

CITY EXPENSE ROLL INCREASES \$40,000

Salary Rises Sought by Employees of Portland Met by Council.

ASSISTANT CHIEF CREATED

Though Desperate Fight Is Made Against \$200 Position, Backed by Mayor and Chief, Deal Goes Through—Moore Gets Place.

MAYOR WILL TEST LAW.

Mayor H. H. Hays will test a law of his emergency clause in a contest with several appropriation ordinances, passed yesterday, but without the emergency clause. Unless the Mayor wins his point and can show that the salaries of the various men involved are a legal claim, taking precedence over this technical point, the men will have to wait until February 25 for January's pay.

"I shall endeavor to pay these men their salaries February 1," said the Mayor last night. "I have asked the City Attorney whether this emergency clause must be observed in this instance. Several hundred men are involved and it is of great importance that they should get their pay promptly."

Virtually every increase in salary sought by city employees was granted by the City Council yesterday. All laborers in every department were advanced from \$2.75 to \$3 a day of eight hours. This is an aggregate of about \$26,000 a year. Other rises bring the total to more than \$40,000.

A desperate fight was made against the creation of the position of Assistant Chief of Police, but it nevertheless came through by a vote of eight to five.

This is a new position, which was recommended by Mayor Hays. The Chief of Police Hays and others. The Mayor has said that he will appoint John T. Moore, senior captain, to the place. The salary is \$200 a month, \$2 a month above the rate of pay for captains.

Some Hoped-for Rises Lost. Notable among the rises sought for but not granted were those of the Poundmaster, chief clerk of the Municipal Free Employment Bureau and traction engineers in the City Engineer's Department.

It required the entire forenoon for the Council to thresh out the proposals for increases, the largest item of which was for common labor. Councilman Baker continued to fight for a rise from \$2.75 to \$3 a day of eight hours for this class of employees. He declared that this is the rate of pay in San Francisco, Spokane, Tacoma and Seattle, and that it costs as much to live in Portland as in those cities.

Councilman Baker, speaking for the administration, said that \$3 a day for any man upon which to support a family is small. He held that he would not care to take the place of any laborer and work on the streets by day or night in all kinds of weather and attempt to live on \$3 a day, and he said he believed that to grant this rise to these laborers was but fair to them.

Baker Sees Dugaboo. In regard to the "poor taxpayers, for whom we are all expected to look out," Councilman Baker said that those same taxpayers put me here to use my best judgment on all matters, and it is my best judgment that these laborers are entitled to a rise in their wages. I am in complaint from taxpayers, I am sorry, but I think there will be none to date I have had no complaints from them, and I think this is largely because I have been here to frighten timid Councilmen."

Councilman Maguire took a decided stand against increases, voting against nearly all of them. He said that the laborers, he said he employs laborers himself and pays them \$2.50 and \$2.75 a day, and he saw "no sense in the city putting a premium on labor."

Councilman Wainwright, chairman of the ways and means committee, expressed himself as being of the same opinion; he favored but few increases.

Mayor Hays took his point over Councilman Maguire in regard to traction engineers, and their rate of pay was made the same as heretofore—45 cents an hour. Mr. Maguire favored making it \$1.20 a month, but the Mayor said they should be retained at the old rate.

Councilman Maguire, who is a candidate for Mayor, declared that the Mayor was making a personal fight on him.

Personal Fight Alleged. "I am told that this is a personal fight on me," said Maguire. "I want to state right here that if the Mayor and this Council want to save money for the taxpayers, I can cut off \$75,000 a year. I can point out no end of useless officials, who are falling over themselves trying to keep out of each other's way. In one department we have the spectacle of five foremen directing the work of 15 men; yet, when I spoke to the head of the department about it, he said that he could not cut it, that political reasons forced him to keep them on their jobs."

Mr. Maguire expressly mentioned a smoke inspection, which it was planned to be created, but Mayor Hays light called attention to the fact that he himself eliminated this item from the budget, thinking it unnecessary.

"I am greatly surprised at this cut-back," replied Councilman Baker. "Indeed, I am. Here we have Mr. Maguire, who has been a member for nearly two years, speaking out here now, just before the budget was made, and speaking and telling us what marvelous savings he could make. Why did he sit here all this time and permit this city to run along without working this great saving?"

Mr. Maguire replied that he had called attention to some things more than a year ago, but that the Council did not act on them.

An effort to install an additional engineer in the City Hall met with failure. The present engineer is satisfied with his job, and is getting overtime pay for it, he having to work sometimes longer than the eight-hour day prescribed by the charter. However, it was said that there is not enough work for two engineers of eight hours each.

SLOUGH MAY BE DREDGED

North Portland Club Finds Legislative Action Unnecessary.

Legislation will be unnecessary to form a drainage district for the dredging of Columbia Slough for sewerage and a ship canal, according to the investigations made by S. L. Woodward,

GRAND INSPECTION IS MERCHANTS' DESIRE

Exchange Association Meets and Decides to Prepare Bill for Legislature.

OPTIONAL CLAUSE WANTED

Recommendation Will Be Made That Measure Be Non-Compulsory and Drafted So as Not to Clash With Washington.

BEALERS' SESSIONS END

FAIR TRIAL OF PARCEL POST IS DEMANDED.

Oregon Hardware Association Approves of Deal for Cabinet and Move for "Home Industry."

"We are in favor of a fair and impartial trial of the parcel post in its present form and express our disapproval of the making of any changes or alterations by the Congress now in session."

Oregon Hardware Association met yesterday afternoon at a meeting of the Merchants Exchange Association yesterday morning. It was decided to prepare a bill providing for inspection and submit it to the Legislature.

Every prominent grain dealer of Oregon will have a state grain inspection law if the wishes of the Portland grain dealers are carried out. At a meeting of the Merchants Exchange Association yesterday morning it was decided to prepare a bill providing for inspection and submit it to the Legislature.

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FUNERAL OF PORTLAND ATTORNEY IS HELD.

Funeral services for L. E. Rauch, a well-known attorney of Portland, who died last week in Monrovia, Cal., was held yesterday afternoon at 1 o'clock at the Portland Crematorium, Dr. Luther R. Dyott, pastor of the First Congregational Church, delivered eulogy and the Masonic order conducted the ritualistic services. Mr. Rauch was 61 years of age. He was formerly a resident of Ann Arbor, Mich.

Portland was present at the meeting, which was held in the rooms of the exchange in the Board of Trade building, and was presided over by J. W. Ganong, president of the association. A committee, consisting of R. Kennedy, R. J. Peterson and A. Cohn, was appointed to draft the bill and report to another meeting of the association, which the president may call next week.

There was some question of the necessity for such a measure, but the larger dealers holding that it would not be advantageous, and on a vote there was no direct opposition, and on a vote being taken to ask the Legislature to pass such a bill the motion carried unanimously.

The bill that will be recommended will provide for non-compulsory inspection of wheat, oats, barley and hay. It is modeled after the Washington State grain inspection law and will provide for one chief inspector at a salary of \$2000 a year, which the state will pay, and for two additional inspectors as needed, who will get their pay out of inspection fees. The inspection charges will be the same as in Washington.

It will be optional with the seller whether or not he has state inspection, but if his grain is inspected here he will have to pay for it.

The new law will place the burden of inspection on the state officials, instead of on the buyers, as at present. It will also remove the only advantage that the Sound ports have had over Portland as markets for grain. Taken advantage of the dealers of this city believe that a law providing for optional inspection, by removing one obstacle that has existed, would bring more grain to Portland and in more ways than one help this port.

The measure will be so framed that there will be no conflict with the Washington inspection law. Any grain of any variety inspected at a Portland dealer at a Washington warehouse and inspected here will not, of course, be subject to a second inspection when brought to this city.

Optional Inspection Favored. In the eyes of some of the farmers, a state certificate of inspection, duly signed and sealed, is of as much importance as the price received. Taken advantage of the dealers of this city believe that a law providing for optional inspection, by removing one obstacle that has existed, would bring more grain to Portland and in more ways than one help this port.

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CHANGES ARRANGED

San Francisco & Portland to Move Ticket Office.

AINSWORTH DOCK IS SITE

After February 1 Tickets for Rose City, Beaver and Bear Will Be Sold at New Location, It Is Announced.

By February 1 the city ticket office of the San Francisco & Portland Steamship Company will be closed at 132 Third street and the furnishings moved to Ainsworth dock. After that date, and until such time as the withdrawal of the line from the management of the Pacific Mail Steamship company is fully effected, and an uptown agency maintained, the city ticket office of the O-W-R. & N. Company, tickets for the steamers Beaver, Bear and Rose City will be sold at the dock.

The change accounts for the fact that the steamship interests made no move to provide a new office. They will be forced to vacate the present location next month, as the property is to be improved. A lease has been arranged for a portion of a cigar store at Third and Washington streets, but as the dissolution of the two lines was started immediately after the lease was settled, no use will be made of it under the present conditions.

Representatives of the line here advised that they have received word from the office, and it is fully expected that in a few days details will be made known of the future plan of operation. It is reasoned that by diverting the O-W-R. & N. and allied lines in the Union Pacific system from the Southern Pacific is under way, nothing will be done toward a new office until the Southern Pacific leaves the present quarters shared with the O-W-R. & N. ticket agency, and then a steamship ticket man will take over the space occupied by the Southern Pacific.

With the headquarters of the San Francisco & Portland established here, it is not doubted new docks will be used for the steamer. As most of the supplies for the steamer will be purchased in Portland, the change will be a valuable one commercially. In former days the same arrangement was in vogue, when but two steamers were operated, and the business then was handled satisfactorily.

LIGHTS RANGE NINE MILES. Skippers Pick Up Red Glow and Prove Aid's Value.

All doubts as to the efficiency of a combination gas and whistling buoy lighted outside the bar and to the south of the entrance have been eliminated to the satisfaction of Henry L. Beck, inspector of the 17th lighthouse district, on the receipt of reports from day skippers. The illumination was picked up at a distance of nine miles. The light is red and flashes and because of its estimated outside the strength of the light is reduced two-thirds. A flashing white light will be established on the north side of the entrance and, as it can be seen at night, it will be sufficiently designed at night.

A gas buoy at Harrington's Point has been taken up and one first established No. 12 mark Clatsop Spit, substituted. The former will be equipped with a new burner and the whistle tube will be plugged, so, as it has a larger hull, it is being counted on not to "blow out" when moored as No. 10 inside the bar.

DALES CITY TO BREAK ICE. Schedule of Steamer Changed and Daily Service Is Resumed.

Leaving here this morning for The Dalles, the steamer Dales City will attempt to cut her way through the ice between Kheiklat and Lyle and in addition she inaugurates a new schedule. She will leave Portland hereafter Tuesday, Thursday and Saturday of each week, instead of Monday, Wednesday and Saturday.

As the steamer Tahoma is operated on the latter schedule, this city will have a daily boat to Middle Columbia points during the winter.

It was reported yesterday that much of the ice had broken in the vicinity of Kheiklat and Lyle, and was all out of the "narrows," but about a mile and a half of it has left between Kheiklat and Lyle. Ice remains in the big eddy above The Dalles, but that does not interfere with the steamers now running.

DREDGE AND TUG ON DOCK. Samson Will Be Lifted Second Time to Remove Shaft.

Two vessels of the Pacific Bridge Company's fleet, the dredge Titan and tug Samson, are on the Oregon drydock for repairs. The digger is being reworked and having minor work done, while a stern bearing of the Samson is being renewed and her stem repaired to remove traces of damages sustained in landing at inconvenient places in her capacity as dredge tender.

The tug Samson was on the dock a few days ago, when trouble was met with in raising her shaft. She will be returned to the dock again when the vessels there are floated, and another effort made to haul the shaft out for repairs. The Samson used a cast iron shaft, but the new shaft is of steel and is being raised to the mouth of the Columbia and is laid up here until operations are resumed in the Spring.

BOILER WORK RECORD IS CLAIM. Installing 220 Tubes in Coaster's Machinery Develops Speed.

Officers of the Willamette Iron & Steel Works and employees of the boiler department are doing considerable "fast work" about as a consequence of the fast work performed aboard the steamer Coaster, in the boiler of which 220 tubes were taken out, renewed and installed in less than a week.

They aver that an estimate made in advance placed the time that would be required at five days, and they feel that the speed shown stands as a port record for that kind of work. The Coaster went to the dock after having been loaded with lumber and she had proceeded but a short distance into the Columbia when a couple of staybolts were broken, according to a report made here.

HAWAIIAN AEROGRAM CAUGHT. Wireless Man Catches Messages Off Tillamook Rock.

Receiving by means of the aero system approximately 300 miles was accomplished by Raiston Lytle, chief

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Wan, Weary and Worn Out

If You Feel Fagged to a Finish and Utterly Used Up Here is Quick Relief.

Bandon Does Big Business.

That the port of Bandon contributed its full share of coastwise commerce during 1912 is attested to in an summary of marine transactions for 1912, as follows:

Lumber, 64,655,000 feet; shingles, 6,675,000; ties, 181,000; piling, 3235; matchwood, 1036 cords; splints, 9258 bundles; salmon, 12,157 cases; coal, 692 tons.

STEAMER INTELLIGENCE.

Name	From	Date	
Sue H. Elmore, Tillamook	In port	Jan 27	
Rosa City	San Pedro	In port	Jan 27
Anvil	Hanford	Jan 27	28
Harvard	S. F. to L. A.	Jan 27	28
Klamath	San Fran	Jan 26	27
Home City	San Pedro	Jan 27	28
Breakwater	Coos Bay	Jan 26	27
Alliance	Eureka	Jan 26	27
Bear	San Pedro	Jan 26	27
Roosevelt	Des Moines	Jan 26	27

Marine Notes.

Olson & Mahony of San Francisco, are reported to have purchased the schooner William F. Gains, which is due at Astoria Saturday. She will be operated on the Coast in the future.

On her first trip here since Summer the steamer Fort Bragg sailed from San Francisco late Thursday with a full cargo for the Dodge interests, and the steamer St. Helens got away the same day with all she could carry. They are expected to return here Saturday.

Through the first attempt made yesterday afternoon to shift the Iverna from Montgomery dock No. 1 to the street with refueling, she was in the hands of a Deputy United States Marshal, a bond was filed later and she was hauled into the stream. A diving personal injuries was the cause.

From the ballast dock the Neotsfield will be shifted to the North Pacific mill today. The Osterbeck moved yesterday from the North Bank dock to Martin's.

John Brock, of the Custom-house office force, is ill and it was reported yesterday that he suffered from pneumonia.

Specifications have been issued for repairs to Lightvessel No. 92, also for cleaning and painting her hull, and bids will be opened December 31.

Vessels Reported by Wireless.

SEATTLE, Jan. 24.—Senator south off Trial Island.

ASTORIA, Jan. 24.—Camino, for Portland, barbound off Columbia River 8 P. M.

EUREKA, Cal., Jan. 24.—Steamer Leggett off Mendocino; steamship St. Helena 24 miles north of Seal Rock; steamship Catania 264 miles north of San Francisco.

EAST SAN PEDRO, Cal., Jan. 24.—At 8 P. M. the steamer Fenwick was off Point Firmin, northbound; at 7 P. M. the Speedwell was off Ventura northbound.

Mov