.

San Francisco, Sept. 21.—Arrived: Mandalay from Crescent City, 8 a. m.; Hoquiam, from Willapa Harbor, 7 a. m.; Caspar, from Caspar, 8 a. m.; British steamer Waltotara, from Portland, Or., 9 a. m.; Navigator, towing Monterey, from Astoria, 1 a. m.; U. S. S South Dakota, from San Diego, 10 a. m.; yacht Carnegie, from cruise in South Pacific, 11 a. m.; Japanese steamer Tayima Maru, from New York, via Balboa, 11 a. m. Sailed: Crowley launch No. 24, for Point Sur, 6 a. m.; Mandalay, for Los Angeles, 10 a. m.

San Francisco, Sept. 20.—Arrived: Barge Simia, in tow of tug Daunless, from Port San Luis, 8 a. m.; Great Northern, from Astoria, 4:15 p. m.; Stanley Dollar, Port Angeles, 4:25 p. m.; barge F. M. Phelps, Port San Luis, in tow of tug Defiance, 8:10 p. m. Sailed: Multnomah, for Grays Harbor, 10:30 a. m.; Wilhelmina, for Honolulu, 12:25 p. m.; Queen, for Seattle, 12:30 p. m.; Atlas, for Portland, Or., 11 a. m.; Admiral Schley, for Seattle, 4:15 p. m.; Harvard, for San Diego, 4:20 p. m; Vanguard, for Eureka, 4:35 p. m.; Sea Foam, for Mendocino, 4:50 p. m.; National City, for Mendocino, 5:15 p. m.; Aurelia, for Hueneme, 5:20 p. m.; Del Norte, for Crescent City, 7:50 p. m.; Carmel, for Grays Harbor, 7:40 p. m.; Cleone, for Albion, 9 p. m.; Lyman Stewart, for Balboa, via Port San Luis, 10:30 p. m.

Port Ludlow, Sept. 20.—Arrived: Nushgak, from Nushgak, via Semiahmoo.

Port Blakeley, Sept. 20.—Sailed: Barge Palmyra, for Skagway, via Juneau, in tow tug Richard Holyoke.

Tacoma, Sept. 20.—Sailed: Falcon, for Port Angeles, 7 a. m. Arrived: Canada Maru, from Seattle, and Lewis Luckenbach, from Shanghai, via San Francisco, at 10:45 a. m. yesterday.

Florence, Or., Sept. 20.—Arrived: Schooner Alwaneda, from Bandon, 5 p. m.

Seattle, Wash., Sept. 21. — Arrived: La Touche, from Tacoma, 2 a. m.; F. S. Loop, from San Francisco, via Port Ludlow. Sailed: Alameda, for S. W. via S. E. Alaska, 11 a. m.

Seattle, Sept. 20.—Arrived: Admiral Farragut, from S. W. via S. E. Alaska, 9:15 p. m. Sailed: Admiral Dewey, for San Francisco, at midnight.

Cordova, Sept. 20.—Sailed: Admiral Watson, southbound, 6 a. m.

Skagway, Sept. 20.—Sailed: Northwestern, westbound, 12:40 a. m.

Juneau, Sept. 20.—Sailed: Jefferson, southbound. Arrived: Admiral Evans, westbound, at noon; Mariposa, southbound, 9 p. m.

Wrangell, Sept. 20. — Sailed: Humboldt, southbound, 8:30 p. m.; City of Seattle, southbound, 4 p. m.

Ketchikan, Sept. 19.—Passed: Barge J. D. Peters, in tow of tug Sheilkof, for Seattle.

Port Pirie, Sept. 18. — Sailed: Schooner Willis A. Holden, for Puget Sound.

Hongkong, Sept. 18. — Arrived: Cushing, from San Francisco.

Shanghai, Sept. 19.—Sailed: Manila Maru, for Seattle, via ports; Maricopa, for San Francisco, yesterday.

Yokohama, Sept. 20. — Arrived: Ecuador, from San Francisco.

Yokohama, Sept. 18.—Sailed: Tokai Maru, for Puget Sound; Yokohama Maru, for Seattle, yesterday.

Calliao, Sept. 18.—Arrived: Kiyo Maru, from San Francisco, via ports.

Balboa, Sept. 19.—Arrived: D. C. Scofield, from San Francisco, and proceeded northbound for San Francisco, Sept. 20.

Victoria, B. C., Sept. 21.—Sailed: Santa Cruz, for Tacoma, 7:30 a. m.

Army-Navy Orders

Washington, Sept. 21.—(I. N. S.)—Army orders:

Major Murray Baldwin, retired, is assigned to active duty and will report to the commanding officer at Vancouver Barracks, Wash., as quartermaster.

First Lieutenant Herbert I. Harris, medical reserve corps, now on temporary duty at Fort McKinley, Maine, is relieved from further duty at Fort Constitution, N. H., and assigned to permanent duty at Fort McKinley.

Colonel William S. Scott, cavalry, is detailed as a member of the army retiring board at Fort Sam Houston, Texas, relieving Brigadier General Fred W. Sibley.

Captain Joseph Matson, C. A. C., is detailed as professor of military science and tactics, at the South Dakota State College of Agriculture and Mechanics Arts, Brookings, S. D.

Commanding officer of Watertown arsenal, Massachusetts, or his commissioned assistant, will make not to exceed eight visits before December 31 to Worcester, Mass., to inspect the material that is being procured for the ordnance department.

Captain Goodwin Ordway, C. A. C., is relieved from the coast defenses of Puget sound and will report to commanding officer of the Baltimore coast defenses for assignment.

Captain John S. Goodfellow, coast artillery corps, relieved from coast defenses of Portland, will proceed to Fort Morgan, Ala., and assume command of coast defenses of Mobile. Captain Allen D. Raymond, coast artillery corps, relieved from coast defenses of Mobile, effective upon arrival of Captain Goodfellow, will report to commanding officer coast defenses of the Delaware for assignment.

First Lieutenant William W. Rose, coast artillery corps, relieved from present assignment, effective about October 15, will then proceed to Fort Rodman, Mass., and assume command of coast defenses of New Bedford.

First Lieutenants Edward B. Bailey and Jesse G. Mazon, medical reserve, corps, are relieved from southern department, will proceed to their homes and telegraph adjutant general, standing relieved from active duty in medical reserve corps, upon arrival.

Navy Orders.

Commander D. W. Wurtsburg to Texas as executive officer.

Lieutenant Commander L. J. Connelly detached Vestal to works Newport News Shipbuilding company.

Lieutenants P. P. Blackburn detached Virginia, to naval academy, Annapolis, Md., September 27; C. R. P. Rodgers, detached Ammen to Virginia as gunnery officer.

Lieutenants (junior grade) S. S. Thursday, detached Glacier to Oregon; R. A. Hall, detached Oregon to St. Louis; J. A. Murphy, detached Hopkins to naval training station, San Francisco, October 15; P. L. Carroll to Massachusetts Institute of Technology, Boston, Mass., September 23; S. M. Kraus, detached bureau of steam engineering to Massachusetts Institute of Technology, September 23; H. S. Keep, detached New Jersey to South Wells fleet, Massachusetts, as radio censor.

Ensigns W. J. Forrestal, detached naval academy, to receiving ship at New York, October 31; A. E. Fraser, commissioned from June 3; J. K. Fenn, detached radio station, Siasconsett, Mass., to Supply, via November transport; F. D. Kirtland, detached naval academy, to receiving ship.

Medical directors J. D. Gatewood, detached commander naval medical school, Washington, D. C., to bureau of medicine and surgery, navy department; E. R. Stitt, to command naval medical school, Washington, D. C., September 25.

Medical Inspector R. M. Kennedy, to command naval hospital, Washington, D. C.

Assistant Surgeon L. D. Arbuckle, M. R. C., detached navy yard, Portsmouth, N. H., to naval medical school, Washington, D. C.

WILSON MAN IS GLAD TO BE ABLE TO AID IN CAMPAIGN IN OREGON

"I Consider It an Honor to Donate My Mite," Asserts Donator to the Cause.

TOTAL REACHES $2083

Contributions Come, Not From Big Business, but From the Rank and File of the Voters.

Woodrow Wilson Campaign Fund.

Previously reported	$1918.00
Today's contributions:	
Albert E. Scott, Prineville	1.00
John W. Anderson, Hood River	10.00
M. J. Doyle, Portland	10.00
Mrs. D. S. McWilliams Halsey	5.00
Cash, Polk county	25.00
Cash, Yamhill county	25.00
Mrs. D. S. Young, Dufur	10.00
Cash, Union county	20.00
M. F. Graves, St. Helens	27.00
F. C. Whitten, Portland	22.00
Total	$2083.00

"Please find enclosed check for $10 for the Wilson campaign fund to be used where it is most needed. I consider it an honor to have the privilege to donate my mite in the interest of the reelection of a man that has done so much for the producing classes of this country."

This is the message sent by M. J. Doyle, a business man of Portland, in making his contribution to the Woodrow Wilson campaign fund. It represents the sentiment of those who are sending in their offerings to assist in the campaign for the reelection of President Wilson.

The Wilson campaign is not being financed by the big business of the country. The money being spent in support of his cause coming from the common men of the country, those who have been watching the conduct of the administration at Washington and who believe that the president is the friend of the men who labor and toil with their own hands for the things they receive. The Shipping trust, or the Steel trust, or the Sugar trust, nor any of the trusts, are not spending their money to help reelect the president. The common people of the country are making their little offerings because they feel that the president has been, and if retained in office, will be their friend. Those who wish to assist in the work will find their directions in the following coupon:

Woodrow Wilson Campaign Fund.

To the Oregon Daily Journal:

I inclose herewith $..... for the Woodrow Wilson campaign fund, to be spent in furtherance of the.....
(Oregon or National.)
campaign for the reelection of President Wilson.

Name .....

Address .....

(Mail this coupon, together with your contribution enclosed, to The Journal, Woodrow Wilson Campaign Fund, Portland, Oregon. Check should be made payable to The Journal.)

COURT'S JURISDICTION IN CEMENT CASE IS ATTACKED BY DEFENSE

(Continued From Page One.)

Burtchart, one of those accused of conspiring in restraint of trade in the cement trust battle, held, together with his two brothers and C. Boettcher, 4095 shares of the Oregon Portland Cement company's total issue of 14,771 preferred and common, and it was alleged by Burnett that the group controls 3000 additional shares, as contrasted with Aman Moore's holdings of 1067 shares of common and preferred stock.

Men Fail to Make Appearance.

Burnett declared that Burtchart was in town last week and slipped out without a statement or affidavit in his defense and that he has made no appearance or affidavit since, that Boettcher and Clark M. Moore, the salesmanager, were with Burtchart, advised by telegraph of the action and that they have made no appearance or affidavit in their own defense, although the law action started by Aman Moore asks damages in the sum of $1,500,000.

The arguments of the complainants will be finished this afternoon and the argument of the defense may be concluded also today.

Letters that told the secrets of the Oregon Portland Cement company were introduced yesterday afternoon.

These letters were introduced by counsel for Aman Moore and were indignantly referred to by counsel for the officers and directors of the Oregon Portland Cement company, whom Moore seeks to have restrained from acting for the company until his $1,500,000 damage suit is decided, as having been "rifled" from the files.

Letters Are Copied.

One day last week, Attorneys Burnett, Smith and Logan for Moore admitted, three stenographers were sent to the offices of the cement company in the Wilcox building and, under Moore's authority as vice-president and treasurer, took letters from confidential files and made copies of them. These letters were read for the purpose of showing, first, that Aman Moore endeavored to build up a market and good will for the product of the cement plant at Oswego; second, that an agreement as to prices was sought to be entered into between other cement companies and the Oregon company; third, that as soon as he reached out into territory other than western and central Oregon protest was raised by Butchart, president of the company, and, fourth, that as soon as Moore's action was filed there was a great flurry among those whom he accused of being parties to a "cement trust."

Directors in Deadlock.

In this last named connection a telegram dated August 28, 1916, was read from George MacDonald to H. A. Boss, care of the Vancouver Portland Cement company, Victoria, B. C., as follows: "Nothing done. Directors deadlocked and referred whole matter to shareholders' meeting, September 20.

Aman as vice president on behalf and in the name of the company today filed papers for damages against Mr. Butchart, Boettcher, Clark Moore, Newlands, myself. This action proves my contention our danger lay in his vice presidency only. Now necessary we call directors Mr. Butchart's arrival, remove Aman and order withdrawal suit, otherwise company may be deeply involved financially.

"What Defense?" Is Asked.

"Aman will have suit proceed at once so as to make all posible amends. What defense you propose Mr. Butchart?"

The intimation of this telegram that effort would be made to have Aman Moore's law action dismissed, was fortified by Moore's counsel with a showing of the program for the stockholders' meeting—scheduled for yesterday afternoon but postponed, on direction from Judge Wolverton, until the injunction case should be disposed of—in which one proposed order of business was to prevent the vice president acting for the company except by permission of the directors.

Removals Are Discussed.

Another order of business was to remove Aman Moore and Paul C. Bates as vice president, and still another to remove Aman Moore as treasurer.

This was presented in refutation of what W. W. Cotton had said in behalf of the defense—that no proceedings looking to the dismissal of Moore's law action had been contemplated.

The afternoon hearing closed with the reading of affidavits, already made public, by Wirt Minor, counsel for the defense.

Fog Finally Lifts.

Marshfield, Or., Sept. 21.—Adeline Smith entered the harbor this morning after being detained off the bar since yesterday afternoon on account of heavy fog.

GENERAL MOTORS IS OFF $45 SHARE BUT OTHER STOCKS GO UP

Coppers Increase Strength; Twelfth Million Share Day Registered This Afternoon.

New York, Sept. 21.—(U. P.)—United States Steel common sold at 109¾, up 1⅞, and a new high record, shortly before the close of the stock exchange this afternoon. Coppers were strong and the general list was firm at the close.

New York, Sept. 21.—(U. P.)—General Motors, which recently out-did Bethlehem Steel as a war bride performer on the stock exchange, making a high record of $750 a share, sold off $45, at $700 a share, in early trading today.

Bear traders who have been pounding the market for several days with little success drove several of the war stocks down. Crucible yielded 3 points at 89 and the selling pressure drove Baldwin Locomotive down 4½ to 84½. U. S. Steel sold below 108 and Marine issues were weak.

Coppers meanwhile boomed along, Anaconda going to a new record at 95½ and Utah Copper selling at 89¾, only ⅛ under its best price. Bethlehem Steel was up six at 560.

The twelfth consecutive million-share day was registered at 1:50 p. m. Coppers increased their strength in the afternoon.

Inspiration made a record of 64½; Kennecott sold at 54, a new high for the present movement; United States Smelting advanced 3, to 77, and American Smelters was up 2¼, at 110¾.

Whiskey Trickles Away.

Seattle, Wash., Sept. 21.—(P. N. S.)—Eighteen hundred bottles of whiskey, seized from an Oregon-Washington freight car, are today trickling down Seattle's sewer-way. The dry squad seized the consignment saying it was destined to a fictitious company at Juneau, Alaska.

Oregonian Has Small Fire.

Fire caused from sparks from the flue destroyed a small sheet metal house on top of the Oregonian building last night. The structure was used for storage purposes and the loss was nominal. The building proper was not damaged. Battalion Chief Holden, who was standing on the parapet of the building nine stories from the street, was knocked down by a hose and barely escaped falling to the pavement.

STOP THAT HEADACHE
SHAC
AT ALL DRUGGISTS

NUXATED IRON
$100.00 FORFEIT
increasses strength of delicate, nervous, run-down people 200 per cent in ten days in many instances. $100 forfeit if it fails as per full explanation in large article soon to appear in this paper. Ask your doctor or druggist about it. Owl Drug Co. always carry it in stock.

BELL-ANS
Absolutely Removes Indigestion. One package proves it. 25c at all druggists.

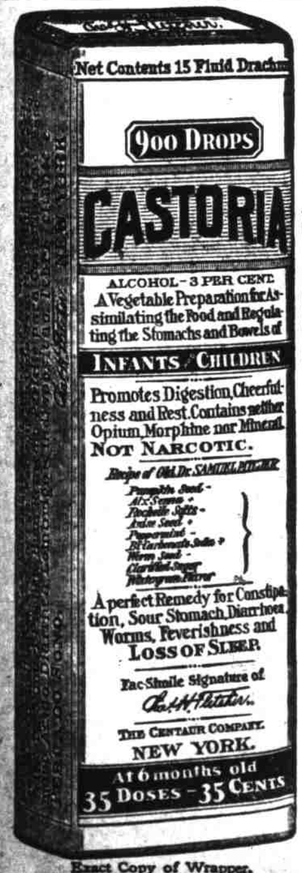
IT'S YOUR KIDNEYS
You have swollen feet and hands! Stiff, achy joints! Sharp-shooting rheumatic pains torture you. You have aching back, pain in the lower abdomen, difficulty when urinating! Look out! These are danger signals. Trouble is with your kidneys. Uric acid poisoning, in one form or another, has set in. It may lead to dropsy or fatal Bright's disease if not checked.
Get some GOLD MEDAL Haarlem Oil Capsules immediately. They are an old preparation, used all over the world for centuries, combining natural healing oil and herbs, well-known to physicians and used by thousands in their daily practice. The Capsules are not an experimental, make-shift "patent medicine," or "salt," whose effect is only temporary. They are a standard remedy, and act naturally, gently and quickly. But when you go to the druggist, insist on getting the pure, original Haarlem Oil in Capsules. Be sure the name GOLD MEDAL is on the box, and thus protect yourself against counterfeits. For sale and guaranteed by The Owl Drug Co. (Ad.)

HEADACHES
Thousands of men and women suffer from headaches every day, other thousands have headaches every week or every month and add others have headaches occasionally, but not at regular intervals. The best Doctor is often unable to find the cause of many of these headaches, and in most other cases, knowing the cause, he does not know what will remove it, so as to give a permanent cure. All he can do is to prescribe the usual pain relievers, which give temporary relief, but the headache returns as usual, and treatment is again necessary. If you suffer from headaches, no matter what their nature, take anti-kamnia tablets and the results will be satisfactory in the highest degree. You can obtain them at all druggists in any quantity, 10c worth, 25c worth or more. Ask for A-K Tablets.

SICK-HEADACHES
Sick-headache, the most miserable of all sicknesses, loses its terrors when A-K Tablets are taken. When you feel an attack coming on take two tablets, and in many cases, the attack will be warded off. During an attack take one A-K Tablet every two hours. The rest and comfort which follow, can be obtained in no other way.
Genuine A-K Tablets bear the K monogram. At all druggists.

DROPSY Treated One Week Free. Short breathing relieved in a few hours, swelling reduced in a few days, regulates the liver, kidneys, stomach and heart, purifies the blood, strengthens entire system. Write for Free Trial Treatment, Collum Dropsy Remedy Co., Dept. 104, Atlanta, Ga.

Prompt Relief
from the all-too-common ills of the digestive organs—weak stomach, torpid liver and inactive bowels—is found in the always safe, sure, quick-acting
BEECHAM'S PILLS
Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c., 25c.



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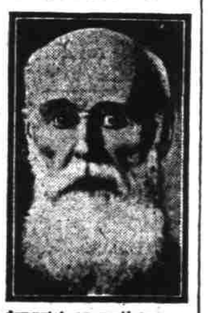
Children Cry For
Fletcher's
CASTORIA

What is CASTORIA
Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. 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 Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS
Bears the Signature of
Chas. H. Fletcher.
In Use For Over 30 Years
The Kind You Have Always Bought
THE CENTAUR COMPANY, NEW YORK CITY.

Free to Pile Sufferers



The amount of comfort and happiness spread over the continent by the famous Pyramid Pile Treatment is truly remarkable. A FREE trial package will convince anyone who suffers from itching, bleeding, protruding piles, hemorrhoids and other rectal troubles. Get a 50 cent box today of any druggist or mail coupon for trial. Take no substitute.

FREE SAMPLE COUPON
PYRAMID DRUG COMPANY,
540 Pyramid Building,
Marshall, Mich.
Kindly send me a Free sample of Pyramid Pile Treatment, in plain wrapper.
Name .....
Street .....
City ..... State .....

Special Suggestions for

The Care of the Skin

If Your Face or Hands Are Roughed or Chapped or Have a Tendency to Eczema, Try These Suggestions.

BENETOL is the most powerful, harmless germicide known in all the medical world. Not only is Benetol a marvelous preparation because of its germicidal powers but it deserves equal fame as a **healing agent.** Because of these two properties, Benetol is sold in various convenient forms. Among these is to be particularly recommended Benetol Ointment and Benetol Powder.

Both of these preparations are, of course, intended for skin troubles and to preserve the hands, face and body in the most perfect possible condition of skin health.

With women, this question of skin health is one of the most important of toilette problems. So many cold creams and lotions are found irritating to sensitive skins, that Benetol Ointment is proving a most welcome substitute. In fact, Benetol Ointment, because of its peculiar instant healing properties is being used by a small army of women in preference to cold creams.

As a curative agent for pimles, eczema, roughness, chap, sunburn and other skin troubles, Benetol Ointment is so far ahead of any other cream or ointment that there is really no comparison to be made.

And Benetol Powder is in fact the only **healing, curative, antiseptic** powder that is offered (so far as we know).

Both the Ointment and the powder contain the active principles of BENETOL. This is the secret of their wonderful properties and explains why they are not to be compared with any other ointments or powders on the market—because none other contains BENETOL.

If you have any skin troubles try these preparations and if after one week you have not found them **many times** better than anything else you ever used, take the remaining part of the packages back to your druggist and get your money back in full.

This is a plea for you to try Benetol preparations at our expense, and you assume no risk whatever.

If you are a man and shave yourself, use Benetol Ointment and Benetol Powder after shaving. Try them for only **one** morning and you will never be without them again. If a barber shaves you, take him a package of each and ask him to use them on your face. Then you will be **positively insured** against barber's itch or any contagious skin trouble.

Benetol Preparations Sold by all Druggists as Follows:

BENETOL

1-ounce bottles in red cartons	25¢
3-ounce bottles in red cartons	50¢
6½-ounce bottles in red cartons	$1.00
16-ounce bottles in red cartons	$2.00
Benetol Ointment in red cartons at	25¢, 50¢ and $1.00
Benetol Tooth Cream in red cartons	25¢
Benetol Catarrh Jelly in red cartons	25¢
Benetol Powder, for the skin, in red cartons	25¢

Full directions for the use of these articles packed in every carton.

CAUTION: Always insist that your druggist supply you with Benetol in the original red cartons.

Benetol products are sold by all druggists. If you experience any difficulty in procuring your Benetol wants, simply enclose the price and write direct to

The Benetol Company
Benetol Bldg., Minneapolis, Minn.