AMERICAN GUNS IN RUSSIA BEING SOLD GERMANS, IS WORD

Travelers Returning Through Siberia Say Ex-Hun Prisoners Are in Control of Affairs.

MAY TURN AGAINST ALLIES

Germans Busy Arousing Russians Against Entente and Buying Up Supplies at Absurd Prices.

San Francisco, May 13.—Long trainloads filled with American-made ammunition, machine guns and airplane parts formerly stored at Vladivostok, have arrived at Moscow, and are there being sold to the Germans by the Bolsheviki, according to Miss Louisa Wale of Moscow and J. Munkhouse, an engineer from Moscow, who have arrived at the Plaza hotel.

They have witnessed the arrival of war materials, and state that the transactions for the purchase by the enemy are conducted by a commission consisting largely of Austrian officers. They state that the prices paid for the American war material, which is to be used against American troops on the west front, are ridiculously low, and are often paid for in kind, a few pairs of shoes or some bottles of brandy being the average price paid for a machine gun.

Speaks Russian Like Native

Miss Wale is the daughter of an English manufacturer of Moscow. Having lived the greater part of her life in Moscow, she speaks Russian like a native, and volunteered her services in propagandizing in favor of the allies under the auspices of British and American officials to offset the powerful enemy propaganda. In the course of this work she was attacked by the Bolsheviki and narrowly escaped with her life.

"One day, while I was seated at a table in my office working on our pamphlets, Bolsheviki made their appearance, and took seats at the table with me, examining the work I was doing and forced me to stop. My pamphlets were torn up," she said.

"Foreigners belonging to the allied nationalities were attacked in the streets and the French ambassador was assaulted in Petrograd, robbed, and badly beaten.

"When we left for Vladivostok, we traveled in the ordinary cattle trucks. Instead of railway tickets, we were listed on every freight voucher, and I still have one of these printed forms on which under the heading "Description of Goods' we are listed.

"On our trip through Siberia, our train was repeatedly examined, the Bolsheviki being anxious to locate escaping officers whom they wanted to execute. Enroute some Russian soldiers tried to get into our carriage, and one of the foreigners lost his patience and pushed the fellow out of the carriage. The Bolshevik thereupon returned with a mob of his comrades, and they started a search for the man who had pushed the Russian off, vowing that they would lynch him. The other passengers, however, managed to hide him. All the windows of the carriage were broken.

May Turn Against the Allies

"Nearly all the stations which we passed on the trans-Siberian railway were found to be under the control of a local commission of German and Austrian officers, former prisoners of war. These men supervised the train service and mostly lived in every compartment that had been shunted on sidetracks.

"But it was at Omsk that the power of the German-Austrians appeared to be paramount, as they had captured this city in a fight with the officials representing the former Kerensky regime. Omsk now serves as the German-Austrian headquarters, whence they can practically control the trans-Siberian railway. Here they also have their printing presses where so-called revolution, but really pro-German newspapers and pamphlets are printed, some of them in German."

Miss Wale says it is generally feared by the Americans, English and French who have been living in Russia that the time is not far distant when the Russians will turn their rifles in the field of battle on their former allies.

At Moscow there has sprung up a brisk trade in former army horses, Miss Wale says, and fine chargers are being sold for amounts ranging from seven to ten dollars American money.

State Department Doubts Report

Washington, May 13.—(I. N. S.)—Officials today expressed doubt of reports brought to a Pacific port by returning travelers from Russia that munitions shipped from the United States via Vladivostok were being sold by Russian officials at Moscow to Germany. It was stated that the latest official reports showed that the enormous supplies of munitions which had been landed at Vladivostok were still there. State department advices have reported that the Bolsheviki authorities had directed that these supplies be sent westward, but that the orders have not been carried out.

General Seminoff and his forces are reported, in the latest word reaching this city, to be ready to seize the trans-Siberian railway and capture these supplies if they were removed from Vladivostok. It was pointed out, however, that there has been a quantity of American supplies of all kinds in Moscow and that these may have been turned over to German interests. The quantity however, is not believed to be large.

THE ROLL OF HONOR

(Continued From Page One)

Died of Other Causes

PRIVATE PERRE P. RENAUD, Fall River, Mass.

Wounded Severely

Sergeants John I. Johnson, Preston, Kan.; Francis Nugent, Washburn, Iowa; Corporals Paul E. Allen, Worcester, Mass.; Thomas A. Carroll, Cincinnati, O.; Thomas N. Stack, Still River, Conn.; Privates Tira N. Castle, Alger, O.; Walter W. Hardy, New York City; Grady W. Knight, Oglethorpe, Ga.; Samuel A. McAuley, Windsor Locks, Conn.; Sam Mich, Sawyer, N. D.; Chas. W. Mitchell, Holdrege, Neb.; Carl Reinhardt, Detroit, Mich.

Wounded Slightly.

Lieutenant Walter T. O'Donohue, Hartford, Conn.; Sergeant Newton Peters, Elyria, O.; Corporal Tracy Miller, Ticonderoga, N. Y.; Mechanic Edwin J. Lasky, Manchester, N. H.; Privates Wm. Bartles, Waterloo, Ohio; Gale B. Clymer, Rawson, Ohio; Thomas W. Cole, Springvale, Mo.; Walter L. Guenther, Lisbon Falls, Maine; Wilfred R. Hanlin, Chelsea, Mass.; Benj. H. Henderickson, Valley Stream, N. Y.; Clinton C. Hyam, Marblehead, Mass.; Vincent L. Kelley, Maynard, Mass.; Victor H. Ketchum, Penacook, N. H.; James E. Kristoff, Columbus, O.; Herbert Leach, Columbus, O.; Wm. A. Maxwell, Brunswick, Maine; Leo L. Roix, Limestone, Maine; Harry D. Wolf, Circleville, O.

Missing in Action

Lieutenant Joseph P. Burke, Pittston, Pa.; Sergeants Frank L. Smith, Revere, Mass.; Harold W. Tucker, Providence, R. I.; Corporals Melvin R. Carlson, Jamaica Plains, Mass.; Franklin J. Damon, Boston; Eric A. Lee, Providence, R. I.; Henry E. Woods, New York City; Bugler Nayson F. Waterss, New Haven, Conn.; Privates Tony Bardinella, Middleton, Conn.; Percival Barnes, West Haven, Conn.; Frank Butler, New Haven, Conn.; William S. Cardell, Cranston, R. I.; Clyde D. Charette, South Deerfield, Mass.; Elijah C. Collins, Warwick, R. I.; Frank Daly, Hyde Park, Mass.; Albert Decs, Brooklyn, N. Y.; Oliver T. Elliott, Boston; George N. Fortin, Central Falls, R. I.; Antoine Gagnon, Bristol, Conn.; Albert Garand, St. Johnsbury, Vt.; Frank Gillespie, Dorchester, Mass.; James I. Goodwin, Everette, Mass.; Fred Hager, Prospect, Conn.; Fred L. Hall, Middletown, Conn.; Herbert Hall, Middletown, Conn.; Herbert Hall, Guilford, Conn.; Arthur P. Heon, St. Johnsbury, Vt.; Wm. R. Hier, Bristol, Vt.; Lloyd W. Litchfield, Needham, Mass.; Michael J. McDermott, New Haven, Conn.; Eugene C. Mielewski, Providence, R. I.; Herman F. Moreau, Providence, R. I.; Anthony L. Penda, Bristol, Conn.; Wm. L. Quinn, Swampscott, Mass.; Earl C. Rodgers, Danville, Vt.; Bascomb B. Rowe, Barnet, Vt.; Frank Sutcliffe, Fairhaven, Mass.; Patrick Wall, New Haven, Conn.; Ezra Woods, New Milford, Conn.

Prisoner Previously Reported Missing

Captain R. M. Deming, Ballston Spa, N. Y.

Washington, May 13.—(I. N. S.)—General Pershing reported to the war department Sunday a casualty list of 84 men in the American expeditionary forces.

Five of these were killed in action, nine died of wounds, two died of disease, one died of other causes, eight were wounded severely, 40 were wounded slightly, and 19 were missing in action.

Killed in Action.

SERGEANT RALPH B. PARMLY, Maysville, Ark.
PRIVATE EDWARD C. KREH, Petaluma, Cal.
PRIVATE ALONZO LESE, Middletown, Conn.
PRIVATE RUDOLPH SIMS, New York City.
PRIVATE WILLIAM M. VAN FOSSEN, Conrad, Mont.

Died of Wounds.

LIEUTENANT GEORGE S. SHEPARD, North Easton, Mass.
CORPORAL WILLIAM F. M'CAULEY, Bay City, Mich.
PRIVATE LESLIE J. BRUCE, Waterloo, Iowa.
PRIVATE ROLLY W. DARLING, Berthold, N. D.
PRIVATE ALBERT D. HEIDE, Marion, Ill.
PRIVATE ZENDVI LES, Chicago.
PRIVATE RUSSELL M. PONTIUS, Norwith, Iowa.
PRIVATE JOSEPH V. RODGERS, Brooklyn, N. Y.
PRIVATE JAMES RAYMOND VAN ALSTINE, Syracuse, N. Y.

Died of Disease.

PRIVATE PAUL E. BLUE, Carey, Ohio.
PRIVATE SAM TUGGLE, Cordle, Ga.

Died From Other Causes.

PRIVATE JOHN DUBOISKI, Cleveland, O.

Wounded Severely.

Lieutenant Hiram A. Miller Jr., Newton Highland, Mass. Corporals—William C. Dupelle, Boonton, N. J.; Culver E. Weaver, Johnstown, Pa.; Harvey S. Fryer, Providence, R. I.; George T. Holliham, Somerville, Mass.; John Kuniski, Brooklyn, N. Y.; William N. Myers, Covington, Ky.; Gohegorz Sinkowski, Glen Lyon, Pa.

Wounded Slightly.

Major Richard B. Paddock, New York City. Captains—John W. Cotton, Railroad Flats, Cal.; Charles Porterfield Jr., St. Paul, Minn.; John Porter Prior, El Paso, Texas. Lieutenants—John C. Boggs, Richmond, Va.; Frank Demalignon, Willmar, Minn.; Thomas H. Judd, Pullman, Wash.; Edward K. Merrihew, Newton, Mass.; Hilary Herbert Boom, San Antonio, Texas. Sergeants—Paul R. Clause, Easton, Pa.; Walter A. Koenig, Lowell, Mass.; Harry E. Malley, Worcester, Mass.; Logan Zessoms, Stedman, N. C.; Corporal Jacob Schmidt, Brazil, Ind.; Wagoner Frank J. Lyke, Manchester, N. Y. Privates—John W. Borthwick, Medford, Mass.; William Burgess, Waltham, Mass.; Moses L. Cliley, Binghamton, Me.; Leo L. Clark, Kildeer, N. D.; Charles C. Cunningham, Dyersville, Ia.; Ernest B. Dekle, Metter, Ga.; Young Frazier, Cooledge, Texas; Dewey Gill, Trenton, Texas; Frederick C. Guild, Machias, Me.; James O. Hutchinson, Charlestown, Mass.; William A. Kinsella, Fairfield, Conn.; Charles H. Kluma, Houston, Texas; Harold H. Lanier, Pendleton, S. C.; Carroll B. Larribee, Bradford, Pa.; Dobert R. McDonald, Glenbrook, Conn.; Harry H. Marsh, Derby, Vt.; Walter Metezu, Adena, Ohio; Albert Niederer, Carlstadt, N. J.; William J. Nally, Portland, Me.; John G. Otto, Detroit, Mich.; Herbert A. Schwartz, New York City; June E. Smith, Hastings, Iowa; Howard B. Stanton, Oak Park, Ill.; John B. Taylor, Colfax, Wash.; William L. Trooper, East Weymouth, Mass.

Missing in Action.

Lieutenant Walter M. Tenney, St. Albans, Vt. Sergeants — Harold Carbon, Dorchester, Mass.; Irving A. Dresser, Bristol, Conn.; George Nelson, Bristol, Conn. Corporals—Ralph Harney, Farmingham, Mass.; Sewall W. Richard, Dorchester, Mass. Privates—Enoch H. Doble, Quincy, Mass.; Edward E. Gurney, New Haven, Conn.; Lee W. LaMere, Lakeport, N. H.; Leo Mahara, Dorchester, Mass.; Clifford Markle, New Haven, Conn.; Francis Mulfitano, Portchester, N. Y.; John A. Murphy, Amesbury, Mass.; Edward J. Murrah, Southington, Conn.; Claude J. Nelson, Bristol, Conn.; George Newton, Hartford, Conn.; Oliver J. Ouellette, Lyndonville, Vt.; John L. Whalen, Roslindale, Mass. Edward Patenaude, West Haven, Conn.

Ottawa, Ont., May 13.—(U. P.)—The following Americans are mentioned in today's Canadian casualty lists:

Wounded

R. R. Hoisington, Detroit, Mich.
H. J. Smith, Ironwood, Mich.

Ill

L. C. Mount, Los Angeles, Cal.

Gassed

G. D. McKenzie, Los Angeles, Cal.

Washington, May 13.—(U. P.)—Seventeen slightly wounded in action and one missing were listed in the marine corps casualty report today. The list includes:

Slightly Wounded

Privates Dewitt Weible, Des Loge, Mo.; Joseph Conor Lamb, Chicago; Sergeant Myron Dobert Beals, Plymouth, Mich.; Sergeant Harold James Coxe, Cedar Rapids, Iowa; Corporals William Alexis Sweeney, Cleveland, O.; Odin Alexander Thomason, Chicago; Privates George Adelhardt, Troy, Ills.; Clarence Otto Bruner, Chicago; Samuel Georgelein, Benwold, W. Va.; William James Gormeley, New Berlin, Ills.; Archie Lewis Lake, La Grange, Ills.; Zeno Charles Mosier, Bonne Terre, Mo.; Harry Joseph Roth, Johnstown, Pa.; Arnold Roman Wilmanns, Chicago.

Missing in Action

Private Ray Howard Aselltine, Lansing, Mich.

LABORITE PROPOSES FIVE PARLIAMENTS IN THE BRITISH ISLES

George N. Barnes Suggests New Scheme for Settlement of Irish Problem.

London, May 13.—(I. N. S.)—George N. Barnes, labor member of the war cabinet, has outlined a federal home rule scheme with five separate parliaments in the British isles, including an imperial parliament, for the United Kingdom.

According to Mr. Barnes' plan the law-making bodies would be established in England, Ireland, Scotland and Wales, not counting the imperial parliament that would be established for the United Kingdom.

Mr. Barnes, in outlining his proposition, said he believes that separate parliaments on the United States assembly system will be necessary not only to settle the Irish problem, but the social and industrial problems that will follow the end of the war.

The scheme was made public by Mr. Barnes in an address made at the welcome to the British labor delegation that has just returned from America. The same meeting constituted a farewell to the American labor mission which has been visiting England and France.

BELL-ANS
Absolutely Removes Indigestion. Druggists refund money if it fails. 25c

SHIP'S TRIAL RUN MAY BE OCCASION FOR CELEBRATION

Governor and Mayor and Business Men of City May Be Invited to Go on First Trip.

RACE FOR HONORS IS ON

Vessel Turned Out by Grant Smith-Porter Ship Co. May Be First for Federal Fleet.

Plans for an excursion aboard the new government steamer Wasco, whose builders, the Grant Smith-Porter Ship company, expect to start her on a trial trip about Wednesday, are in the hands of W. D. B. Dodson, executive secretary of the Chamber of Commerce. The excursion would be in recognition of the fact that the Wasco will probably be the first of the federal wooden fleet to be delivered to the government.

Honored guests aboard the vessel as she goes down the river for her official trial will be Governor Withycombe, Mayor Baker and many business men and women; if the plans of the Chamber of Commerce work out.

There is still some doubt as to the extent of the honors to fall to the steamer Wasco, inasmuch as the North Bend, a product of the Kruse & Banks company at North Bend, had a successful trial trip at San Francisco on Saturday. However, reports have it that the North Bend will need considerable work before she can be turned over to the government—a number of minor adjustments will keep the vessel in her builders' hands for several days. In the meantime, it is thought the Wasco is ready to turn over as soon as she reports from her trial trip.

Under Captain Harry Bodge, the North Bend cruised in San Francisco bay Saturday with every appearance of success, but in reports to her builders outfitters admit that they have made every effort to speed up her completion to outdistance the Wasco. This haste may mean that the Wasco, after all, will be the first delivered.

However that may be, the Wasco will have clipped two months from the time required to turn out the North Bend, and that fact will call for the excursion being arranged. The North Bend was launched on December 15, 1917, while the Wasco was floated on February 17, 1918.

RETURNS HOME WITH CONTRACTS

A. M. Mears Says Northwest Will Build Half of 200 Ships.

Armed with two contracts for wooden auxiliary schooners for private account, A. M. Mears, treasurer of the Columbia Engineering Works at Linnton, returned Sunday evening from Washington, D. C. Mr. Mears declines to make a statement as to government contracts for his company, but says contracts have not actually been signed, indicating that they are under consideration. Ten contracts from private interests are said to have been refused by the company and that fact is taken to mean that the company will get federal accounts.

Mr. Mears brings anew the word from Washington that the Pacific Northwest will build at least one half of the 200 government contract ships now being assigned to builders in the South and Northwest. He reiterated also that only those yards ready to turn out government ships will get federal contracts. Private interests, as has been announced, will be free to take private contracts, including those offered by the French government.

The last vessel launched by the Columbia Engineering Works, the Elvira Scott, took to the water on April 13 and was the sixth craft launched since May 17, 1917.

BUILDERS PLAN FOR PUBLICATION

Emergency Fleet Corporation Will Print Paper for Ship Workers.

Not to be outdone by the shipyards whose efforts they largely direct, members of Lloyd J. Wentworth's staff in the Portland offices of the Emergency Fleet Corporation are taking up, one by one, the activities that feature the spare-hour life of shipbuilders in the Oregon district. The latest step is a plan to publish for the Oregon district a little magazine of Emergency Fleet news under the title of "The Liberty Bond." The sheet will make its first appearance at an early date.

The Emergency Fleet force is seriously considering, too, acceptance of the challenge of the office force of the G. M. Standifer Construction corporation to a baseball game. Diamond heroes of other years are prominent with both organizations and not the least of these is Mr. Wentworth himself, who was more or less brilliant as a ball player in college.

NORTH BEND ON HER TRIAL TRIP

First Hough Type Wooden Ship Proves Successful.

San Francisco, May 13.—The first Hough design wooden ship to be built on the coast, the North Bend, held a successful trial trip on San Francisco bay Saturday. She averaged 11 knots over the trial course.

Capt. Harry Bodge, formerly master of the Northland, was in command of the North Bend.

The steamer Pasadena, 9,400-ton vessel, which was launched at the Moore Shipbuilding plant on Feb. 27, also had a trial trip on Saturday afternoon, which proved successful in every way.

New Craft Ready for Service

The new river steamer Claire, owned by the Willamette Navigation company, a subsidiary of the Crown-Willamette Pulp & Paper company, will be put into commission for river traffic Tuesday, according to plans. The Claire will be used chiefly for towing to the Oregon City and Camas, Wash., mills of the Crown-Willamette company. The Claire takes the place in the company's business of a similar craft sunk in the Willamette last fall.

ALL ALONG THE WATERFRONT

United States steam vessel inspectors will start Wednesday on the inspection of the Supple & Ballin wooden steamer Mount Shasta, which is tied up at the old Supple dock awaiting the event. The Mount Shasta concluded a successful trial trip down the river last week.

The steamer Nehalem, loading lumber at Kalama, will sail today for the west coast of South America.

With 45,894 sacks of sugar from Honolulu, the steamer Point Arena is in port at San Francisco after a voyage of 11 days and 7 hours from the islands. The Point Arena, 3200 tons, was the second of the "Point" fleet produced by the Albina Engine & Machine works, and was launched on November 29, 1917.

At 12.9 feet, 2.1 feet below the flood stage, the Willamette today promises to remain stationary for several days, according to the weather bureau. Over the week end there was no rain on the Columbia river or its tributaries.

SEATTLE WOMAN DECLARES SHE WAS ALMOST HELPLESS

Difficult to Get Up or Down Without Help—Tanlac Brings Relief

Many Portland people, both men and women, are now taking Tanlac with the most gratifying results. Thousands, in all parts of the United States and Canada, have recently testified to the benefits they have derived from its use. Among the number is Mrs. Margaret Wimpee, wife of S. P. Wimpee, residing in the Santelmo apartments, Stewart and Minor avenue, Seattle, Wash. Mr. Wimpee is an expert mechanic, employed by Stickney & Montague, in the Crary building. In relating her experience with Tanlac, Mrs. Wimpee said:

"Tanlac is the most wonderful medicine I have heard of, and I want everybody to know what it has done for me. For many years I have suffered from stomach trouble and other complications, and had become almost a nervous and physical wreck. My appetite was very poor, and my stomach was so upset and out of order that I couldn't digest anything. I was often so affected by gas pressing up around my heart that I could hardly breathe, and the pain was so severe that I could hardly stand it. I was constipated all the time, and so very nervous that I could hardly sleep at all. There was a continual pain in my right side and my back, just over my kidneys, that hurt me fearfully. I also had rheumatism in my finger joints and left knee, and got in such a bad condition that I could not get up or down without assistance, and I was almost helpless. In my efforts to get well I have undergone several operations, and goodness only knows how much medicine of different kinds I have taken, but nothing ever gave me more than passing relief, and it just seemed that I was destined to be a sufferer all my days.

"But things have changed right about for me now, thanks to Tanlac. I have taken only two bottles so far, and am still taking it, but I have already been almost entirely relieved of all my ailments. Why, I have gained seven pounds on these two bottles—actually. I weigh more than I ever did before—and I am still gaining. My appetite is just slpendid, and I can eat most anything I want without feeling a sign of indigestion. My sleep is now sound and restful, and I am getting back my strength right along. Tanlac certainly is a real medicine, for nothing but a real medicine could do what it has done and is still doing for me. My husband and several other people in the same apartment are now taking it on account of what it has done for me, and I feel that everybody ought to know about a medicine that does so much for suffering people."

There is not a single portion of the body that is not benefited by the helpful action of Tanlac, which begins its work by stimulating the digestive and assimilative organs, thereby enriching the blood and invigorating the whole body. In other words, it relieves rheumatism and other constitutional troubles by removing the cause. Tanlac is a powerful reconstructive tonic, and contains certain ingredients which purify the blood and renovate the entire system. Next, it enables the stomach to thoroughly digest its food, thereby permitting the assimilable products to be converted into blood, bone and muscle, thus bringing back the normal state of health through its effect on the appetite and nutrition of the body.

Tanlac is sold in Portland by The Owl Drug Co.—Advt.

News of the Port

Arrivals, May 12

Wapama, American steamer, from San Francisco, general.

Departures, May 12

Retriever, American barkentine, for Aberdeen, ballast.

El Segundo, American steamer, for San Francisco, ballast.

Arrivals, May 13

Argyll, American steamer, from San Francisco, oil.

Santa Larbara, American steamer, from San Francisco, ballast.

Departures, May 13

Nehalem, American steamer, for Callao, lumber.

DAILY RIVER READINGS

8:00 a. m., 120th meridian time.

STATIONS.	Flood Stage.	Highest (in Feet)	Change in Last 24 Hours.	Rainfall in Last 24 Hours.
Wenatchee	40	26.5	*0.2	0.00
Lewiston	22	9.4	0	0.00
Umatilla	25	14.3	0	0.00
The Dalles	40	22.2	—0.2	0.00
Eugene	10	3.3	—0.3	0.00
Albany	20	3.2	—0.2	0.00
Salem	20	.....	.....	.....
Oregon City	12	3.7	0	0.00
Portland	15	12.9	—0.2	0.00

*Rising. —Falling.

RIVER FORECAST

The Willamette river at Portland will remain nearly stationary during the next three days.

MARINE ALMANAC

Weather at River's Mouth

North Head, May 13.—Conditions at the mouth of the river at noon: Wind, northwest, 5 miles; weather, cloudy; sea, smooth.

Sun Record for May 14

Sun rises 5:40 a. m. Sun sets 8:35 p. m.

Tides at Astoria Tuesday

High Water.	Low Water.
3:53 a. m...8.8 feet	11:08 a. m...0.6 feet
5:25 p. m...7.1 feet	11:16 p. m...3.3 feet

AT NEIGHBORING PORTS

Astoria, May 13.—Arrived at 9 last night and left up at midnight—Steamer Wapama, from San Francisco. Arrived at 5 and left up at 6 a. m., steamer Argyll, from San Francisco. Sailed at 9 last night: Steamer Washtenaw, for Port San Luis. Sailed at 7 last night: Steamer Haleo, for San Pedro.

Astoria, May 12.—Sailed at 5 a. m.: Steamer W. F. Herrin, for Gaviota. Sailed at noon: Schooner W. H. Marston, for Melbourne. Arrived down at 9:30 a. m.: Barkentine Retriever. Sailed at 4:30 p. m.: Steamer El Segundo, for San Pedro.

Coos Bay, May 12.—Arrived: Gasoline launch Restless, from Florence, 7:30 p. m. Saturday. Sailed: Tramp for Rogue river, Saturday. Johanna Smith in tow tug Samson for Baypoint, 3 p. m.; Frank B. Stout for Baypoint, 3:30 p. m.; Martha Buehner, for San Pedro, 3:45 p. m.

San Francisco, May 13.—(I. N. S.)—Arrived: South Coast, Caspar, 6 a. m.; Rainier, Santiago in tow), Monterey, 9 a. m.; Keiyo Los Angeles, 7:30 a. m.; Arabs (with barge Maru, Valparaiso, via Los Angeles, 10:30 a. m.; Ventura, Trans-Pacific, 12 noon.

Sailed: Fearless (with Fullerton in tow), Port San Luis; 10 a. m.; Whittier, Port San Luis, 10:30 a. m.

San Francisco, May 12.—Arrived at 9 a. m., steamer E. H. Meyer, from Portland. Arrived at 8 a. m. and sailed at noon, steamer Klamath, from Portland for San Pedro. Arrived at noon: Steamer Johann Poulsen, from Portland. Arrived at noon, steamer Beaver, from Portland for San Pedro. Sailed at 7:30 p. m., steamer Rose City, for Portland.

San Pedro, May 12.—Arrived: Steamer Daisy Gadsby, from Columbia river.

Port Townsend, May 13.—Sailed: Tug Relief, for Portland.

Port Hartford, May 12.—Sailed: Steamer Oleum, for Portland.

San Francisco, May 13.—(I. N. S.)—Arrived, May 12—Tug Fearless, with barge Fullerton, from Port San Luis, 1:35 a.m.; Whittier, from Port San Luis, 7:20 a. m.; Klamath, from Astoria, 8:05 a. m.; tug Navigator, with barge Monterey, from Gaviota, 9:20 a. m.; Ernest H. Meyer, from Columbia river, 9:50 a. m.; Johan Poulsen, from Astoria, 11:15 a. m.; Manos, trans-Pacific, 11:35 a. m.; tug Sea King, with barge Erskine M. Phelps, from Port San Luis, 12:10 p. m.; Beaver, from Portland, 12:30 p. m.; Admiral Dewey, from Los Aangeles, 6:10 p. b.; Coquille River, from Fort Bragg, 9:45 p.m.. Sailed yesterday—Tug Sea Eagle, with barge Simla, for Port San Luis, 7:35 a. m.; Centralia, for Punta Arena, 12:30 a. m.; George Loomis, for Eureka, 10 a.m.; Newburg, for Caspar, 2:40 p. m. Washington, for Eureka, 4:50 p. m.; Necanicum, for Brookings, 5:40 p. m.; Rose City, for Astoria, 7:30 p. m.; Northland, for Seattle, 7:30 p. m.

Seattle, Wash., May 13.—(I. N. S.)—Arrived—Genmei Maru, from Kobe, 1 a. m.; Mayfair, from San Francisco, 1:30 a. m.; Inahao Maru, from Yokohama, 7:30 a. m. May 12—Saikai Maru, from Colombo, 8 a. m.; Admiral Schley, from San Pedro, noon; Saginaw, from San Francisco, 2 a. m.; Tahoe, from San Francisco, 7:45 p. m.; tug Tatoosh, from San Francisco, 4 p. m.; Skagway, from Port Blakeley, 7:30 p. m.; Morning Star, from Vancouver, B. C., noon.

Seattle, May 12—Sailed—Portland, for Southeastern Alaska, 7:30 p. m.; Prince George, for Prince Rupert, B. C., via ports, midnight.

Alaska vessels—

Seward, May 13—Arrived—Anyox, towing barge Lawrence, from Seattle.

Wrangell, May 12.—Sailed—Spokane, southbound, 2 a. m.; City of Seattle, northbound, 12:30 a. m.

Ketchikan, May 12.—Sailed—Spokane, southbound, noon.

Ketchikan, May 11.—Sailed—northwestern, northbound, 10 p. m.

Other ports—

Melbourne, May 1.—Arrived—Jean Steedman, from Victoria, B. C., thence Feb. 25.

Honolulu, May 12.—Arrived—Niagara, from Sydney, N. S. W., and proceeded for Vancouver, B. C.

Port Angeles, May 12.—Arrived — Lyman Stewart, from Vancouver, B. C., 8 a. m., and proceeded for Port San Luis.

Port Townsend, May 13.—Passed in—Comanche, for Seattle, at 7:20 a. m. Passed out—Willamette, at 8 a. m. Arrived—Alkoku Maru, from Kobe, 7:30 a. m.; tug Relief, from Nanaimo, B. C., tug John Cudahy, from Straits, 9:30 a. m.

Port Townsend, May 12.—Passed out—D. G. Scofield, at 3 p. m.; tug Wanderer, towing barge Apoluco, for Nanaimo, B. C., 9:30 p. m. Arrived—Schooner Malahat, from Sydney, N. S. W., thence Jan. '28 in tow steamship Tahoe at 3:30 p. m.

Mukilteo, May 13.—Arrived—Saginaw, from Seattle.

Tacoma, May 12.—Arrived—Alameda and Admiral Schley, from Seattle.

Ex-Czar Has Nothing To Say to German

Zurich, May 13.—(U. P.)—The correspondent of the Frankfurter Zeitung, in Crimea, visited Dinbler castle, where the former Russian royal family of Romanoffs is imprisoned.

They are guarded by 25 soldiers of the Sebastopol soviet, armed with rifles. The soldiers are sworn both to protect the prisoners and to prevent their escape.

Archduke Nicholas, refusing an interview, explained that he had "nothing to say."

The population, the correspondent said, is very unfriendly.

War is an ugly thing but a German peace is uglier—Russian farmers are producing German food.

DR. ROCKEY GETS RANK OF MAJOR AT AMERICAN LAKE

Dr. Eugene Rockey Receives Appointment to Captaincy and Father Is Also Made Major.

FRED THOMAS VISITS HOME

Sheridan Business Man Serving as Instructor in Embalming at the Mare Island Navy Yard.

Fred A. Thomas of Sheridan, Or., is one of the 100 men enlisted from that Oregon town. He is of the firm of LaRue, Thomas & Macy, furniture and undertaking, at Sheridan, and enlisted in the navy last November. He is now at Mare Island, Cal., acting as general instructor of embalming at the Mare Island navy yard. Last Saturday he returned south after passing a short furlough at his home.

Dr. Paul Rockey of Portland, who is attached to the Camp Lewis base hospital at American Lake, has been promoted to the rank of major, while Dr. Eugene Rockey has received a captaincy. Dr. A. E. Rockey, who is serving with his sons in the same unit, received the rank of major some weeks ago.

"I can't see any end to this war. It looks like a good many springs may roll around before the boys will come marching home if we are to have the kind of peace that makes this tremendous sacrifice worth while, and to have the world 'safe for democracy.' It is now up to the men and dollars of the United States, and if the dear old U. S. A. would only put the necessary 'kick' behind its war preparations maybe we could be home by another spring. The hurrah boys are too apt to figure complacently, with the 'let the other fellow do the fighting' attitude, that all an American soldier has to do is to take a gun in one hand and a flag in the other and march on to Berlin and by some magic the Germans will be mowed down in its path. Those of us who are over here and have any knowledge of what is happening in this most terrible drive know that the Americans are but rookies in the trenches as yet—taken as a whole, and that the Germans have very little fear of them—meanwhile, as far as we can gather, the papers at home are publishing only the other side of things and making the American people think that these green boys are superior to the greatest fighting troops that the world has ever known.

"But, we also know that a very little of this fighting is going to turn this army of young Americans into a bunch of seasoned fighting troops that will be able to step up and take their places right with the French and the British and face the Huns, at least their equals in fighting ability, and I thoroughly believe, their superiors in mentality. All this, of course, provided that they are given proper support and reinforcements from home. We must figure on an army of over seven million men to win this war as it should be won. France has passed her strength, but is giving every ounce that is in her, England is at the top of her strength and must soon begin to decline; Italy is not much of a consideration—the whole balance of the war rests on the U. S. A., and if ever a nation was in proper condition to meet and take up the burden, she is the one. We have the men, money and the leader. It is just a question of the amount of real pep the people are going to put into their support, as to how long it is going to take."

Considerable local interest is attached to the return to Washington of General Benjamin Alvord, who has been in France with General Pershing for the last year. General Alvord is on sick leave and his plans are not known at this time. Mrs. Alvord has been passing the winter in California with her sister, Mrs. Morrison, wife of General John Morrison, who is in command at Camp Fremont. She is now enroute to Washington to meet her husband. General Alvord is the brother of William H. Alvord of Portland, and is the son of the late General Benjamin Alvord, who was in command at Vancouver Barracks during the Civil war. His son, Benjamin Alvord III, is following in the footsteps of his distinguished father and grandfather and is now training at West Point. Both General and Mrs. Alvord have visited relatives here and have many friends in the city, especially among the great number of retired army people residing in and around Portland. General Alvord accompanied General Pershing to France and has been on his staff. He was two years in the Philippines just before America entered the war and was returning to the United States to be stationed at San Francisco when his orders were changed, sending him abroad.

Alexander A. Morrison Jr., the son of Dr. and Mrs. A. A. Morrison, left last week for Fort Sill, where he has joined the 14th regiment in field artillery. He is the second son to enter service, Robert Morrison having received the military appointment to West Point. He was with the Oregon boys on the Mexican border last year.

Philip Kamm, who is in the aviation service, flying, has been transferred from Camp Dix, Texas, to Florida. Mrs. Kamm is with her parents in California.

John F. Napier sailed from an eastern port last week for his former home in Scotland, where he will join a Scotch regiment.

Sergeant Reed Moore is with a motor supply train truck company in France. He writes that they are now "down to business, and like it."

THIN PEOPLE SHOULD TAKE PHOSPHATE

Nothing Like Plain Bitro-Phosphate to Put on Firm, Healthy Flesh and to Increase Strength, Vigor and Nerve Force.

Judging from the countless preparations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms, neck and bust, and replacing ugly hollows and angles by the soft curved lines of health and beauty, there are evidently thousands of men and women who keenly feel their excessive thinness.

Thinness and weakness are usually due to starved nerves. Our bodies need more phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold by most all druggists under a guarantee of satisfaction or money back. By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food elements, bitro-phosphate quickly produces a welcome transformation in the appearance; the increase in weight frequently being astonishing.

This increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy which nearly always accompany excessive thinness, soon disappear, dull eyes become bright, and pale cheeks glow with the bloom of perfect health.

CAUTION—Although bitro-phosphate is unsurpassed for relieving nervousness, sleeplessness and general weakness it should not, owing to its remarkable flesh growing properties, be used by anyone who does not desire to put on flesh. (Adv.)

SAFE, GENTLE REMEDY CLEANSES YOUR KIDNEYS

For centuries GOLD MEDAL Haarlem Oil has been a standard household remedy for kidney, liver, bladder and stomach trouble, and all diseases connected with the urinary organs. The kidneys and bladder are the most important organs of the body. They are the filters, the purifiers of your blood. If the poisons which enter your system through the blood and stomach are not entirely thrown out by the kidneys and bladder, you are doomed.

Weariness, sleeplessness, nervousness, despondency, backache, stomach trouble, headache, pain in loins and lower abdomen, gall-stones, gravel, difficulty when urinating, cloudy and bloody urine, rheumatism, sciatica and lumbago, all warn you to look after your kidneys and bladder. GOLD MEDAL Haarlem Oil Capsules are what you need.

They are not a "patent medicine," nor a "new discovery." For 200 years they have been a standard household remedy. They are the pure, original imported Haarlem Oil your great-grandmother used, and are perfectly harmless. The healing, soothing oil soaks into the cells and lining of the kidneys and through the bladder, driving out the poisonous germs. New life, fresh strength and health will come as you continue the treatment. When completely restored to your usual vigor, continue taking a capsule or two each day; they will keep you in condition and prevent a return of the disease.

Do not delay a minute. Delays are especially dangerous in kidney and bladder trouble. All druggists sell GOLD MEDAL Haarlem Oil Capsules. They will refund the money if not as represented. In three sizes, sealed packages. Ask for the original imported GOLD MEDAL. Accept no substitutes. For sale and guaranteed by The Owl Drug Co.—Adv.

Let's Get at the Facts!

No. 12—How Costs Have Climbed

It Takes $1.465 Today to Cover Last Year's Dollar

To furnish street car service in Portland it is now costing us:

46½ per cent more in operating expenses than one year ago.

As you must know, operating costs in all industries have advanced enormously, and the limit has not yet been reached.

The street railway is not sacred and is not protected in any way from the