I. W. W. PLANNING REVOLUTION, SAYS PORTLAND MAYOR

In a statement to the public explaining his action taken to suppress the activities of the I. W. W. in Portland, Mayor Baker declares that a descent of radicals has been ordered on the city, having as its ultimate goal not only the creation of disorder in Portland but the promotion of a countrywide revolution. The mayor further declares that the issues in the present situation do not involve organized labor, but merely the preservation of law and order. The statement follows:

To the Public—In order that the public of Portland may have a full realization of the purpose of the present move against the I. W. W. invasion of Portland, and in order that there may be a realization of the seriousness of the situation and the necessity of general support of this crusade against an outrage on our community, it is deemed expedient to advise the public of existing conditions.

The I. W. W. of the country has selected Portland as a center for the beginning of trouble intended ultimately to assume the proportions of a revolution. The purpose as explained in handbills distributed broadcast in Portland is summed up in these words from the handbills: "Let us organize in the Transport Workers union of the I. W. W. with the object and purpose of taking possession of the means of transportation and carrying it on for our own benefit."

For many months the I. W. W. has been organizing in Portland and has been importing men for the purpose of promoting trouble and has now opened the battle. In advance of this, word has gone out through I. W. W. publications and the underground channels effectively used by the organization, for all wobblies to move "on to Portland." It is reported that a horde of 25,000 of this type of men from throughout the country has been ordered to the Pacific coast.

This information has been authenticated and the obedience to these orders has been seen in the influx, for a week or more, of the box car type of tramps and hoboes in hundreds. In view of this information and the fact that there has been a definitely established and inaugurated plan to flood Portland with this type of undesirable citizens, with a consequent reign of terror and crime, this office has moved in and intends to resort to any means and tactics that may be necessary to prevent the disruption of this community. We have the full cooperation of all law enforcing agencies and the community is determined on the subject.

SITUATION EXPLAINED

In order that the public may be fully advised as to the part organized labor is playing in the situation, I will explain what has happened in this connection. In opening the campaign against the I. W. W. it was not with the idea of interfering or taking sides in any legitimate strike for the purpose of bettering working conditions or wages. This is a question in which the city is neutral further than to maintain law and order regardless of which side may start any unlawful action. But when the industrial prosperity or the safety of the community becomes a factor it becomes the public's business to interfere.

In launching this I. W. W. drive I first called upon the heads of organized labor in Portland and they verified my information that the I. W. W. is not sponsored by or tolerated by organized labor of the American Federation of Labor. Therefore I took for granted that the American Federation of Labor is not behind the present waterfront strike, and I still believe this is a fact with the majority of members if not with the officers. In a public statement issued by these officials since that interview and since the beginning of the fight on the I. W. W. they repudiate these claims and say that the International Longshoremen's association, which is affiliated with the American Federation of Labor, is in favor of the strike and that organized labor of Portland therefore is behind the strike.

STRIKE MERE WOBBLY MOVE

As a matter of fact, every banner on the picket-line, every handbill that has been in the open during this strike has been signed plainly and fearlessly by the Marine Transport Workers of the I. W. W. The Longshoremen's union has become involved in this strike purely because the I. W. W. has gained a membership in this organization and because these I. W. W. members called a meeting and voted for a strike while a majority of the non-radical members were at work. This was one of the I. W. W. tricks referred to in a previous statement from this office, and the authenticity of this statement was concurred in by the labor leaders with whom I talked. This strike was called as a part of the I. W. W. program and not primarily in the interest of better wages or working conditions.

I can only say that if the American Federation of Labor has joined with the I. W. W. and intends to tolerate and encourage the methods this organization plans for Portland, it is the beginning of the end for the American Federation of Labor and the beginning of the end for a lot of things, because in the American Federation of Labor I believe this country has its only hope for industrial peace and prosperity.

If organized labor has joined with the I. W. W. in the destructive program it advocates and if organized labor favors Portland being swamped with all the tramps, bums and outlaws from over the country, then I must be against organized labor. Speaking as mayor of the city of Portland, I am determined that as long as I am mayor I will not tolerate this city being made the scene of any such insult and assault as has been concocted by the I. W. W. and which that organization is now attempting to launch on this community in the form of a reign of terror and the flooding of the city with vagrants and criminals.

CITY JUDGE TURNS I. W. W. BAND LOOSE

(Continued From Page One)

couver, and at the southern entrances to the city. They "frisked" all trains, but with poor results. Sheriff T. M. Hurlburt's men, who brought in 27 "bums" Thursday night and Friday morning, continued the vigil at Troutdale and other points.

The searchers reported that if thousands of I. W. W. were headed for Portland, as had been placarded far and wide, to aid in a "general strike" and an attempt to take over the "means of transportation," they had been warned of the wholesale jailings here and had decided to stop before it was too late. The grist from the incoming trains last night and today was made up of the usual chaff of tramps, casual laborers and hobos, with some of the "blanket stiffs"—half hobo and half working man—thrown in.

CIVIL LIBERTIES UNION PROTESTS MAYOR'S ACTION

New York, Oct. 21.—The American Civil Liberties union today sent the following telegram to Mayor George L. Baker of Portland: "The press reports that 350 men were arrested yesterday in Portland upon your order on mere suspicion of membership in the Industrial Workers of the World and in advance of any criminal act on their part. We protest such arbitrary action on behalf of traditional American fair play and civil rights. Surely it is the right of any citizen to be free of arrest until he commits crime. Action on any assumption by authorities is oppression and not free government."

GOVERNOR'S ORDER ANENT I. W. W. AWAITS GENERAL

Salem, Oct. 21.—The request of Mayor Baker of Portland that Adjutant General White be dispatched to Portland to keep an eye on the strike situation there will be referred to the adjutant general upon his return to Salem tonight, it was stated by the governor's office this morning. In the absence of the adjutant general from the city his office was unable to comment upon any possible action on the part of state troops in the case the strike situation should demand their presence in Portland.

S. P. Promise of 12 Years Ago Broken, Settlers Allege

Klamath Falls, Oct. 21.—Claiming that the 160,000 acres of irrigated lands and land in process of development in the Malin district has been settled and reclaimed on the promise of the Southern Pacific railway, made some 12 years ago to build the Modoc Northern railway, which promise remains unfulfilled, citizens meeting in Malin Friday night, passed resolutions declaring in favor of a prompt and fair enforcement of the railway unmerger decree of the United States supreme court in order that the Malin section may develop and the "hopes and ideals of its citizens be realized."

Two resolutions were passed, one criticizing the Southern Pacific and one upholding the unmerger decision.

Bandits Get Payroll Amounting to $4700

New York, Oct. 21.—(U. P.)—Three bandits today held up Frederick Shutz, messenger for the Foundation company, a construction firm, Long Island City, and escaped with the company's payroll of $4700 in cash.

Borah Hurls Shots At G. O. P. Platform

Caldwell, Idaho, Oct. 21.—"The Republican party is now confronted with a situation where it must furnish a solution or die, and it must be furnished outside the Republican platform in this state if it is furnished at all. 'If this be treason, make the most of it,'" Senator Borah declared to a political gathering in Caldwell Friday night.

CHURCH COUNCIL TO TERMINATE; FUNDS LACKING

Failure of Portland Protestant Evangelical churches to rally to the financial support of the Portland Council of Churches will necessitate the termination of this interdenominational enterprise in the very near future, according to announcements made Friday night at the third annual meeting at the First Presbyterian church.

It developed through the treasurer's report that the council is $1225 in arrears, and that a comparatively small number of churches and individuals have been bearing the brunt of the organization's expense, which totals about $6000 a year.

Only four denominations have given over $500 during the past 12 months, F. A. Douty, treasurer, reported, those being the Presbyterian, Methodist, Baptist and Disciples. The total gifts from another denomination was reported as $5.

The treasurer's report was the only report which cast a cloud over the meeting. The activities of the other 10 departments were roundly applauded as the reports were read.

The report of the nominating committee was accepted without change, which resulted in the following elections:

President, H. R. Albee; vice presidents, Walter Huntington, Amedee M. Smith, G. Everet Baker, the Rev. W. E. Brinkman; secretary, A. F. Bittner; treasurer, A. W. Brookings; representative ministerial association, the Rev. W. W. MacHenry. Departmental heads chosen are: Evangelism, Dr. B. Earle Parker; survey and comity, Judge George Rossman; religious education, Miss Georgia Parker; social and industrial betterment, Norman F. Coleman; publicity, C. N. Wonacott; international justice and good will, William Wheelwright; philanthropy, Dr. W. W. Youngson; women's work, Mrs. E. O. Shepherd; finance, O. C. Bortzmeyer. The executive committee will include the following: Harry W. Stone, Y. M. C. A.; Dr. H. Haskins, Congregational; the Rev. J. B. Clark, United Brethren; the Rev. H. H. Farnham, United Evangelical; the Rev. H. H. Griffis, Disciples of Christ; J. A. Hammond, United Presbyterian; the Rev. Oswald W. Taylor, Episcopal; Louis Lundberg, Lutheran; F. A. Douty, Christian church; the Rev. Jacob Stocker, Evangelical, and all bishops, superintendents, city missionaries and city extension secretaries.

OLD FIRE SHOWN BY LLOYD GEORGE

(Continued From Page One)

charter of liberty for tens of millions of people.

Lloyd George attacked competitive armaments. The world democracies, he said, would not continue to bear the burdens of armaments.

BONAR LAW HIS FRIEND

"Bonar Law is still a friend of mine, and I will not say anything to end that friendship," Lloyd George replied to a question hurled at him from the audience.

He paid tribute to the government's post-war record in cutting down armaments, reducing expenditures and reestablishing Britain's credit.

"We are just now beginning to look the dollar in the face," he said.

"I am told I may have been a good war minister, but no good in peace. I'm a good doctor in a matter of life and death, but no good to cure a headache," he said. This caused a burst of laughter.

"We have recaptured the money market—our world credit is better than before the war," he said.

PEACE WIDESPREAD

"We have peace throughout the industrial world.

"If the situation had not been handled most carefully anything might have happened."

Calling attention to the achievements of his ministry, Lloyd George said that if Lord Balfour—a member of his cabinet—had not reached the disarmament agreement with the United States "we might have had competition in armament, accompanied by crushing taxation."

"We've now got the friendship and good will of the richest country in the world. Instead of a fist, we've got a handshake from America. We are marching side by side down the path of peace and international good will."

"My whole bent of mind is democratic and progressive. My opponents don't like it. Eventually they would have liked it less and less," he said. "This dislike came from experienced party men. The revolt began in Mayfair and Belgravia." (The aristocratic residential districts of London).

The former premier declared Bonar Law had put himself in the position of a horseman, not holding the reins, but holding the tail.

The former prime minister, who is fighting to form a new party and stage a "comeback" which will place him in power again, was greeted with thunderous applause wherever he appeared in public.

The Welsh wizard is known to be tremendously encouraged by the rousing receptions he has been accorded. He believes he is gaining votes every hour for his battle with the Tories, upon whom he had declared war. "My sword is in my hand and they shall feel its weight," he declared in one of his speeches from his railway carriage on the trip to Leeds.

TO FORM NEW PARTY

With the coalition broken up and Bonar Law endeavoring to form a conservative ministry, Lloyd George is concentrating all his efforts on forming a strong, dangerous Georgian party which he expects to see enter the house of parliament after the next election.

Lloyd George is happy, eager and full of his old fire. His eyes twinkled with glee as the shouting crowds thronged around his railway carriage and pressed against police lines to cheer him as he rode through the streets. He seemed to enjoy being "on the outside looking in" for a change and displayed as much energy as in his younger campaigning days.

His manner, as he addressed the crowds, was breezy and bantering. "I thank you for coming out to greet one of the unemployed," he said to the assemblage at Bedford.

WIFE AT HIS SIDE

Mrs. Lloyd George was at his shoulder whenever he appeared and came in for her share of the cheers. Both Lloyd George and his wife realize that demonstrations of the past were for the prime minister—the head of the government—whereas the ovations of the last 24 hours have been for "Good Old Lloyd George" who for years mercilessly goaded the party in power.

Even the oppositon newspapers express surprise at the cordiality shown him by crowds everywhere. Papers supporting him assert that many Tories are deserting their party and turning out to yell for Lloyd George.

CROWD SINCERE IN GREETING STATESMAN, SAYS WRITER

(Special Cable to The Journal and the Chicago Daily News)
(Copyright, 1922.)

Leeds, England, Oct. 21.—Teddy Roosevelt in his palmiest days would have been delighted by the performance of David Lloyd George on his first stumping tour after resigning his post as prime minister of Great Britain. Leaving London on a special train in the afternoon, the Liberal leader got into action, quickly reverting to the type of the old-time fist-shaking, name-calling banterer of aristocracy.

On the stage platform in London a great crowd cheered him to the echo as he called his opponents conservative hot-heads," bent upon destroying national unity. As the train sped northward the writer had a chance to study the expression of this remarkable British politician, finding therein nothing but the real joy of fighting. With a sparkle in his clear, blue eyes and a smile on his ruddy face, he appeared to be in the height of form physically and mentally. Far from being downcast by defeat he has thrived on it, actually dropping years in the process of becoming plain Mr. Lloyd George.

At every station where the train halted shrieking crowds told him that he was right in placing his case in the hands of the people. Time after time enthusiastic admirers clung to his hands after the train was under way and, running along the coach, almost dragged him out. At such times he proved his ability as a campaigner by shouting in Rooseveltian style, I depend upon you for fair play," or "You helped win the war now let us go on with the job." Through every encounter his wife stood smiling at his side, accepting huge bouquets and reveling in the adulation.

So far as the correspondent was able to judge these demonstrations on the part of the public were sincere and heartfelt and not merely assemblies of the idly curious.

NORTHCLIFFE'S BROTHER DEFENDS LLOYD GEORGE

London, Oct. 21.—(I. N. S.)—Lord Rothermere, a brother of the late Lord Northcliffe, who was a bitter opponent of former Premier David Lloyd George, today sprang to the defense of the Welsh statesman.

Lord Rothermere's greatest hostility was against the Lloyd George policy in the Near East. In his defense of the ex-premier today Lord Rothermere said:

"There is widespread belief that the people will recall Mr. Lloyd George into power again. There is no other statesman in Europe of his calibre. None of the men around him can be called his equal. He is the most notable man in public life since Oliver Cromwell."

Andrew Bonar Law has not yet succeeded in securing promises from enough Unionists to form a new cabinet. It is now generally accepted as a fact that Bonar Law himself will hold two portfolios—premiership and foreign secretaryship. In such an event the new British foreign policy probably would embrace drastic reduction in British commitments abroad. The Near East policy would be recast and a big play would be made upon domestic economy.

HELP SCHOOLS AND ROADS, SAYS PIERCE

(Continued From Page One)

my time as a member of the board of regents, become the charming, lovely, progressive, modern city of Corvallis.

PREDICTS GREAT FUTURE.

"I congratulate you upon your magnificent growth and firmly believe that within a very few years your 8000 people today will become 20,000, and this institution of which we are all so proud, with its enrollment this year of more than 4000, will carry a regular attendance of 10,000 or more.

"Conditions are such that we are destined to continue to be the leading agricultural college west of the Mississippi river. From a military standpoint we are second today only to West Point. I well remember the day that Superintendent Ackerman said: 'Walter Pierce, you will live to see the day when there will be 5000 students at Corvallis.' It did not seem possible to me, but it is here in the very near future. How are we to care for them, furnish them light, heat buildings, equipment, instructors and all the many things that enter into the cost of such an institution? It is indeed one of the problems of the future where the money is to come from if the demand continues to grow.

MUST LESSEN BURDEN

"It is certain that the producer can stand no higher tax, in fact, his burden must be lessened by economy and redistribution. To my mind the great reservoir of Oregon's natural resources are the fountains that we must tap, and I believe if it is done in a proper way enormous streams of revenue will gush forth, sufficient to maintain the educational institutions on their present plane of efficiency, complete the magnificent road system of this state, and at the same time lower the burden of direct taxes that is today being borne by the small home owner, stockman and farmer.

"Practically one-third of Oregon's magnificent forests are in timber reserves, contributing today no part to the expense of state government, but costing us many dollars to maintain order and assistance in fire protection. As that timber is removed and is shipped to foreign countries and other states, why should it not pay to the state a severance tax that would relieve the overburdened tax payer, and give us money for future development.

INCOME TAX FAIR WAY

"I have always believed in an income tax, and I believe we ought to have one in Oregon. I have written two such bills, and I have been instrumental in pushing them through the state senate, only to see them defeated in the house. I know of no fairer way to collect revenues for public expenditure than to apportion it on ability to pay. If a man has an extremely profitable piece of property and another has a piece of property equally as expensive, the first one a large net revenue bearer, and the second operating at a loss, why should not the burden of government fall heavier on the large revenue producing property than one that is operating at a loss?

"I know of one building in La Grande with improvements on it that probably cost $20,000 that rents for $4000 annually with a total tax charge of $800 annually. I am familiar with another piece of property, a farm, assessed for $300,000 that pays an annual tax of $5300, and that farm is operated at a loss, and has been so operated for three years last past, and that farm is producing the articles that the world wants to eat and wear.

WANTS GRADUATED TAX

"Why should that farmer be forced to sit idly by and see the confiscation of his life's earnings because he was foolish enough to invest it in land and cattle, while the one who is fortunate enough to invest his money in a brick building on a good corner should enjoy such a magnificent income? Every one should pay an income tax and it should be graduated, a low rate on those of small incomes, and many times higher on the larger incomes with a reasonable exemption for living expenses and care of dependent ones."

Walter Pierce's speaking program for today includes an afternoon address before the Pomona grange of Yamhill county at Yamhill, and an evening address before Rockwood grange at Rockwood.

HITCHCOCK, LEADER, FACES HARD FIGHT

(Continued From Page One)

believes Mr. Howell's ideas, if applied nationally, would be unpalatable to the leaders of the Republican party and its rank and file.

PREDICT BIG LEAD

Notwithstanding the fact that A. C. Townley sees much to enthuse in Mr. Howell's candidacy, the peculiar thing is that some conservative Republican newspapers are fighting equally hard to elect Mr. Howell. The truth of the matter is that the label "Republican" counts for a great deal more when once the nomination is won than do the doctrines that go with the personality who wins. And if Mr. Howell is triumphant it will be because the farmers have not been won away from the prejudices which caused them to overturn this normally Democratic state and give a big majority to President Harding in 1920.

Six years ago Senator Hitchcock was reelected by 12,000 votes. Those who have been campaigning with him insist that he will poll an even larger vote this time and will win by a larger majority.

GERMANS FIGURE

The fact that the Republican registration is 30 or 40 per cent larger than the Democratic is answered by the argument that practically the same proportions existed before and Mr. Hitchcock won.

It will be interesting to see how the Germans in Nebraska will vote. This is one of the states where the pendulum swung to the extreme and where the teaching of any foreign language, German or French, in the grade schools was forbidden by law. This aroused the Germans and Mr. Hitchcock through his newspaper preached emphatically against carrying the war's prejudices to such extremes. He also favored the treaty by which Germany and the United States declared peace, even though the Versailles treaty which he championed so eloquently was shelved.

Some of the Germans who are against the League of Nations are opposed to Mr. Hitchcock because of his fight for that instrument. That's what makes the German vote so hard to understand.

CHANCES EVEN

Germany wants admission to the League of Nations and a place on the council. It is true that some German statesmen do not wish to join unless impartial America joins, too, but there is no fundamental opposition in Germany to the league such as is expressed on this side of the Atlantic.

Mr. Hitchcock always maintained a friendly attitude toward his German constituents and did not engage in the customary diatribes against Americans of German ancestry. That he should lose the support of the German element seems inconceivable and if he is beaten it will be largely because of other reasons, mostly agricultural, and he is hammering away on that agrarian issue every day, drawing a big response. Chances of victory are about even at this writing.

Coroner Reports Death Accidental

Roseburg, Oct. 21.—Coroner Ritter returned Friday from Reedsport where he investigated the death of "Bush" Miller, well known Reedsport resident, whose body was found floating in the river near Reedsport, October 17. According to the findings Miller came to his death accidently, while in an intoxicated condition. Miller was last seen Sunday morning at the Reedsport pool hall, and was intoxicated. Marks on the body when found led to the theory that he was slugged, but it was decided that he struck some timber as he fell.

UNION MEN TO SPEAK

Vancouver, Wash., Oct. 21.—Joseph Norton of San Francisco, vice president of the Boilermakers' union, will address the striking shopmen at the Labor temple tonight at 8 o'clock.

SHIPPERS ARE TO KEEP UP BATTLE FOR ALLOCATIONS

Even if the shipping board denies the request of Portland shippers for the allocation of two of the 502 type combination passenger-cargo steamers for Oriental service out of this port, the shippers will continue to fight for ship allocations which will bring Portland's Oriental service up to a plane equal to that of other Pacific ports.

Frank L. Shull, president of the Portland Flouring Mills company, and chairman of the group of shippers who made the request for allocations, made this announcement today following advice from Washington to the effect that Portland's application was one of three matters now pending before the board.

The message said that one application was for three combination steamers to be used in a Pacific coast-east coast-South American run, serving three major Pacific ports, and another was an application of the Admiral line for two combination steamers for the Oriental service. The third application was from Portland.

The request of the Admiral line was news to the local shippers and led them to believe that the other two proposals might be counter moves to prevent Portland's application being met.

Shull said that if Portland's application for 502's was denied the committee would continue to keep after the question of Oriental shipping service until a satisfactory service was obtained.

JAPANESE BUYERS ATTACK GRAIN QUOTATION POLICY

Japanese grain buyers are being confused and sales are being delayed badly through the practice of news agencies in quoting grain prices and failing to announce that the prices are bid levels instead of selling prices, said a complaint filed Friday with the Merchant's Exchange by Suzuki & Co.

The complaint said that the practice of quoting bid prices and not designating their nature results in a variance of from 4 to 8 cents when the Japanese buyers accept them as a selling quotation.

These bid prices are f. o. b. track instead of on steamer, making an initial difference of approximately 2 cents. Since these quotations have been taken as selling prices, the Japanese buyers have wired negotiations which have become confused and caused a misunderstanding in business dealings.

The entire matter included in the complaint was referred to the executive committee of the exchange which will make an investigation and attempt to straighten out the difficulty.

Leon J. Jackson, editor of the Commercial Review, grain paper issued here, said that his organization had not sent out quotations in the past, but declared that the practice of sending news quotations in the past had caused considerable confusion in the grain trade, which the local sellers had been unable to understand.

PASSENGER VESSEL LOSES PROPELLER; TAKEN IN TOW

Seattle, Oct. 21.—(I. N. S.)—The steamship Jefferson, which lost her propeller in Dixon Entrance last night while bound for Seattle, with 117 passengers, was returning to Ketchikan in tow of the lighthouse tender Cedar today, according to dispatches received by harbor radio here.

The water is smooth and the passengers aboard are in no danger, according to private telegrams received by the Alaska Ship company.

Dixon Entrance is but a few miles south of Ketchikan.

The Jefferson is a wooden craft, built in 1900, 207 feet long, of 1615 tons, and is a combination passenger and freight carrier.

DIRECTED VERDICT ASKED

Motion for a directed verdict for the defense in the 10,000 personal injury suit which Frederick M. Germain has brought against the Albina Marine Iron Works was taken under advisement this morning by Federal Judge Bean at the conclusion of the argument. The jury was dismissed until 2 p. m. Monday. Germain alleges he was permanently injured June 21, 1922, while employed by the defendant to repair the steamer Iowan, when he fell through an open hatch into the lower compartments of the vessel.

GRAYS HARBOR SHIPPING

Hoquiam, Wash., Oct. 21.—Steamer Tamalpais arrived from San Francisco at 4 p. m. yesterday to load lumber at the E. K. Wood mill.

Steamer San Jacinto arrived from San Pedro to take lumber at the same plant.

Steamer Nehalem arrived at San Francisco to take cargo at the A. J. West mill, Aberdeen, for the same port.

TO LOAD LUMBER

Arrival of the Norwegian steamer Earle to load lumber for the Orient was announced today at the Merchant's Exchange. The steamer is under charter to Dant & Russell and is one of a fleet which will come to the port during the next two months for the local organization.

CARGO TONNAGE FIRM

New York, Oct. 21.—(I. N. S.)—General cargo tonnage was firm today and ocean grain rates held steady at: United Kingdom, 1s 9d; Germany, Hamburg, 8c; France, Atlantic, 15c; Mediterranean, 17@21c; Holland, Rotterdam and Antwerp, 8c.

COMES FOR CARGO

To pick up a part cargo of grain the Swedish motorship Buenos Aires arrived at the Globe dock today from Gothenberg. The Buenos Aires is one of the regular carriers of the Johnson line and has paid several visits to Portland.

ALL ALONG THE WATERFRONT

Interest of the waterfront was focused on the Swayne & Hoyt steamer West Katan, which arrived today from the East coast of South America and tied up at Albers dock. A. M. Gillespie, Inc., agents for the S. & W. fleet in the Northwest, announced that the West Katan would take out a trial cargo of apples for the East coast of South America. Gillespie announced that if this trip was made satisfactorily that it was highly probable that a regular refrigerator service would be inaugurated by the line to care for the growing fruit trade in the Southern countries.

The Georgian, American-Hawaiian line steamer, moved down the river Friday night to Astoria, where she will complete a cargo for New York, Philadelphia and Baltimore. The Iowan of the same line is expected to arrive Monday with cargo from the East coast.

The steamer Bermuda, flying the Chinese flag, will be due in port early next week with some cargo from the East coast. The vessel will pick up some lumber here for the Orient.

Alex J. Chalmers, representing the Latin-American line, and handling details for Mitsui & Co., has joined with Major V. Cartwright, formerly of the Columbia-Pacific Shipping company, in the formation of a general agency and brokerage to be known as Chalmers & Cartwright, Inc. Headquarters will be opened Monday in the Railway Exchange building.

Tides at Astoria Sunday

High Water.		Low Water.	
1:56 a. m.	8.4 ft.	7:56 a. m.	1.6 ft.
1:45 p. m.	9.9 ft.	8:41 p. m.	—1.0 ft.

POSITIONS OF VESSELS

Radio reports from North Head give the position of the following vessels at 8 p. m. Friday:

Yosemite, Port Gamble, for San Francisco, 175 miles south of Flattery.

Hakata Maru, Yokohama, for Vancouver, noon, 250 miles from North Head.

U. S. L. H. T. Rose, bound for Astoria, anchored at Toke Point.

Lighthouse tender Heather, anchored at Neah Bay.

Admiral Schley, Seattle, for San Francisco, 194 miles from Seattle.

Cordova, Seattle, for Lost Harbor, off Flattery.

Meriden, left Roche Harbor for Tacoma, 6:30 p. m.

Rainier, Seattle, for Port Angles, 25 miles from Seattle.

Wheatland Montana, Seattle, for Vancouver, 30 miles from Seattle.

Brookdale, Akutan, for Seattle, 40 miles from Seattle.

Jefferson, Ketchikan, for Seattle, 20 miles from Ketchikan.

Medon, Cordova, for Tacoma, 90 miles from Cordova, Starr, Sawmill Bay, for Ketchikan, off Point Ingsmill.

Iowa, San Francisco, for Vancouver, 375 miles from San Francisco.

West Keats, Portland, for Yokohama, 2700 miles from Columbia river.

Bearport, Manila, for Los Angeles, 2114 miles from Los Angeles.

Eldridge, Seattle, for Yokohama, 3290 miles from Seattle (noon).

Yorbalinda, San Pedro, for Tokoyama, 1240 miles East of Tokoyama.

8 p. m. 19th, President Jefferson, Seattle, for Yokohama, 1194 miles from Seattle.

President Jackson, Yokohama, for Seattle, 1670 miles from Seattle.

Yankee Arrow, Hankow, for San Francisco, 2266 miles from San Francisco.

R. J. Hanna, Manila, for San Francisco, 2166 miles from San Francisco.

Bendowoso, Shanghai, for San Francisco, 2350 miles from San Francisco.

M. S. Anvil, San Point, for Bethel, anchored 65 miles from Bethel.

Admiral Watson, Valdez, for Cordova, 203 miles from Valdez.

M. S. Libbymaine, at Yakutat.

By Federal Radio:

8 p. m., Oct. 19:

Waldura, Honolulu, for New York, 1375 miles from Honolulu.

8 p. m., Oct. 20:

Dilworth, Shanghai, for San Francisco, 830 miles west of San Francisco.

Sonoma, San Francisco, for Sydney, 1155 miles southwest of San Francisco.

Los Angeles, San Pedro, for Martinez, 255 miles from Martinez.

West Faralon, San Pedro, for Yokohama, 1334 miles from San Pedro.

President Cleveland, San Francisco, for Hongkong, 952 miles west of San Francisco.

Coalinga, Seattle, for San Pedro, 909 miles north of Pedro.

Forest King, San Pedro, for San Francisco, 122 miles south of San Francisco.

Homer, anchored off Presidio Shoals.

Wahkeena, San Pedro, for San Francisco, 130 miles south of San Francisco.

Claremont, San Pedro, for Raymond, 125 miles south of San Francisco.

Humboldt, San Pedro, for San Francisco, 116 miles south of San Francisco.

Frank H. Buck, Gaviota, for Portland, 162 miles north of Gaviota.

Ernest H. Meyer, Grays Harbor, for San Pedro, 50 miles north of San Francisco.

Nevadan, noon, San Pedro, for San Francisco, 312 miles south of San Francisco.

Robin Adair, New York, for San Francisco, 195 miles south of San Francisco.

Wapama, San Francisco, for Portland, 145 miles north of San Francisco.

Siskiyou, San Pedro, for Columbia river, 305 miles south of Columbia river.

Sierra, Columbia river, for San Pedro, 531 miles from Columbia river.

Harvard, San Francisco, for San Pedro, 70 miles south of San Pedro.

U. S. A. Grant, San Francisco, for Manila, 79 miles west of San Francisco.

Santa Maria, Vancover, for Port San Luis, 295 miles north of Port San Luis.

News of the Port

Arrived, October 21

W. S. Miller, American steamer, from San Francisco, oil.

MARINE ALMANAC

North Head, Wash., Oct. 21.—Weather conditions at the mouth of the Columbia river at noon were: Wind, north, five miles; partly cloudy; sea smooth; humidity, 83.

DAILY RIVER READINGS

8 a. m., Pacific Time

Stations	Flood Stage	River: Height (in feet)	River: Change in last 24 hours	Precipitation during last 24 hours	Temp.: Highest yesterday	Temp.: Lowest last night
Umatilla	25	2.3	-0.1	0.00	71	37
Albany	20	6.8	0	0.00	66	40
Salem	20	-2.0	0	0.01	64	41
Oregon City	12	1.5	0	0.00	..	..
Portland	15	3.8	*0.6	0.00	64	44

*Rising. —Falling.

RIVER FORECAST

The Willamette river at Portland will remain nearly stationary during the next three days except as affected by the tide.

Vessels to Arrive

Vessel.	From.	Date.
Senator	S. Diego-way	Oct 23
Cacique	Baltimore	Oct. 23
Wapama	San Fran.	Oct. 23
Bermuda	Cuba	Oct 23
Challamba	Seattle	Oct 23
Yojin Maru	Kobe	Oct 23
Flor. Luckenbach	Mobile	Oct. 23
Viking	San	Oct 24
Willamette	San	Oct 24
Paul Luckenbach	New York	Oct 24
Wahkeena	San Fran.	Oct. 24
West Katan	Buenos Aires	Oct. 24
Dinteldyk	Antwerp	Oct. 24
Willsolo	New York	Oct 25
Kat. Luckenbach	New York	Oct. 25
Kina	Antwerp	Oct 25
Nebraskan	New York	Oct 26

Vessels to Depart

Vessel.	For.	Date.
Buenos Aires	Europe	Oct 23
Nankoh Maru	Orient	Oct. 23
West Katan	So. America	Oct. 25
Iowan	New York	Oct. 25
Willsolo	New York	Oct. 25
Cacique	Baltimore	Oct. 25
Kina	Europe	Oct 27
Iowan	Europe	Oct. 25
Paul Luckenbach	New York	Oct. 26
Wapama	San Pedro	Oct. 26
Kat. Luckenbach	New York	Oct. 27
Willsolo	New York	Oct 27
Tudorstar	Europe	Oct 27
Florance Luckenbach	N. Orleans	Oct 27

Vessels in Port

Vessel.	Berth.
Admiral Goodrich	Terminal No. 2
Baron Cawdor	Irving
Baron Ogilvy	North Bank
Benvorich	North Bank
Buenos Aires	Globe
Chillicothe	Albina Marine
Devon City	Terminal No. 4
Etna Maru	Terminal No. 4
Georgian	Terminal No. 1
Harald	West Oregon L.
Hornet	Knappton
John C. Kirkpatrick	Rainier
La Merced	Portland Vegetable Oil
Nankoh Maru	Sou. Pac. Dock
Rosalie Mahony	Albers
W. S. Miller	Willbridge
West Katan	Albers

AT WORLD'S PORTS

San Francisco, Oct. 21.—Arrived at 6 a. m., steamer Admiral Farragut, from Portland, for San Pedro and San Diego. Arrived at 10 a. m., British steamer Gothicstar, from Portland, for London and way ports.

Gaviota, Oct. 20.—Sailed, steamer Frank G. Drum, for Portland.

Port Townsend, Oct. 20.—Sailed, Norwegian steamer Hellen, Australia via Columbia river.

...ston, Oct. 20.—Cleared, steamer Minnesotan, for Portland and way ports.

Cristobal, Oct. 19.—Sailed, steamer A. L. Kent, from Portland, for Baltimore and way ports. Sailed, steamer Steel Worker, from Portland, for Boston. Sailed, steamer Kentuckian, from Portland, for New York.

Astoria, Oct. 20.—Arrived at 11:15 a. m. and left up at 8 p. m., steamer W. S. Miller, from San Francisco. Sailed at 8 p. m., steamer Rose City, for San Francisco. Sailed at 9:30 p. m., steamer Johan Poulsen, for San Francisco. Sailed at 10 p. m., steamer Ryder Hanify, for San Pedro. Sailed at 11:30 p. m., steamer Daisy Freeman, for San Pedro.

San Francisco, Oct. 20.—Arrived at noon, motorship H. T. Harper, from Portland. Sailed at 6 p. m., Norwegian steamer Frogner, from Portland, for Europe. Arrived at 6 p. m., steamer Katrina Luckenbach, from New York and way ports, for Portland. Sailed at 6 p. m., steamer Senator, from San Diego, for Portland. Sailed at 6 p. m., steamer K. I. Luckenbach, from Portland and Puget Sound, for New York and way ports. Sailed at 8 p. m., steamer Steel Age, for New York and way ports. Sailed at 6 p. m., steamer Willsolo, from New York and way ports, for Portland. Arrived at 8 a. m., British steamer Wonganella, from Tyne, for Eureka and Columbia river.

Seattle, Oct. 20.—Arrived, steamer Nebraskan, from Philadelphia and way ports, for Portland. Arrived, motorship Californian, from Liverpool and way ports, for Portland.

Tacoma, Oct. 20.—Arrived, steamer Traderstar, for Portland. Arrived, Dutch steamer Dinteldyk, from Rotterdam and way ports, for Portland.

Vancouver, Oct. 20. — Arrived Dutch steamer Kinc, for Portland.

San Pedro, Oct. 20.—Arrived, steamer Multnomah, from Columbia river. Arrived, steamer F. J. Luckenbach, from New York and way ports, for Portland. Arrived, steamer Panaman, from Hamburg via New York, for San Francisco, Puget Sound and Portland. Sailed, steamer Robin Adair, from New York, for Portland. Arrived, steamer Wm. Campion, from Portland and Puget Sound, for New Orleans and Mobile. Sailed, steamer Mystic, from New Orleans and Mobile, for San Francisco, Puget Sound and Portland. Sailed, steamer Artigas, from Portland and Puget Sound, for Boston and way ports.

Balboa, Oct. 15.—Sailed, steamer Orleans, from New York, for Pacific coast ports.

Queenstown, Oct. 19.—Arrived, Norwegian steamer Dicto, from Portland, leaking four inches an hour in forepeak, also slightly leaking in afterpeak.

Balboa, Oct. 19.—Sailed steamer Robin Gray, from Baltimore, for Portland.

Philadelphia, Oct. 20.—Arrived, steamer Blue Triangle, from Portland.

Glasgow, Oct. 19.—Arrived, British motorship Loch Katrine, from Portland.

San Francisco, Oct. 21.—(I. N. S.)—Arrived today: W. S. Rheims, Los Angeles, 12:05 a. m.; Cotton Plant, Coos Bay, 4:10 a. m.; Admiral Farragut, Astoria, 6:30 a. m.; Humboldt, Los Angeles, 6:35 a. m.; Forest King, Los Angeles, 8:20 a. m.; Acme, Bandon, 8:45 a. m.; Nome City, Los Angeles, 9:20 a. m.; Margaret Dollar, Genoa, 9:40 a. m.; H. F. Alexander, Los Angeles, 10:15 a. m. Sailed today: Paul Luckenbach, Seattle, 4:05 a. m.

Newberg Kickers Defeat Woodburn

Newberg, Oct. 21.—Playing straight football Newberg high Tuesday defeated Woodburn high 6 to 0. Newberg held on its 4-yard line in the last minute and a half of play, preventing a touch-down.

ASKS TEMPORARY ALIMONY

Vancouver, Wash., Oct. 21.—An affidavit was filed Friday by the defendant in the divorce suit of Lawson J. Stipe vs. Florence B. Stipe, in which she alleges that the charges in the complaint are false, malicious and for the purpose of injuring her feelings. She charges that he deserted her and their baby and has been collecting the rental of a house owned by them jointly and using the money. She asks for $40 per month temporary alimony, $25 monthly support money for their baby and $100 to pay her expenses from Ione, Or., to Vancouver, that she may defend the suit.

TRANSPORTATION

TRAVEL BY WATER
ADMIRAL LINE
S. S. SENATOR
Sails from Municipal Dock No. 2
Wednesday, October 25, 10 A. M., and Every Wednesday Thereafter
for SAN FRANCISCO
LOS ANGELES
SAN DIEGO
SS. ADMIRAL GOODRICH
SUN., OCT. 22—7 P. M.
MARSHFIELD—EUREKA
SAN FRANCISCO
TICKET OFFICE
101 3D ST., COR. STARK
PHONE BROADWAY 5481
PACIFIC STEAMSHIP COMPANY

VISIT EUROPE NOW
while rates are low
Passenger Service to
ENGLAND IRELAND
FRANCE BELGIUM
Sailing every Saturday from New York.
Also Frequent Sailings from
BOSTON, PHILADELPHIA, MONTREAL and QUEBEC
Making connections to all points on the Continent.
Regular Sailings to
GERMANY, ITALY & BALTIC STATES
Winter Voyages to
WEST INDIES & MEDITERRANEAN
For information apply to
WHITE STAR LINE
AMERICAN LINE RED STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
Local agents or company's office. C. P. SARGENT, Manager, 619 Second Avenue, Seattle, Wash. Phone Main 0119.

Astoria and Way Points
Str. Iralda
Mon., Wed., Fri., 8:30 A. M.
Night Boat Daily, Except Saturday, 7:30 P. M.
Fare to Astoria $1.85 One Way
$3.00 Round Trip
Week-End Round Trip $2.50
The Dalles-Hood River
Steamer Service
Daily, Except Sun., 7:15 A. M.
Fare to The Dalles $1.25
Hood River $1.00
The Harkins Transportation Co.
Broadway 6344 Alder St. Dock

A Conservative Custodian

Can You Write a Check Correctly?

Good business practice dictates the following:

1. Use ink or special typewriter type.
2. The words and figures should agree.
3. All blank space on amount line should be filled in, drawing a line when necessary.
4. The signature should be exactly the same as that left on record with the bank.

MEMBER FEDERAL RESERVE SYSTEM

HIBERNIA COMMERCIAL AND SAVINGS BANK
4TH & WASHINGTON

NAWSCO
INTERCOASTAL FREIGHT SERVICE

NORTH ATLANTIC & WESTERN SS. CO.
WEST BOUND

	Portland, Me.	Boston.	New York.	Phila.
SS. BLUE TRIANGLE	Nov. 12	Nov. 15		Nov. 20
SS. WABASH	Oct. 28	Oct. 26		Nov. 6
SS. ARTIGAS	Nov. 28	Dec. 1		Dec. 6

EAST BOUND FROM PORTLAND

SS. Brush	Nov. 4	SS. Wabash	Dec. 4
SS. Cold Harbor	Nov. 18	SS. Blue Triangle	Dec. 18

THE ADMIRAL LINE, Pacific Coast Agents
101 Third Street Phone Broadway 5481