PROSPERITY DAY FOR OREGON GOODS HERE

Time Set by Governor for All to Buy Home-Made Materials Has Arrived.

10 O'CLOCK PONDER HOUR

Every Resident Is Reminded This Morning to Resolve to Purchase Something Manufactured in State—Variety Is Great.

TODAY IS "PROSPERITY DAY," OREGON-MADE GOODS ARE THE CUE.

Candy, cigars, Indian blankets, mackinaws, rugs, hats, caps, toilet soap, jewelry—anything from an automobile to a pair of overalls, and from a hatpin to a life insurance policy, can be purchased from Oregon firms. The plea of today, "Prosperity Day," and the Oregon Industry League is that in selection of these goods and many others for purchases, the Oregon citizen merely give preference to the Oregon-made goods where price or quality or service is equal to that of any competing commodity.

At 10 o'clock this morning is the time to stop a minute and concentrate on Oregon-made goods available.

This is "Prosperity day," so proclaimed for Oregon by Governor West.

Mayor Albee has asked the citizens of Portland to unite with the citizens of the rest of the state in observance of the day.

The crucial hour of the day is 10 o'clock. Every citizen is expected at that time to pause, reflect and resolve hereafter to favor Oregon-made goods wherever quality and price are equal to those of goods made in other states and sent into Oregon.

The plans for "Prosperity day" originated with the Oregon Industry League, the aim being to call attention of the public to the importance of patronizing Oregon-made goods. The day was set at this time to impress the populace with this fact when everyone is making Christmas purchases.

"Let us see this year," pleads the bulletin of the Oregon Industry League, "that into every Christmas gift goes the work of some Oregon man or woman, girl or boy, who needs the wages for a living, and that the money spent in Christmas shopping remains in the state instead of disappearing elsewhere."

The East Side Business Men's Club will observe "Prosperity day" today at its regular luncheon, with a special programme, at the Hotel Edwards. L. C. Gilman, president of the Hill lines in Oregon, will be the guest of honor and speaker of the day. "Coming Prosperity From the Railway Viewpoint" will be his subject. The East Side Business Men's Club has extended a general invitation to the business men of Portland to attend.

The Oregon Industry League, in its announcement of "Prosperity day," calls attention to a list of Oregon-made goods that provides an almost unlimited range of selection in making Christmas purchases.

3.5-MILL LEVY ESTIMATE

(Continued From First Page.)

the long stretch of the O.-W. R. & N. Company trackage in that county. The assessed value is $11,634,955.31 and the real value $14,543,694.14. The figures last year were $11,779,023.71 and $15,297,433.38.

County Figures Given.

The valuations and ratios by counties are as follows:

	Full value	County ratio	Apportioned or taxable value
Baker	$ 7,097,376.98	.75	$ 5,773,032.75
Benton	1,778,904.75	.65	1,156,288.11
Clackamas	10,375,361.75	.58	6,016,549.80
Clatsop	2,817,762.40	.50	1,662,878.53
Columbia	2,961,576.30	.78	2,310,029.51
Coos	783,841.82	.69	540,850.86
Crook	2,046,985.00	.53	1,402,907.35
Curry	9,152.00	.86	7,870.51
Douglas	8,220,617.52	.69	5,679,126.08
Gilliam	4,000,948.50	.75	3,000,711.38
Grant	459,097.00	.63	289,251.11
Harney	15,740.00	.63	9,916.20
Hood River	2,897,615.60	.71	2,057,307.08
Jackson	5,856,422.94	.74	4,333,752.97
Josephine	2,657,172.80	.74	1,966,307.87
Klamath	1,300,234.60	.74	1,006,573.60
Lake	145,911.50	.72	109,433.32
Lane	6,195,575.40	.66	4,089,079.79
Lincoln	785,783.40	.93	730,732.07
Linn	6,391,583.90	.68	4,346,141.04
Malheur	3,647,735.87	.68	2,480,460.22
Marion	8,063,418.25	.69	5,563,758.58
Morrow	2,955,182.20	.86	2,539,736.68
Multnomah	61,441,370.90	.63	38,708,063.65
Polk	2,774,439.30	.52	1,442,118.84
Sherman	3,653,477.00	.68	2,484,364.36
Tillamook	858,128.00	.88	755,152.64
Umatilla	14,543,694.14	.80	11,634,955.31
Union	6,445,422.10	.70	4,511,795.16
Wallowa	1,679,725.00	.75	1,259,794.20
Wasco	6,522,929.00	.75	4,892,197.42
Washington	4,136,978.42	.54	2,233,968.33
Wheeler	2,303.75	.70	1,612.62
Yamhill	2,805,933.90	.52	1,199,085.16
Total	$187,094,192.24		$126,195,993.16

MULTNOMAH TAX 2.8 MILLS

Corporation Assessments Made and State Requirements Estimated.

Multnomah County's assessed valuation for 1914 will be approximately $335,743,618, or about $5,700,000 less than in 1913. On these figures it is estimated that the state levy for 1915 will be 2.8 mills, as against 4.6 mills for 1914. The 2.8-mill levy would produce about $940,000 for state use, against $1,582,520 for 1914.

Henry E. Reed, County Assessor, yesterday received from the State Tax Commission the county apportionment of the railroad and public service corporations, which amounts to $38,708,063. This, added to the valuation of property locally assessed, which is $297,035,555, makes the approximate total $335,743,618. The final recapitulation and the roll to be made next month will not be changed materially, it is believed.

The Portland Railway, Light & Power Company's assessment heads the list of public service corporations in the county with $15,327,851. The Spokane, Portland & Seattle Railway Company is second, with $5,191,198. The Portland Gas & Coke Company, with $4,205,414; the Northern Pacific Terminal Company, with $4,082,400; the O.-W. R. & N. Company, with $3,767,020; the Pacific Telephone & Telegraph Company, with $2,322,998; the Oregon & California Railroad Company, with $1,098,866, the Home Telephone Company, with $738,026; the Northern Pacific Railway Company, with $603,319, and the Northwestern Electric Company," with $510,401, follow in order as those above the half-million-dollar assessment mark. In some instances these assessments represent marked reductions from the first assessment last year.

Individual Assessments Shown.

Multnomah County's share in the public service assessments, as reported by the Tax Commission, follows in detail:

Alto Park & Springbrook Tel. Co.	$ 95
American Express Company	11,575
Armour carline	76
Bridal Veil Lumbering Company telephone	196
Columbia Telephone Company of Oregon	1,035
Great Northern Express Company	16,017
Great Northern Railway Company (equipment operated)	6,168
Home Telephone Company of Linnton	1,310
Home Telephone Company of Portland	738,026
Kenton Traction Company	18,900
Multnomah & Clackamas County Telephone Company	7,242
Northern Express Company	18,175
Northern Pacific Railway Company	603,319
Northern Pacific Terminal Company	4,082,400
Northwestern Electric Company	510,401
Northwestern Long-Distance Telephone Company	1,685
Oregon & California Railroad Company	1,098,866
Oregon Electric Railway Company	432,117
O.-W. R. & N. Company	3,767,020
Pacific Fruit Express	6,549
Pacific Telephone & Telegraph Company	2,323,998
Portland & Troutdale Electric Railway Company	7,749
Portland Gas & Coke Company	4,205,414
Portland Railway, Light & Power Company	15,327,851
Postal Telegraph Company	2,523
Pullman Company	38,008
Rooster Rock Water Company	504
St. Johns Gas Company	48,694
St. Johns Water Works & Lighting Company	45,360
Santa Fe Refrigerator Despatch	140
Spokane, Portland & Seattle Railway Company	5,191,198
Swift Refrigerator Transportation Company	146
Troutdale Water Works	1,920
Union Tank Line Company	1,751
United Railways Company	44,970
Wells, Fargo & Co. Express	3,042
Western Union Telegraph Co.	33,317
Total	$38,708,063

Assessor Reed expects to be notified before the end of the week by Secretary of State Olcott the amount of money Multnomah County will be called upon to contribute to the state government.

Present indications are that the state's requirements will call for a levy of 2.8 mills in Multnomah County, but Mr. Reed said this was by no means a final estimate.

Comparative Levies Shown.

A levy of 2.8 mills will yield for state purposes a little more than $940,000. It compares with other recent years as follows:

1913 tax roll	$1,582,520
1912 tax roll	485,070
1911 tax roll	1,200,429
1910 tax roll	603,836
1909 tax roll	678,255

All tax levying bodies except Warrendale school district have reported their current levies to the Assessor. An examination of the reports discloses that the spirit of economy is abroad and that budgets have been trimmed closely. The Port of Portland, which next to the county has the largest valuation to levy on, reduced its levy over 40 per cent. Among the cities, Portland and St. Johns reduced their rates; Fairview and Troutdale held even and Linnton increased 3 mills.

With one exception the school districts containing incorporated cities have reduced their levies for local school purposes.

Portland district No. 1 dropped from 7.5 to 5 mills, St. Johns No. 2 from 7 to 5.6 mills, Gresham No. 4 from 4 to 2 mills, Troutdale No. 20 from 5 to nothing, Linnton No. 37 from 2 to 1 mill, Fairview No. 16 held even at 1 mill.

Two new tax levying bodies have come into being this year. They are: Union High School District No. 1—Composed of Springdale No. 25, Hurlburt No. 35, Taylor No. 39, Springfield No. 41, Mountain No. 43 and Pleasant View No. 48. Levy for the district 5.5 mills in addition to the regular rate for local school purposes.

Union High School District No. 2—Composed of Gresham No. 4, Terry No. 8, Powell Valley No. 26, Lynch No. 28 and Hillsview No. 85 (joint district). Levy 1.3 mills in addition to regular local rate.

LIQUOR BARGAINS ARE ON

VANCOUVER SALOONKEEPERS PREPARING TO SHUT UP SHOP.

Job Lots Passed Out and Last Few Days Expected to See Spurt. New Year's Eve to Be Busy.

VANCOUVER, Wash., Dec. 13.—(Special.)—With the approach of the first of the year, when this city will be "dry," the recent local option election becoming effective and in operation at that time, liquor dealers and saloonkeepers of the city are preparing for the end, and bar fixtures in several saloons which have not been in operation during the past few weeks are being packed up ready for shipment or storage.

The wholesale and family liquor houses are having bargain-counter sales and are advertising heavily in their windows. Odds and ends are being put up in baskets and sold at ridiculously low prices. That prices will be considerably lower the last few days is believed by some. Some stock is being sold at small discounts to Portland jobbers.

One firm is advertising that goods bought of it in Portland next year will be delivered free in Vancouver.

To comply with the law, the local brewery will be compelled to ship its beer to some Oregon point and reship to its Vancouver patrons.

That there will be a big celebration New Year's eve in this city goes without saying and it is expected there will be a large crowd on the streets to see the windup. Several Vancouver saloonkeepers are going to open in Portland for the year left.

LICENSES MAY BE TAKEN

Council to Act Tomorrow on Saloons Complained Against.

The question of liquor licenses will come before the City Commission at a special meeting in the Council chamber at 3 o'clock tomorrow afternoon. Various complaints have been placed before the Council and it is regarded as probable that some of the licenses will be dropped on that account.

It is understood, also, that many of the saloonkeepers will not be able to pay the usual licenses this year because of a lack of funds and because the breweries will not, in view of the approach of prohibition, take care of financially-involved saloons temporarily. In anticipation of a deficit caused by a falling off of liquor licenses the Council has made a special appropriation.

Gospel's History Traced.

Rev. Earl M. Wilbur, president of the Pacific Unitarian School for the Ministry, of Berkeley, Cal., lectured last night in the Church of Our Father on "How the First Three Gospels Grew."

The various theories for the foundation of these gospels were given and illustrated by charts. Dr. Wilbur spoke also of the literary value of the gospels and of their great value as means of bringing mankind of various nationalities and types to a belief in the worth of the teachings of Jesus Christ.

Next Sunday night Dr. Wilbur will speak on "The Pilgrim Spirit and the Twentieth Century."

BRIDGE BOND SALE IS SET FOR TODAY

Multnomah Offers $1,000,000 and Clarke $400,000 of Authorized Issues.

GOOD PREMIUM EXPECTED

Commissioners Declare Home Concerns Will Be Favored in Work and Operations Are Likely to Start Within 30 Days.

Opening of bids for the floating of $1,000,000 in bonds for the construction of the interstate bridge across the Columbia River at Vancouver will take place at the session of Multnomah County Commissioners this morning. At 2 P. M. the Clarke County Commissioners will open bids on the remainder of their issue, which amounts to $400,000.

If bids are satisfactory to both commissions, the plans and specifications of Construction Engineer Howard, which will be submitted within a few days, will be decided upon immediately and work on the $1,750,000 structure will begin in January.

"Two-thirds of the $1,750,000 to be spent for the bridge will be for the labor," asserted Rufus C. Holman, Multnomah County Commissioner and chairman of the Interstate Bridge Commission, yesterday, "which will mean the employment of many men, and better times generally for Oregon. So far as possible the material will be purchased in Oregon and Oregon labor will be employed, that the money expended will not go outside the state.

Oregon to Be Favored.

Commissioner Lightner, of Multnomah County, also favors home industry.

"We intend to advertise for the work in units so as to get as much competition as possible from Oregon men," he said yesterday.

Multnomah County has already disposed of $250,000 of its bonds, and Clarke County of $100,000 worth of bonds.

By selling all of the bonds now, Multnomah County is losing what she will have to pay in interest, but this is more than offset by the possibility of getting bids on the construction work, the Commissioners think.

"While responsible firms are hungry for work and will cut their bids to the lowest, none will undertake a work of the magnitude implied by the building of the interstate bridge without an absolute knowledge that they will get their money," said Commissioner Holman yesterday. "For this reason, it is really necessary to have the money ready for them, for the loss in interest will not compare with the better price we will get on the work. We have every reason to believe that competition will be keen."

Bonds Are Gilt-Edged.

The bonds being offered by Multnomah County are gilt-edged. They represent the only bonded indebtedness of the county and have been favorably passed upon by some of the most renowned bond attorneys in the United States. The Commissioners received $3000 more than par for the $250,000 bonds sold six weeks ago and an even better offer is expected in the bids to be opened today.

Bids were asked for first by the Commissioners on $100,000 bonds in August, at the beginning of the European war, and no bidders could be found. Now flattering offers are expected, as indicated by the premium paid recently when the bonds were offered for the second time.

Construction Engineer Howard, of the firm of Harrington, Howard & Ash, of Kansas City, is expected in Portland today or tomorrow with plans and specifications for the work.

If the bids for bonds today are satisfactory to Multnomah and Clarke counties, Chairman Holman will call a meeting of the Commission and ask for bids at once that the work may start in January. Clarke and Multnomah counties are working in harmony in the interstate bridge agreement, and no hitch in operations is expected.

W. A. YOUNG GRANGE HEAD

LENTS ORGANIZATION HEARS ADDRESS ON SCHOOL LAWS.

Debate on "Poor Cooking Is More Injurious Than Tobacco" Is Won by Negative Side.

W. A. Young was elected master of Lents Grange at the meeting held Saturday in the Oddfellows' Hall. Mr. Young had been overseer for the past year. T. J. Kreuder, retiring master, declined re-election. The other officers were: Lecturer, Maud K. Darnall; chaplain, Mrs. A. F. Maller; secretary, Mrs. W. L. Hotchkiss; treasurer, Mrs. Nicholls Fahler; overseer, W. J. McNiel; steward, W. L. Hotchkiss; assistant steward, H. A. Darnall; assistant steward, Mrs. Mabel Smith; gatekeeper, J. Starr; Pomona, Mrs. C. Sager; Flora, Mrs. Cora Van Nortwick; Ceres, Mrs. R. Bonesetter; musician, Miss Stella Henderson.

A. C. Newill, of the Oregon Civic League, spoke on needed changes in the Oregon school laws. The resolution, "Resolved, That poor cooking is more injurious for a man than tobacco," was debated by Mrs. Mabel Smith, W. A. Young and W. J. McNiel and decided in favor of the negative.

Judge Gatens was among the six candidates who received the third and fourth degrees, which makes him a full-fledged Granger. He expressed himself as delighted with the work.

The Masters' and Lecturers' Association, which met in another room, adopted a resolution urging that infected California potatoes be excluded from Oregon. The association also urged that an hour of institute work be done at the sessions of Pomona Grange to familiarize the masters and lecturers with the degree work. Both propositions will be submitted to Pomona Grange, which will meet next Wednesday with Evening Star Grange. The association is composed of ten Granges, with T. J. Kreuder as president. The association will hold its next meeting at Fairview in March.

FRENCH ARE FACING FAMINE

Californian, Back From Europe, Tells of Conditions.

Leonard W. Hartman, a former newspaper man of Los Angeles, was in Portland yesterday while en route to Bakersfield, Cal., from Montone, Southern France.

Mr. Hartman sailed from Havre November 7 on La Tourraine and came over in the steerage, first-class berths still being too scarce to accommodate all persons applying. He went to France in March to engage in publicity work for a string of hotels. The war caused business to stop, however.

Leaving Montone early in November, Mr. Hartman traveled third-class to Paris. At Leon he saw a number of German prisoners, whom he said were extremely dirty and not sorry that they had been captured. Many were wounded.

In Paris he registered with the prefect of police and two days later obtained his passage for New York.

Mr. Hartman said that the French admit that the Germans are better trained and equipped than any of their opponents, but hope ultimately to win. The French soldiers said that they had done all their fighting at long range, often not seeing the enemy. Some of the French soldiers, he said, were forced to go into the field in their dress uniforms.

Starvation among the French people is threatened, he said. The French women and children in Paris get tickets from the prefect, which entitle them to a quart of soup and two pounds of bread daily. The employment question is a most serious one, he said.

A 42-centimeter howitzer captured from the Germans by the French was on exhibition in Paris and was an object of interest to everyone, said Mr. Hartman.

JANITOR DIES IN CHURCH

THOMAS E. DUNBAR PASSES AFTER RINGING BELL.

Janitor Believed to Have Been Victim of Heart Disease—Worship Not Stopped by Death.

Five minutes after he had rung the bell for services yesterday at 8:15 o'clock Thomas E Dunbar, janitor of the Friends' Church at Lents, was found lying dead on the church floor with his hands folded across his breast. Death is attributed to heart disease.

Mr. Dunbar was 80 years old. Yesterday morning he left home in apparently good health to attend to his duties.

Kenneth Camplin, the organist, found the body lying on the floor. An overturned chair lay beside the body. J. Allen Dunbar, his son, believes that the man was sitting in the chair when the attack of heart disease came upon him.

"Father was in comparatively good health when he left home," said Allen J. Dunbar last night. "Friday he attended the prohibition rally. Friday night he went to their banquet.

"This morning he got up, dressed himself and ate breakfast as usual. After eating he took his Bible and went to the church. That was the last time anyone saw him alive.

"Mr. Camplin notified the pastor, Rev. John Riley, who telephoned the news to us. The body was taken into a side room and the services were held as usual."

Mr. Dunbar was born in North Carolina. At the outbreak of the Civil War he left his native state to avoid service in the Confederate army. Service in war is prohibited by the tenets of the Friends' Church.

Since 1884 he had been a member of the Prohibition party. His son, J. Allen Dunbar, was a candidate for County Clerk on that ticket at the last election.

Mr. Dunbar came from Kansas to live with his son, Allen J., at Ninth avenue and Center street, Lents five years ago. Another son, J. H. Dunbar, of Cumberland, Wyo., and a brother, a sister and a granddaughter, all of Kansas, survive him. Funeral arrangements have not been made.

A. H. GRISWOLD PASSES

Tailor in Portland 27 Years Succumbs to Stomach Trouble.

A. H. Griswold, for 27 years a well-known Portland tailor, died last night at the Good Samaritan Hospital, where he had been a patient for the past three weeks. Stomach trouble, from which he had suffered for six months, was the cause of his death.

Until a year ago Mr. Griswold conducted a tailor shop in the Rothchild building at Fourth and Washington streets. He sold the shop and moved to Seaside, returning to Portland last Summer, when his health began to fail. A sister, Mrs. Alice McKee, arrived in Portland last Wednesday from Cortland, N. Y., to be with Mr. Griswold during his illness. Besides the sister, Mr. Griswold's father survives him. He was born in Dryden, N. Y., 51 years ago.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 13.—Maximum temperature, 34 degrees; minimum, 26 degrees. River reading at 8 A. M., 3.4 feet; change in last 24 hours, 0.3 foot rail. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1914, 11.40 inches; normal rainfall since September 1, 15.08 inches; deficiency of rainfall since September 1, 1914, 3.59 inches. Total sunshine December 13, 8 hours, 41 minutes; possible sunshine, 8 hours, 41 minutes. Barometer (reduced to sea-level) at 5 P. M., 30.42 inches.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	20	0.00	4	SE	Clear
Boise	26	0.00	4	W	Clear
Boston	40	T.	18	SE	Rain
Calgary	26	0.00	4	W	Clear
Chicago	32	0.06	18	NW	Clear
Denver	28	0.00	4	SW	Clear
Des Moines	16	T.	14	NW	Clear
Duluth	4	0.00	14	NW	Clear
Eureka	50	0.00	8	N	Cloudy
Galveston	46	0.08	22	NW	Clear
Helena	14	0.00	6	SW	Clear
Jacksonville	64	2.00	8	SW	Cloudy
Kansas City	16	T.	14	NW	Clear
Los Angeles	60	0.00	4	S	Clear
Marshfield	50	0.00	4	NW	Clear
Medford	30	0.00	4	S	Cloudy
Minneapolis	10	0.01	20	NW	Clear
Montreal	34	0.08	12	SE	Snow
New Orleans	56	0.68	12	NE	Cloudy
New York	44	0.42	34	E	Rain
North Head	42	0.00	14	E	Pt. cloudy
North Yakima	20	0.00			Pt. cloudy
Phoenix	54	0.00	4	W	Clear
Pocatello	18	0.02	4	S	Clear
Portland	34	0.00	5	E	Clear
Roseburg	44	0.00	4	N	Clear
Sacramento	50	0.00	6	N	Clear
St. Louis	32	0.10	16	NW	Snow
Salt Lake	28	0.00	4	N	Clear
San Francisco	54	0.00	4	NW	Clear
Seattle	38	0.00	4	S	Clear
Spokane	18	0.01	4	NE	Snow
Tacoma	36	0.00	6	W	Clear
Tatoosh Island	42	0.00	8	SE	Clear
Walla Walla	24	0.00	4	NW	Cloudy
Washington	36	0.76	12	NW	Rain
Winnipeg	-2	0.00	6	NW	Clear

WEATHER CONDITIONS.

A disturbance of considerable energy is central over the District of Columbia and overlies the states east of the Mississippi River; an extensive high-pressure area overlies the states to the westward. Light snow has fallen in Northeastern Washington, Western Montana, New Mexico and the upper Mississippi Valley. Light to heavy precipitation has occurred from the Gulf Coast northeastward to the St. Lawrence Valley. The weather is much colder in the Missouri and Mississippi valleys, Upper Lakes Region, Oklahoma, Texas and Southeastern Idaho. Except on the east Gulf and Atlantic Coast, temperatures are below normal throughout the country, especially in the Plains States and Upper Mississippi Valley. The conditions are favorable for generally fair and continued cold weather in this district Monday, with easterly winds.

FORECAST:

Portland and vicinity—Fair and continued cold; easterly winds.

Oregon and Washington—Generally fair and continued cold; easterly wind.

Idaho—Generally fair and continued cold.

THEODORE F. DRAKE,
Acting District Forecaster.

In the production of sulphur the United States is rapidly gaining on Italy, which leads the world.

SHIP'S TRIP IS FAST

Roanoke Breaks Own Record on Speed From South.

GIANT WATERSPOUT SEEN

Captain Dickson Meets Unusual Sight at Sea—Vessel Aids in Celebration at Opening of Santa Cruz City Dock.

The North Pacific Steamship Company's steamer Roanoke, Captain Richard Dickson in command, left San Francisco Friday morning and arrived at Columbia dock at 3 P. M. yesterday, after completing the fastest passage from San Francisco in more than 10 years' continuous running. Daniel McInnes is chief engineer.

Captain Dickson said that it was the finest trip he had made in 25 months because of the easterly winds and smooth sea. About one year ago the Roanoke made a fast passage and docked at 4:20 P. M., but usually she arrives at 9 o'clock.

The Roanoke called at Santa Cruz December 5 to celebrate the opening of a new, large municipal sea dock. There were 7000 persons assembled to see the steamer land and there was a great municipal celebration, which was followed by a banquet attended by prominent residents.

About 10 miles southwest of Santa Cruz Captain Dickson observed a large waterspout, which seemed 500 feet in diameter at its base and very thin where it joined the clouds. This was the third waterspout Captain Dickson had seen in 38 years at sea, and it was much larger than the other two and jet black in color.

C. P. Doe, president of the North Pacific Steamship Company, was among the passengers who saw the waterspout. He had boarded the vessel to attend the celebration at Santa Cruz.

Captain Dickson said that he has been running to sea for more than 18 years without missing a day, and that the present trip was one of the most pleasant he has ever made.

BEAR CHIEF ENGINEER TALKS

John F. Jackson, of Big Three Line, Explains Secret of Success.

The steamer Bear of the "Big 3" line arrived at Ainsworth dock a little after 10 o'clock yesterday morning, five or six hours earlier than usual, owing to a smooth bar enabling Captain Nopander to cross at night. The cargo was not heavy and the passenger list was light.

John F. Jackson, chief engineer of the Bear, which holds the record time for Coastwise vessels, and veteran engineer of the entire Pacific Ocean, was at his desk writing and said everything was satisfactory, nothing unusual occurring on the run. When asked for a definition of "satisfactory," he said:

"The trip, the men and the engines. A captain needs judgment and the same applies to an engineer, but there has been no change in navigation for centuries, while there are changes in engines every year; therefore, a chief engineer must pick his men and train them to keep up."

Chief Jackson has been a marine engineer for so close to 40 years that it wouldn't be fair to say on which side of that number; but never was metallic packing used on pumps until Chief Engineer Jackson decided that it should be a few years ago and added to his reputation for competency in reducing expenses and increasing efficiency. But that's for scientific readers to understand, others may take it for granted.

"I don't want bums, drunks or lazy men. If I hire one by mistake I fire him by design," continued Mr. Jackson. "I know what my engines can do and what my men must do, so if I do not choose the engines I can choose the men to run them. You find paint on the outside of the boiler and trouble on the inside, therefore I hunt for trouble by getting inside of a boiler when I think it will bear inspection."

Mr. Jackson draws his own designs, a profession which he learned in England years before. He has held many responsible port positions and has refused big trans-Pacific liners, preferring to be at home more with his family. He was chief engineer of the Columbia when that steamer was rammed and sunk by the San Pedro in 1907, causing a large loss of life.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name	From	Date.
Roanoke	San Diego	In port
Bear	Los Angeles	In port
Breakwater	Coos Bay	In port
Geo. W. Elder	Eureka	Dec. 17
Beaver	Los Angeles	Dec. 18
Yucatan	San Diego	Dec. 20
Roso City	Los Angeles	Dec. 23

DUE TO DEPART.

Name.	For	Date.
Yale	S. F. to L. A.	Dec. 14
Breakwater	Coos Bay	Dec. 15
Harvard	S. F. to L. A.	Dec. 16
Roanoke	Los Angeles	Dec. 16
Klamath	San Francisco	Dec. 17
Bear	San Diego	Dec. 17
Willamette	San Diego	Dec. 17
Multnomah	San Francisco	Dec. 20
Northland	San Francisco	Dec. 20
Geo. W. Elder	Eureka	Dec. 20
Paralso	C. B. and S. F.	Dec. 22
Beaver	Los Angeles	Dec. 22
Yucatan	San Diego	Dec. 23
J. B. Stetson	San Diego	Dec. 27
San Ramon	San Francisco	Dec. 25
Rose City	Los Angeles	Dec. 27
Celilo	San Diego	Dec. 27

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glenroy	London	Jan. 28
Glengyle	London	Feb. 20
Glenlochy	London	Mar. 20

Name.	For	Date.
Glenroy	London	Jan. 26
Glengyle	London	Feb. 28
Glenlochy	London	Mar. 23

News From Oregon Ports.

COOS BAY, Dec. 13.—(Special.)—The steam schooner Yellowstone was delayed last night and sailed for Portland this morning at 10.

The steamship Geo. W. Elder is due from Portland tomorrow.

Bar conditions have been excellent for the past 10 days, and no vessels have been barbound. This situation, prevailing during two days' terrific rain, was considered unusual by old mariners of this vicinity.

The C. A. Smith mills will resume full time as soon as the camps furnish sufficient logs for such operation.

The Larson Dredging Company is cutting a new channel between Coos Bay and North Inlet to facilitate navigation to the North Inlet settlement.

ASTORIA, Or., Dec. 13.—(Special.)—The steam schooners Yosemite and Klamath arrived this morning from San Francisco with general cargo for Astoria and Portland.

The steamers Bear and Roanoke arrived today from San Francisco and San Pedro, with freight and passengers for Astoria and Portland, and the steamer Rose City sailed for the California ports.

The steam schooner San Ramon sailed today for San Francisco, with a cargo of lumber from Portland and Linnton.

The American-Hawaiian line steamer Ohioan sailed during the night for New York, via Puget Sound, with part cargo from Portland.

The Norwegian bark Hafrsfjord and the Norwegian ship Hero left today for Portland, where they will load grain for Europe.

The steamer Breakwater arrived during the night from Coos Bay with freight and passengers, en route to Portland.

The steam schooner Paralso sailed today for San Francisco via Coos Bay, with cargo from Portland.

The gasoline schooner Mirene arrived today from Waldport, with cargo for Portland.

The steamer Geo. W. Elder sailed this evening for Eureka and Coos Bay, with freight and passengers from Portland.

The Norwegian bark Hala arrived this afternoon from Callao and dropped anchor in the lower harbor.

MARSHFIELD, Or., Dec. 12.—(Special.)—The Adeline Smith sailed for San Francisco with lumber at 6 P. M.

The gasoline schooner Rustler sailed with miscellaneous freight for Port Orford and Wedderburn at 4 P. M.

Steamer Breakwater Arrives.

The Breakwater arrived from Coos Bay at 8 o'clock yesterday morning. Fine weather added several hours to Captain MacGenn's visit in Portland this trip. The steamer brought a small passenger list and average Winter cargo.

Movements of Vessels.

PORTLAND, Dec. 13.—Arrived—Steamer Breakwater, from Coos Bay, 8 A. M.; steamer Bear, from San Pedro, 10:15 A. M.; Roanoke, from San Diego, 2 P. M.; Klamath and Yosemite, from San Francisco, 2 P. M. Sailed—Steamer Geo. W. Elder, for Coos Bay and Eureka, 10 A. M.

Astoria, Dec. 13.—Wind east, weather clear, sea smooth. Arrived and left up at midnight, steamer Breakwater, from Coos Bay. Sailed at midnight, steamer Ohioan, for Puget Sound. Sailed at 11:15 last night, steamer Rose City, for San Francisco. Arrived, and left up at 3 A. M., steamers Klamath and Yosemite, from San Francisco. Arrived at 2:45, and left up at 3:50 A. M., steamer Bear, from San Francisco. Arrived at 6 A. M., and left up at 7:45 P. M., steamer Roanoke, from San Francisco. Sailed at 7 A. M., steamer San Ramon, for San Francisco. Arrived down at midnight, freight bark Vendee. Left up at 12:30 A. M., Norwegian bark Hafrsfjord. Arrived down at 12:30 P. M., steamer Paralso. Left up at 2 P. M., Norwegian bark Hero, to anchor at Bugbys. Arrived at 3:30 P. M., Danish bark Havila, from Pisagua. Arrived down and sailed at 6 P. M., steamer Geo. W. Elder, for Coos Bay and Eureka.

San Pedro, Dec. 12.—Arrived—Steamer Portland, from Portland, and proceeded for Callao.

Seattle, Dec. 13. — Arrived: Steamers Humboldt, from Southeastern Alaska; Ohioan, from New York; Nome City, from San Francisco; Prince George (British), from Prince Rupert. Sailed: Steamers Admiral Farragut, for San Francisco; Strathblane (British), for London; Prince George (British), for Prince Rupert.

Tides at Astoria Monday.

High.	Low.
9:56 A. M. 9.4 feet	3:44 A. M. 3.0 feet
11:22 P. M. 6.6 feet	5:16 P. M. -0.6 feet

Columbia River Bar Report.

NORTH HEAD, Dec. 13.—Condition of the bar at 5 P. M.: Sea, smooth; wind, east, 14 miles.

Marconi Wireless Reports.

(All positions reported at 8 P. M., December 13, unless otherwise designated.)

Governor, San Francisco for Seattle, via Victoria, 145 miles north of Blanco.

Geo. W. Elder, Portland for Coos Bay, 20 miles south of Tillamook Rock.

Admiral Dewey, San Francisco for Seattle, off Cape Flattery.

San Ramon, Portland for San Francisco, off Heceta Head.

Geo. W. Fenwick, San Francisco for Astoria, 90 miles south of the Columbia River.

Paralso, Portland for Coos Bay, off Cape Mears.

Lucas, Richmond for Seattle, 27 miles north of Columbia River.

Camino, San Pedro for Rotterdam, 975 miles south of San Pedro, December 12.

Colusa, 1183 miles south of San Francisco, December 12.

Newport, Balboa for San Francisco, 1523 miles south of San Francisco, December 12.

Vance, Philadelphia for San Francisco, 1280 miles south of San Pedro, December 12.

Carolyn, San Francisco for New York, 30 miles south of San Pedro.

Scott, Baltimore for San Pedro, 320 miles south of San Pedro.

Hooper, San Francisco for New York, 400 miles south of San Francisco.

Yucatan, San Francisco for San Pedro, 22 miles east of Point Concepcion.

Yucatan, San Francisco for San Pedro, 22 miles east of Point Concepcion.

Portland, San Pedro for Callao, 115 miles south of San Pedro.

Argyll, Oleum for San Pedro, 215 miles south of San Francisco.

Manoa, Honolulu for San Francisco, 851 miles out, December 12.

Eyades, Seattle for Honolulu, 2085 miles from Flattery, December 12.

Sierra, San Francisco for Honolulu, 1569 miles out, December 12.

Lurline, San Francisco for Honolulu, 1323 miles out, December 12.

Asuncion, Portland for Richmond, 15 miles north of Point Reyes.

Norwood, Grays Harbor for San Pedro, 10 miles south of Point Reyes.

Northland, Long Beach for San Francisco, 140 miles south of San Francisco.

Herrin, Port Costa for Gaviota, 246 miles south of San Francisco.

President, Seattle for San Francisco, 10 miles north of Arena.

Topeka, Eureka for San Francisco, 28 miles south of Arena.

Kilburn, San Francisco for Eureka, 12 miles south of Arena.

Santa Rita, Meadow Point for San Luis, 157 miles north of San Francisco.

Washtenaw, Portland for San Luis, 146 miles north of San Francisco.

Adeline Smith, Coos Bay for Oakland, 110 miles north of San Francisco.

Nann Smith, San Francisco for Coos Bay, 50 miles north of San Francisco.

Redondo, San Francisco for Coos Bay, 52 miles north of San Francisco.

Atlas, Portland for San Francisco, 262 miles from San Francisco.

Richmond, Seattle for Richmond, 205 miles from Richmond.

Celilo, Portland for San Francisco, 50 miles south of Blunts Reef.

Stetson, Columbia River for San Francisco 42 miles south of Northwest Seal Rock.

Rose City, Portland for San Francisco, off Northwest Seal Rock.

Admiral Farragut, Seattle, for San Francisco, off Point Wilson. Leelanaw, towing barge Acapulco, San Francisco, for Nanaimo, 65 miles from Nanaimo. Hilonian, Seattle