

ST. HELENS TO BE SHIP BUILDING SITE

Charles I. McCormick Lumber Company Is Establishing Big Plant There.

FLEET TO BE INCREASED

Concern Which Now Operates Five Steamers Will Add New Craft to Be Like Willamette in General Features.

Financed by the Charles I. McCormick Lumber Company, which has a modern sawmill plant at St. Helens and operates a fleet of five steamers to California, shipbuilding yards are being established at St. Helens and unless there is delay the first vessel will be started by March 1.

She will be a duplicate of the new steamer Willamette, which went into commission recently, except that she will be 215 feet long, have a beam of 41 feet and depth of hold of 15 feet, being six inches less depth than the Willamette and having one foot less beam.

Bureka Man in Charge.
J. H. Price, until last week superintendent of the Bendix yards, at Bureka, Cal., has been employed as superintendent of the new plant and is on the way here from San Francisco. All material for the hull and cabin will be turned out at the McCormick mill, while the machinery is to be installed at San Francisco and a contract has been let for it.

It is expected to have the work at St. Helens finished in six months so the vessel could be towed south. She will have a carrying capacity of 1,900,000 feet of lumber and accommodations for 40 passengers.

The McCormick interests name their vessels after well-known waterfalls and already have the Klamath, Yosemite, Willamette, Shoshone and Yellowstone. A cognomen for the steamer to be started has not been decided on, but probably will be selected from falls in Oregon. A concrete plant is also to be built at St. Helens and in establishing the shipyard the aim is to make it permanent.

More Ships to Be Built.

It has not been determined whether general cargo as the company will add to its fleet each year. Superintendent Price was in charge of the construction of the Willamette at the Bendix yards and was offered the berth because of his familiarity with steam schooner details.

The first steamer turned out there will be distinctive, as being the pioneer of her type launched on the Columbia River. She will be modern in every respect and particular attention given to the passenger accommodations and equipment, the same as was done on the Klamath, Yosemite and Willamette.

NAVAL OFFICERS DISMISSED

Adjutant-General Will Issue Order Today to Militiamen.

Adjutant-General W. E. Finzer has dictated a order to be issued today setting forth that Lieutenant Otto Staron, Lieutenant Fred Pape, Lieutenant Junior grade, Thayer Primrose, Ensign Arthur H. Blum, Ensign Jay Clay and Ensign Karl S. Haines have ceased to be officers of the Oregon Naval Militia. All but Staron were members of the Coos Bay divisions.

Staron was disqualified by the examining board, while the others were dropped because of having failed to meet themselves for examination. The step is the result of the recommendations of Captain Robertson and Lieutenant Toax, U. S. N., and Colonel James Jackson, U. S. A., retired, who composed the board. Lieutenant Toax has reported to Governor West as representing the Navy Department and called as instructor of the Naval Militia and will enter on his duties actively at once. An election will be called shortly to name a successor to Staron. All other officers were placed on the grade below that to which they were originally appointed and in another year examinations may be held so they can have an opportunity to advance. Lieutenant W. E. Bouscher and Lieutenant Lester P. Sorenson are yet to take the examination.

BEAVER'S ORANGES APPROVED

Dr. Wheeler Will Continue Fight Against Frosted Fruit.

Oranges brought from Los Angeles by the steamer Beaver were not confiscated by City Health Officer Wheeler. An examination of shipments arriving from the vessel was conducted at Almsworth dock and all were passed as palatable.

Commission men interested in the campaign against frozen California oranges say that they are in hearty accord with the steps taken by Dr. Wheeler, as oranges being sent north by the associations have been found free from frost or other objectionable features. The undesirable fruit can be bought at Los Angeles, they aver, as low as 50 cents a box, being largely culls and specimens that have been permitted to remain on the ground, while oranges packed under rules of the associations cost as high as \$2.25 a box there. Dr. Wheeler will inspect all shipments on steamers and those arriving by rail that he is informed of, and in every case where frost-bitten fruit is found it will be ordered confiscated. As a result of his action street peddlers are the ones to feel the stringency in stocks, as they have been handling the poor grades.

ALL PORT SUPPLIES WEIGHED

Commission to Let New Food Contracts and Use Scales.

Being imbued with "high-cost-of-living" theories, the personnel of the Port of Portland Commission has inaugurated a weighing system, though all deny that their wives or girl friends have suggested the economy, but at any rate all edibles bought hereafter will go over the scales before acceptance. The Commissioners say yet there have been no reports of shortages, yet they believe in ascertaining that food contracts are being fulfilled in every particular.

Bids for supplies to be furnished during the next quarter were opened yesterday at a special meeting, and General Manager Talbot was delegated with authority to pass on the proposals and make the awards. Scales have been installed at Ash-street dock, and as

soon as they are tested all goods will be weighed on them.

Because it is impossible to string lights on ships with the hook and direct electric current received at the public drydock, the Commission authorized a substitute contract being entered into for a 100-volt current at the same rate as the Portland Railway, Light & Power Company furnishes its service to the city.

General Manager Talbot was given power to employ two inspectors at \$100 a month each, and a third at \$150 a month, to pass on material and work on the new steel dredge being built by the Willamette Iron & Steel Works. It was reported that the steel trusses will be finished March 15.

Steamer Pays \$2028 Judgment.

The North Pacific Steamship Company paid to the United States Circuit Court yesterday \$2028, the amount of the judgment, costs and interest for repairs made by the Willamette Iron & Steel Works to the steamer Roanoke. Dispute arose over the cost of repairs and was brought. The judgment was for \$1890, the costs and interest amounting to \$128.

Lastiota Delayed by Fog.

QUEENSTOWN, Ireland, Feb. 19.—The Cunard liner Lastiota, which was delayed yesterday because of fog in the Mersey, has been further retarded by a storm. She departed for New York on Monday.

STEAMER INTELLIGENCE

Name	From	Date
Beaver	San Pedro	Feb. 19
Suero	Manila	Feb. 19
Breakwater	Coos Bay	Feb. 19
Roanoke	San Francisco	Feb. 19
San Diego	San Francisco	Feb. 19
Alliance	Bureka	Feb. 19
Star	San Francisco	Feb. 19
Osceola	San Diego	Feb. 19
W. Elder	San Diego	Feb. 19
Rose City	San Pedro	Feb. 19

Scheduled to Depart.

Name	For	Date
Breakwater	Coos Bay	Feb. 20
Sue H. Elmer	Willamette	Feb. 21
Beaver	San Pedro	Feb. 21
San Diego	San Francisco	Feb. 21
Harvard	E. P. for L. A.	Feb. 21
Tale	Bureka	Feb. 22
Falco	San Francisco	Feb. 22
San Diego	San Francisco	Feb. 22
Suero	Manila	Feb. 22
San Pedro	San Pedro	Feb. 22
Rose City	San Pedro	Mar. 2

York at 10:30 o'clock this morning instead of Sunday.

Schooner Beset by Storms.

SEATTLE, Wash., Feb. 18.—The schooner O. M. Kellogg, from La Paz, Mexico, for Everett, Wash., reached her destination today after fighting gales off Cape Flattery for three weeks. When the schooner's troubles began she was 15 miles from the strait of Fuca.

Marine Notes.

Inward cargo having been discharged from the Oriental liner Sueroic she was shifted yesterday afternoon from the North Bank dock to the plant of the Portland Flouring Mills Company. The transfer yesterday was the inauguration of repairs on the steamer Bailey Gatzert. Her starboard guard is being gone over, parts being removed, and extensive work is planned in her cabin in advance of the Columbia River excursion season.

Captain "Buck" Bailey, master for such a lengthy period of the steamer, is the general handy man of the Puget Sound Tugboat Company in deep sea work, called on United States Inspectors Edwards and Fuller yesterday to revive old days.

Numerous logs drifted through the harbor yesterday morning, a raft having broken up at the mouth of the Chehalis. The material is the same that was whirled downstream during the last freshet and it had only been reassembled when the second run away took place.

Coming from Newcastle, N. S. W., with coal, the French bark Pierre Antoinette, an old trader here, crossed into the Columbia yesterday morning, having been on the way since November 23. She is under engagement to load wheat outward.

Hugh Brady, municipal grapple, tried his luck Sunday and yesterday dragging for a huge copper pipe at the foot of Couch street, valued at \$150, but was compelled to abandon the task. The pipe was just last week from the steamer Carlos.

Captain Albert Crowe, surveyor for the San Francisco Board of Marine Underwriters, and Charles M. Nelson, manager for operating cannery, left for the Portland Shipbuilding Company, spent yesterday appraising the wreck of the steamer Sarah Dixon, they having been appointed for that purpose in the Federal Court.

With \$75,000 feet of lumber the steamer Shasta cleared yesterday for San Pedro and the steamer Beaver and J. Chanlor cleared for San Francisco.

Engineer Glover, of the Customhouse launch H. W. Scott, went to the assistance of Mrs. Hinkley, who holds a license for operating cannery, when she was delayed near the new Harriman bridge Saturday through the breaking of a shaft coupling on launch "12 P. M." The disabled launch was later towed to the Portland Motorboat Club.

FRANCHISE GRANT PATCHING IS DONE

Altered Street Railway Document to Be Sent to City Council Today.

COMPANY MAY DISAPPROVE

Proposed Ordinance Provides for Double Track Extension Along Seventh to Main as Compromise With Residents.

After five months of squabbling over the terms of a general franchise grant covering 50 streets of the city asked for by the Portland Railway, Light & Power Company, the street committee of the City Council completed its work yesterday, and by noon today will have a redraft of the mutilated franchise suit to send to the Council for final passage.

Doubt is expressed by Vice-President Fuller, of the railway company, about the company accepting the grant, because of the attitude of the committee in requiring the company to take unsatisfactory terms. The principal of this is the franchise on Seventh street, which, if accepted by the company, will necessitate the building of double tracks to Main street and a single track to Jefferson street.

Committee Aims at Compromise.
The committee voted unanimously yesterday to require the double tracks to be extended to Main street instead of only to Morrison street, as desired by the company. This was a compromise of the demands made by the South-Street Property Owners' Association, that the double tracks be extended to Jefferson street. The company had previously compromised the proposition by agreeing to put a single track over the street, but this was not satisfactory to the property owners.

"I cannot say whether the company will accept the franchise or not," said Mr. Fuller. "At best it is doubtful, all depending, of course, on the way the Eastern interests look at the financial side of it."

Members of the committee resented a communication sent in by the Rose City Park Improvement Club denouncing the committee as being dictatorial in its work by delaying the granting of the franchise. When the communication was read, Councilman Burgard said: "I think this committee should resent such unpatriotic attitude. It is plainly an attempt at intimidation."

Delay Seemed Essential.
Chairman Baker, of the committee, also resented the letter. "This committee has been delaying this franchise suit under the protection of the people," said Mr. Baker. "We have not wanted to let the company get hold of a wide general franchise, and after securing it on its own terms, take what it is desired and discard the rest. The Rose City Park residents want a carline extension and probably would get it under this franchise. But how can the people of other districts? Perhaps the company would not look so favorably on their demands for extensions. The whole purpose of this franchise is to benefit the people as a whole and not to favor the residents of any one district."

The committee voted unanimously to include in the extension of the Mount Tabor line from its present terminal to Eighty-eighth street in the South Mount Tabor district. The extension is to be partially borne by the property owners. A committee of that section comprising Rev. J. B. Fitzpatrick, W. W. Amburn, and W. E. Allen and R. G. Gould attended the meeting and explained the details of the arrangement made for the extension of the line.

Clause is Altered.
The question of fixing the valuation of the railway property is the event that the city under its right, as provided in the charter, should desire to purchase the company's holdings, was brought up at the meeting. The company requested the protection of the clause providing for the fixing of the valuation by a committee of three persons appointed by the city should be changed to provide one person to be appointed by the city, one by the company and one agreed upon by both. This change was allowed by the committee.

A request of the property owners on Oregon street that the company be required to lay double tracks in that street instead of single tracks, as provided by the charter, was also arranged by the committee when Mr. Fuller explained the proposed routing of the carline on the east side, as arranged by the company's engineers.

The franchise grant, which has been greatly altered during the five months of squabbling over the terms, was handed to the City Auditor for redrafting. It will be checked over by the City Attorney and presented to the street committee at a meeting to be held this morning.

EAST SIDE FILL DUE SOON

Port of Portland May Get Contract From Railroad.

Instead of the big dredge Columbia, of the Port of Portland fleet being laid up for a lengthy period when she completes work in the basin south of the city, it is probable that the city will get a contract from the railroad to fill the basin with earth.

Thin, Feeble and Under-Fed

people need more coal, clothes and doctors than the strong, robust and hearty.

Scott's Emulsion

saves coal bills, tailors' bills and doctors' bills.

ALL DRUGGISTS 11-53

the St. Johns bridge, she will probably be employed in the harbor, on the East Side, between the Burnside-street and Morrison-street bridges, making a fill for the Southern Pacific that will require 100,000 yards of material.

A bid was wired to San Francisco last evening by General Superintendent D. W. Campbell, of the Southern Pacific, which was submitted to him by Manager Talbot, of the Port of Portland. If the contract is awarded work is to start in about ten days in filling low land bounded by East First, East Second, East Oak and East Ash streets, where the Harriman interests propose to erect a freight shed. It is estimated that the work will require about 20 days.

The Port of Portland will not alone derive revenue, but in making the fill will remove material that must be dredged in connection with the proposed scheme to deepen the harbor and for the present, at least, widen the main channel.

PASSENGER WAR TERMINATES
Open River Restores \$1 Rate on Middle Columbia Run.

There is an end to the passenger rate war between Portland and The Dalles, as the Open River Transportation Company raised its fare this week from 50 cents to \$1, with \$1.50 applied to round-trip tickets. That brings the tariff to the same level as is in vogue on steamers The Dalles, Portland & Astoria Navigation Company, operating the steamer Dalles City, and which will soon place the steamer Bailey Gatzert in service.

Last season the Open River interests cut the rate on the steamer J. N. Teal from \$1 to 50 cents, and maintained the reduction until the Teal went into commission this week after an extensive overhauling. It is said that there is no intention to restore the low tariff during the summer. It was the lowering of fares since the days when the steamer Chas. R. Spencer, now the Monarch, was pitted against the Bailey Gatzert.

BARK IS AT SEA 86 DAYS

Pierre Antoinette Recaimed After Leaving Newcastle, N. S. W.

ASTORIA, Or., Feb. 19.—(Special.)—The French bark Pierre Antoinette arrived this afternoon after a remarkably slow passage of 86 days from Newcastle, N. S. W., with a cargo of coal. She reports an uneventful trip. The bark's delay was caused by encountering a succession of calms in the South Pacific, and the fastest day's run before crossing the equator was only 40 miles.

The bark arrived off the mouth of the Columbia last evening, and was picked up by the tug Tatosch, Pilot Anderson being placed on board. The Antoinette brought about 3000 tons of coal, part of which will be discharged to Portland. A large part of the coal to be unloaded here is to be shipped to Alaska on the vessels of the salmon fleet.

ELK HERD IS SELECTED

Shipment for Wallowa Forest to Start Early Next Month.

Advice has been received by Game Warden Finley from Dr. T. S. Palmer, Assistant Chief of the Biological Survey, Washington, D. C., to the effect that arrangements for the transportation of the elk herd to be liberated in the Wallowa Forest Reserve have been completed. Dr. Palmer writes that he has given instructions that the herd shall comprise 15 head of the best animals available. It is to contain four bulls. The elk will be shipped to Jackson's Hole about March 1, and are expected to arrive at Joseph, Or., about March 15. The Game Warden's office is now negotiating with the Oregon Short Line for a special rate covering the elk.

To meet the expense of transporting the elk to the range prepared for them in the Wallowa National Forest, Game Warden Finley has addressed letters to all the Elk lodges in Oregon asking subscriptions to a fund for maintenance. The Portland lodge has already subscribed \$100 toward the fund of \$1000 which is necessary to take care of the elk herd until spring, when there will be sufficient pasturage. The elk were secured from the Government, with the understanding that they would be furnished a suitable range and properly protected.

BLOOMS IN ELK PLAN

Purple and White Sweet Peas to Be Convention Setting.

EARLY PLANTING ADVISED

Lodgement Would Have Every Residence District Outlined in Official Hues of Order—Prizes Are Offered.

Since the suggestion that Portland residents plant purple and white sweet peas as decorations for the Elks' National convention in July, first was made six weeks ago, thousands of lawns and gardens have been planted with seeds that will produce flowers of these colors, the official hues of Elkdom.

Seed houses in Portland are arranging special packets of seeds that will produce sweet peas of pure white and deep purple. They advise that the seeds be planted before the end of February, that they may bloom in time for the Elks' reunion, which will be held during the week beginning July 8.

Many lawns on Portland Heights already have been fringed with seeds that will produce purple and white borders. Irvington residents have been preparing for the Elks' gathering in a similar manner. In many other parts of the city residents have been active in seeding their flower beds, that they will form a part of this novel reception to the 50,000 members of the organization who will be Portland's guests for a full week next summer.

Commission Approves Plan.
The commission in charge of the convention has taken official recognition of the plan. At a meeting early in January \$25 was appropriated to pay for a prize for the best display of purple and white sweet peas made at the annual exhibit of the Oregon Sweet Pea Society, which will be held within the week that the Elks are here. Captain George H. Pope, president of the society, is the originator of the idea. He and other members of his organization have been active in the movement ever since it was inaugurated. They hope to make purple and white prominent in every Portland lawn.

The Elks' commission also has under consideration the suggestion to offer a prize for the best display of purple and white sweet peas grown in the residence districts. Prizes also will be offered for the homes best decorated with purple and white bunting, American flags and Elk emblems.

Decorating Committee Busy.
The decorating committee, of which John H. Burgard is chairman, already has completed plans for beautifying the entire line of march on both the east side and west side of the river with one harmonious scheme of color. The headquarters in the Elk building now are flooded with samples of American flags, purple and white pennants and Elk emblems submitted by manufacturers in various parts of the country. Harvey C. McAllister, secretary, has telegraphed an order for a large quantity of American flags to be used in the street decorations. Many miles of purple and white bunting and thousands of pennants bearing silk heads painted on a white background and with purple border will be purchased at once. As some of these will have to be made to order, it is necessary to buy them early.

Honor Court Outlined.
Plans for an elaborate court of honor are being considered. The court will form a square bounded by Seventh, Morrison, Fourth and Stark streets. It is probable that growing plants of purple and white sweet peas will be introduced into the decorating scheme. They may be used in the court of honor as well as at points along the line of parade.

Negotiations also have been opened for illuminating designs. The commission plans to introduce something original and attractive in its electric displays, and is conferring with architects

Where is a hungry man's heart?

You know. And there's nothing gets to it quicker than a plate of Campbell's savory Ox Tail Soup.

This soup is rich in body-building properties. Beside the meaty, marrowy joints from choice fresh ox-tails, it contains a generous proportion of diced vegetables; and the broth is blended with a finely-strained whole-tomato puree and flavored with dry Spanish sherry.

If you know a good man who comes home mighty hungry try him with this tonight.

21 kinds 10c a can
Look for the red-and-white label



last Fall purchased the Thomas Collins home, is making a large artificial lake. He plans to build a bungalow on the banks of the artificial pool. The lake will be stocked with black bass.

SCHOOL FAIR IS ARRANGED

Hood River Will Hold Competition Middle of September.

HOOD RIVER, Or., Feb. 19.—(Special.)—The proposed school fair for children of Hood River County has met with the heartiest approval of the Hood River merchants and business men. The fair probably will not be held until about the middle of September, after the state fair.

The complete list on which premiums will be offered is: Sweet corn, onions, potatoes, tomatoes, sweet peas, asters, bread, jellies, canned fruits, poultry, sewing, mechanical invention, best packed box of apples. The children of the grammar grades will be divided into two classes, those above and those under 12 years of age.

MOTHERS TO GATHER SOON

Child Welfare Conference to Open at St. Louis, March 20.

The National Congress of Mothers and Parent-Teacher organizations in the 16th annual conference of child-welfare will convene at St. Louis, Mo., March 20-28 instead of Dallas, Tex. Reports will be made of the work done in the United States in the 15 departments which have been organized by both the National and state bodies. These are: Child labor, child hygiene, child-welfare magazine, good roads, parent-teacher associations, Juvenile Court, education, home economics, legislation, publicity, membership, marriage sanctity, finance, children's literature, mothers' literature, loan papers, playgrounds, kindergartens and international organization and state bodies.

The central theme throughout the entire convention will be "The Responsibility of the Home" as the Mothers Congress, with all other sociologists, work under the conviction that, on the integrity of the home is based the perpetuity of the Nation. Some of the sub-topics of the general subject are: "Responsibility of the Home to the Little Children," "To the School Children," "To the Country Children," "To the Working Children," "To the Erring Children."

DAMAGED PIANOS.

Carload just received, all more or less damaged. These must be closed out at once. Don't fail to call and see them before buying. Prices and terms to suit you.

BUSH & LANE PIANO CO.,
255 Washington.

Rancher Makes Artificial Lake.

HOOD RIVER, Or., Feb. 17.—(Special.)—With a crew of men at work building a dam across the canyon, cut by a small stream flowing through his place, near Dee, Julian P. Scott, who

The Bakery Behind the Biscuit

Many bakeries in New York, Chicago and other cities are being condemned by health officers as unclean and unsanitary. How often do you inspect your bakery? Our two-million-dollar, sunlit bakery is your bakery when you eat

Shredded Wheat Biscuit

the cleanest, purest, best of all cereal foods. Over a hundred thousand persons visit "the home of Shredded Wheat" every year. Government inspection is good, but public inspection is better. Every detail in the process of making Shredded Wheat is open to the public. Nothing so wholesome and delicious for breakfast as Shredded Wheat Biscuit served with hot milk or stewed fruits.

Heat the Biscuit in oven to restore crispness, then pour hot milk over it, adding a little cream. Salt or sweeten to suit the taste.

The Only Breakfast Cereal Made in Biscuit Form

THE SHREDDED WHEAT COMPANY, NIAGARA FALLS, N. Y.

