

ECONOMY PLANS MAY BE VOTED

Crook County Delegation to Press Demand for \$450,000 Irrigation Appropriation.

REVOLVING FUND IS OBJECT

Indorsement of Congress in Portland to Be Sought and 150 Citizens Will Descend on Legislature to Press Request.

Old General Eke O'Nomial is in for a solar plexus blow at the hands of the next Legislature if some of the leading irrigators of Central Oregon have their way about it.

Members of the Legislature who have been making the veteran fightward along ever since the election hoping that he would survive the expected raids at the state capital, were dismayed yesterday when they learned that Crook County and other interior districts are preparing to send a delegation of 150 representative citizens to Portland for the irrigation Congress the first week in January.

Ever since the election "economy" has been the favorite watchword of legislators-elect. Whenever any citizen approached one of them with a proposal for procuring some of the state's funds for agricultural purposes in the interests of "the people"—they would answer with the one word, "economy."

General Eke O'Nomial up to this time has seemed the most popular old fellow in the state. No member of the Legislature has more numerous acquaintances. But now comes along this Central Oregon crowd and proposes to push the irrigation bill aside very disrespectfully, and ask for some lavish appropriations, regardless of his serious protests.

The first round will be fought at the irrigation meeting, which will be a mere preliminary to the legislative session. The irrigation fight will be at the Imperial Hotel, Portland, on January 7, 8 and 9. The Legislature opens at Salem on January 11.

An effort will be made to have the irrigation Congress adopt a resolution favoring an appropriation from the Legislature for the construction of a dam to be performed in conjunction with the Federal Government.

Whether or not the Federal authorities decide to match the \$50,000 already expended by the state in the Tumalo project, the Central Oregon irrigators want another state appropriation for additional work.

It is probable that they will ask that the \$450,000 already spent shall be returned to the state treasury, from whence it came, as soon as settlers on the Tumalo tract begin making their profits.

But it is understood that they will also have the appropriation they now are seeking become the basis of a revolving fund, which will be used for additional reclamation work.

It is apparent, too, that the plan of the irrigation people will meet with serious opposition—both in the irrigation meeting and in the Legislature.

Governor-elect Withycombe arrived in town yesterday morning, visited his brother for a few hours, had a conference with a number of his friends, and left the city before any job hunters were aware of his presence.

He left for Salem at 10 o'clock, but it was not until after that hour that the word was passed around that he was in town. There was a rush to the Imperial hotel, where he was elected generally stops when he comes to town, but the only consolation for the job-hunters here is that he had been there a little earlier in the day and that he would return to Portland probably once or twice before he takes office next month.

A bill providing for the creation of the office of public defender in each county of the state will be submitted to the next Legislature. Such a measure now is in course of preparation by a Portland attorney and probably will be submitted through a member of the Multnomah delegation.

Much interest is attaching to the plan to allow the Governor to fill the office in each county pending the election two years hence.

The Republican county committee will appear before the Multnomah County Legislature at a meeting next Monday evening to present a bill that will give the Governor power to remove all appointive officers in the state government.

This proposal was submitted to the legislators last Monday in a letter, and a secret meeting was held at that time, but the delegation instructed the county committee to appear in the regular manner at a public meeting and present its bill in completed form. What is meant by the term "for cause" also was made apparent and some of the legislators want enlightenment on this point.

One item of expense that the Legislature threatens to cut off entirely is the \$10,000 that annually is expended by the Oregon Social Hygiene Society. The usefulness of this organization has not sufficiently impressed itself upon the legislators to cause them to favor continuing the appropriation and along with the rest of the economy programs that figure that this expenditure can be saved to the state.

It is understood that the Oregon Social Hygiene Society had prepared to ask for \$20,000 a year for the next two years.

ISTHMIAN IS DISABLED

Commanded silence from all stations as far north as Sitka, Alaska, the Government operators at the naval station at Arlington, opposite Washington, acknowledged the message. Arlington in turn conveyed the news to the shores of the Atlantic and to ships far out to sea on the Atlantic Ocean.

Honolulu also picked up the S. O. S. signal from the Isthmian and after Point Loma had sent the cruiser West Virginia and destroyer Perry, cruising northward to aid the Isthmian, the operator there informed the station in far-away Hawaii of the news of the mishap.

The Isthmian got away from Portland November 26 with close to 300 tons of cargo, the most important consignment being hops, canned salmon, dried fruit, with considerable general freight. The vessel proceeded to Puget Sound to unload New York cargo and reload for the same destination and en route for the canal completed loading at California ports.

C. D. Kennedy, Portland agent, had not received official information late last night regarding the accident.

At 10:30 o'clock Rear Admiral T. B. Howard, commander-in-chief of the United States Pacific fleet, ordered every commercial and naval wireless station on the Pacific Coast to cease operations with the exception of the stations at Point Loma and aboard the cruiser West Virginia, until it was ascertained whether the Isthmian would survive her injuries. The Point Loma and West Virginia stations were in communication every 10 minutes.

Captain Ryer reported that the after hatch was still dry and that the ship was again making slight headway. This is the first time in the history of radio telegraphy where an order has been issued closing all stations while the fate of a distressed steamer hung in the balance.

Cargo from here was not loaded in any one compartment, so some of it might have been stowed in No. 1 hold, which is said to be full of water. The Isthmian was turned out in 1908 and has been operating here regularly since the company established its service via the Panama Canal.

The Union Iron Works, of San Francisco, built the vessel. She is of 5404 gross tons and 3464 tons net, being 323.3 feet long and having a beam of 50 feet and the depth of hold is 25.3 feet.

Messages to the Merchants' Exchange yesterday were to the effect that the Norwegian bark Nordhav, which put into Monterey a few days ago in a leaking condition, was to sail from there today, repairs having been made without the necessity of discharging any of the cargo she took on here.

In spite of the approach of the holidays the steamer Willamette and Klamath got away for California ports yesterday with good passenger lists.

San Francisco advices yesterday were that the Italian ship Blazio O, a carrier of 1942 tons, had been chartered to load lumber here for Bristol Channel at 75 shillings.

Carrying a full cargo of wheat the British steamer Usher left down yesterday, bound for orders which are expected to direct her ultimately to the United Kingdom.

George S. Mills, of Vale, is at the Imperial.

W. A. Black, of Baker, is at the Imperial.

Paul Brooks, of Boise, is at the Cornelius.

Frank Irvine, of Spokane, is at the Perkins.

J. Matthey, of McMinnville, is at the Perkins.

Gus Peret, of Yoncalla, is at the Oregon.

H. W. Dixon, of Eugene, is at the Carlton.

C. S. Wood, of Sisters, Or., is at the Nortonia.

Joe Cochran, of Kelso, Wash., is at the Oregon.

H. J. Slusher, of Astoria, is registered at the Oregon.

E. L. Barnes, of Seattle, is registered at the Oregon.

O. J. Olsen and family, of Yacolt, are at the Seward.

Almon Baker is registered at the Multnomah from Goldendale.

H. C. Anderson, business manager for David Warfield, is registered at the Multnomah.

P. N. Plamondon, of Kelso, Wash., is at the Cornelius.

J. E. Horan, of Albany, is registered at the Carlton.

H. W. Maynard, of Forest Grove, is at the Perkins.

R. B. Benson, of Newberg, is at the Multnomah.

Professor H. T. French, of Corvallis, is at the Seward.

Mrs. Jack Appleton, of Deer Island, is at the Cornelius.

Mrs. Mary is registered at the Perkins from Stockton.

A. F. Coats is registered at the Multnomah from Seattle.

Mr. and Mrs. F. H. Bawley, of Hillsboro, are at the Nortonia.

W. A. Marvin, of Medford, is registered at the Seward.

B. L. Anderson, of Long Beach, Wash., is at the Carlton.

C. Orth, of Anacortes, Wash., is registered at the Carlton.

Mr. and Mrs. C. W. James, of Newport, are at the Cornelius.

Mr. and Mrs. W. J. Walker, of La Graine, are at the Cornelius.

Mrs. M. J. Whipple, of Portland, is a guest at Hotel Virginia, Long Beach, Cal.

Mr. and Mrs. W. C. Herring, of Dunsmuir, Cal., are registered at the Nortonia.

E. Hofer, of Salem, is at the Imperial.

President Kerr, of the Agricultural College, is registered at the Imperial from Corvallis.

Jerome J. Day, of Moscow, Idaho, part owner of the Portland Hotel, left with his family for Moscow last night, after a brief visit in Portland.

Former Star Twirler Honored.

ALBANY, Or., Dec. 18.—(Special).—Walter S. Salisbury, former star pitcher on the Portland championship team of the old Northwestern League Major League, Leonards Becker, in connection with the game, has been elected commander of Camp Phillips, No. 4, Spanish-American War Veterans of the United States in the annual election. E. S. Hawker, senior vice-commander; W. D. Merrill, junior vice-commander; W. V. Morris, officer of the day; Fred Kober, officer of the guard; S. C. Worrell, trustee; H. H. Hern, chaplain; Walter M. Eaton, adjutant; M. I. Peters, quartermaster; C. H. Baker, musician.

ROCK HIT; BOATS SINKS

Steamer Stranger Reported to Be Half Submerged.

PASSENGERS, CREW SAFE

Howling Gale Causes Wellknown River Craft to Strike—Dallies City Takes Survivors to Carson—Boat Built in 1903.

Captain W. E. Jones, of The Dalles-Columbia line, received a message late last night from Harry Lofgren, agent for the line at The Dalles, saying that the Stranger was not irreparably damaged and that the hole in her hull could be patched in all probability, and the vessel floated.

VESEL ENROUTE FROM PORTLAND DISABLED OFF SOUTHERN COAST.

The rock is well away from shore and submerged, and, while its location is known to rivermen, the bowling of the vessel on there during the prevailing cold spell of ice has been thought to have set the vessel against the obstruction. The rock was dabbled Dalles City rock because the steamer Dalles City struck it and sank there about two years ago.

The Stranger was looked for at the Cascade Locks to go through, and owing to the fact serious trouble is being contended with at the headgate of the hydraulic lift from which power is obtained to operate the lock gates, the steamer Dalles City was held there for two hours so the Stranger could pass at the same time, there being insufficient water in the reservoir to lock the steamers through separately. The La Crosse, operated by the Cascade Locks Lumber Company, went to the assistance of the Stranger.

The Stranger was built in 1903 and is of 35 gross tons and 51 tons net and has a beam of 73.4 feet long, with a beam of 17.7 feet and 6 feet depth of hold.

Keeper Tompkins, of the Cascade Locks, reported by telephonic message that there was no improvement in the flow of water from the intake to the reservoir. From the office of Major Murray, Corps of Engineers, United States Army, which has supervision over the locks, notice was given all lockboat lines yesterday that the locks might be closed to navigation at any time if present weather conditions continued. It was advised that before vessels leave the locks, Mr. Tompkins be communicated with to be sure the plant could be operated.

Ice has been forming above the Cascade Locks, and is being carried by the canal, so the gates may be blocked. No reports of trouble were received from the Dalles-Columbia line, though it was known that ice is forming there. At the Cascade Locks Wednesday and Thursday nights the temperature is said to have been 15 above zero, accompanied by a howling gale.

News from Lewiston, Idaho, yesterday is that the O.-W. R. & N. steamer Spokane was tied up at Portland yesterday, and low water, and that ends the service temporarily. On the Upper Willamette the ice is forming there, and cold, dry spell, is falling water, and the Yellow Stack line has been compelled to substitute the steamer Oregon for the regular voyage between Portland and Willamette Valley points.

Captain L. P. Hoarford, manager of the Harkins Transportation Company, said last night that the crew was still aboard the Stranger and that a steamer would arrive at the scene of the accident in the morning from Portland, when the Stranger's cargo would be lightered.

Mr. Lofgren says a heavy gale was blowing all day, which caused the steamer to strike on the rock. Several automobiles were being carried on the craft, whose upper deck is still above water.

BRADY RECALLS BIG FREEZE

Grappler Points Out That Winter of 1876 Had Similar Start.

Ice, forming between the Harbor Patrol launchhouse and the shore yesterday morning, recalled to Hugh Brady, municipal grappler, that in 1876, when the British bark Crown of India driven across, wood hauled and other heavy loads placed thereon, the cold snap began about December 10, and gradually temperatures dropped until the river, which was at a low stage as at present, was frozen.

Mr. Brady says Mr. Briggs, there is no prospect of a change from the prevailing weather before December 24. In fact the veteran riverman has a host of "Indian signs" in support of his theory that this will be far from a mild winter. Steamers arriving from points on the Willamette and Columbia yesterday had ice hanging about fantails, and the same evidence of low temperatures was found on some that were tied up in port.

The Port of Portland Commission and the Corps of Engineers, U. S. A., and the amount of money expended in channel improvements, Government officials are determined to prevent any portion of the marine road being filled. Vessels lying in the harbor are compelled to keep ashes in piles on deck, which are dumped when they get to sea.

LINER HAS SMOOTH VOYAGE

Steamer Goes South Decorated With Oregon Christmas Trees.

Continued easterly wind has smoothed the Pacific like a pond, asserts Captain Mon, over the Beaver, who said on arrival yesterday that from Los Angeles along the Oregon coast, at no time was the sea other than placid. More than 100 travelers made the trip from San Francisco and back to Oregon Christmas, with others returning home and a majority on business bent.

The Beaver sails Tuesday and carries among other things number of Oregon fir trees for Christmas. She is due to reach San Francisco the morning of December 23 and there will be trees at each masthead as well as displayed on various parts of the superstructure. Captain Clem Randall, formerly a navigator for the fleet and for several years superintendent of a tugboat fleet at San Francisco, returns on the Beaver, having been operating on here for appendicitis. He left St. Vincent's Hospital for quarters at the Seward Hotel yesterday.

It was also learned that prior to Mr. Hawley's appearance before the committee there was a disposition to appropriate for the Lower Willamette and Columbia below Portland from \$500,000 to \$400,000, but Mr. Hawley's argument showed the necessity for the full amount. A member of the rivers and harbors committee said that but for the explanations offered by Mr. Hawley, no appropriation would have been made for Nehalem and the appropriations for Coos Bay and Coquille River would have been substantially cut, as the committee thought the estimates were too liberal.

JETTY CASH SUFFICIENT

WORK AT COLUMBIA MOUTH MAY CONTINUE UNTIL 1916.

Representative Hawley Finds Appropriation Confirms With Revised Estimates of Engineers.

OREGONIAN NEWS BUREAU, Washington, Dec. 18.—Representative Hawley has been advised by members of the House committee on rivers and harbors that the appropriation for the mouth of the Columbia River was reduced by the committee from \$1,750,000 to \$1,210,000 on the recommendation of Colonel Taylor, assistant chief of engineers, who informed the committee that with the balance remaining out of the million dollars allotted last fall, the lesser amount would be all that would be required to carry on the work on the north jetty until June 30, 1916. Therefore, the appropriation authorized in the rivers and harbors bill is in conformity with the revised estimates of the engineers.

That being true, Representative Hawley points to the fact that the rivers and harbors bill carries every dollar recommended for every project in his bill. He said that the committee had also learned that prior to Mr. Hawley's appearance before the committee there was a disposition to appropriate for the Lower Willamette and Columbia below Portland from \$500,000 to \$400,000, but Mr. Hawley's argument showed the necessity for the full amount. A member of the rivers and harbors committee said that but for the explanations offered by Mr. Hawley, no appropriation would have been made for Nehalem and the appropriations for Coos Bay and Coquille River would have been substantially cut, as the committee thought the estimates were too liberal.

FLOATING ICE CAKES BIG

STEAMER BEAR, PLOWS WAY THROUGH TO BERTH.

Steamboatmen Say If Ice Becomes More Troublesome River Fleet May Use Slog to St. Helens.

Floating ice, some sections of which were as thick as Pilot Archie Deas, to cover about an acre and frozen from three-quarters of an inch to an inch thick, were ploughed through by the steamer Bear, which was operating on here for appendicitis. He left St. Vincent's Hospital for quarters at the Seward Hotel yesterday.

HIAWATHA FROM CAPE TOWN

Consignees Not Named for Nine Vessels Headed This Way.

More tonnage not listed in advance of being started this way has been posted at the Merchants' Exchange as available for grain loading. The Norwegian bark Hiawatha being in that class, as she sailed from Cape Town December 5 and her movements were not reported until yesterday. Like others that have been drawn from ports along the West Coast and in the Antipodes since the defeat of the German fleet, it is presumed that she is seeking a charter.

Vessels named on the en route board are shown to be engaged by the Norwegian ship Fort, from Sydney Heads; British ship Colburn, from Antofagasta; British ship Wislizenus, from Guayaquil; Norwegian bark Pehr Ueland, from Corral; Norwegian ship Majanka, from Albany; Norwegian bark Lindfield, from Valparaiso; Norwegian bark Vandura, from Callao; and the Norwegian ship Gizona, from Valparaiso.

RATES TO FAR EAST FIED

Royal Mail Announces Fares to Orient and Manila.

Passenger rates announced between Portland and the Orient and Manila by the Royal Mail Line, operating first on the steamer Glenogle, are \$125 to Yokohama, \$132.50 to Kobe, \$140 to Hongkong, and \$150 to Shanghai, Hongkong and Manila. The Glenogle is due here February 10 from London via Far Eastern harbors, and loads for the return voyage about 2000 tons.

The Glenogle, next of the line due, sailed from Yokohama Thursday and should be at Honolulu January 4, where she is expected to arrive at Seattle in January 15, and Portland in January 18. On the return voyage of the Glenogle she is to work cargo for Vladivostok, and considerable staff may be taken, especially shipments of wool, East, where the Russian interests have made heavy purchases for delivery via the Pacific because traffic by the regular route on the other side is hampered.

News from Oregon Ports.

ASTORIA, Or., Dec. 18.—(Special).—The tank steamer Astoria arrived this morning from California with a cargo of fuel oil for Portland.

The steam schooner F. S. Loop arrived this morning from San Francisco with 40,000 brick for Astoria and 5000 brick for Westport.

The British steamer Strathallan sailed this morning for the United Kingdom with a cargo of grain from Portland.

The Norwegian bark Cortes arrived during the night from Portland with a cargo of grain for the United Kingdom and will go to sea tomorrow.

The British bark Crown of India sailed today for the United Kingdom with a cargo of grain from Portland. She is expected to arrive at Seattle in January 15, and Portland in January 18. On the return voyage of the Crown of India she is to work cargo for Vladivostok, and considerable staff may be taken, especially shipments of wool, East, where the Russian interests have made heavy purchases for delivery via the Pacific because traffic by the regular route on the other side is hampered.

GIVE son or brother a box of union suits for Christmas—that will be a present worth while!

Smooth, perfect-fitting Vassar Union Suits are the garments for gentlemen. We show them in balbriggan, sea island cotton, wool, silk and wool.

\$1.25 to \$8.50

BENISELLING Morrison at Fourth

Hat Orders Glove Orders Merchandise Orders

60 miles north of San Francisco, 13 miles south of San Francisco, 246 miles north of San Francisco, 23 miles north of Blaine Reef, Santa Rita, San Luis for Seattle, 555 miles north of San Francisco, Santa Dolar, San Francisco for Puget Sound, 355 miles north of San Francisco, Cordova, Prince William Sound for Tacoma, off Dungeness.

The steam schooner Hardy arrived from San Francisco for a load of lumber from the Simpson mills.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

Name From Date. Geo. W. Elder, Eureka, Dec. 19. Beaver, Los Angeles, Dec. 20. Yucatan, San Diego, Dec. 20. Taino, San Francisco, Dec. 21. Rose City, Los Angeles, Dec. 21. Bear, Los Angeles, Dec. 21.

DUE TO DEPART. Name To Date. Harvard, S. F. to L. A., Dec. 19. Geo. W. Elder, Eureka, Dec. 20. Taino, S. F. to L. A., Dec. 20. Yucatan, San Diego, Dec. 20. Rose City, Los Angeles, Dec. 21. Bear, Los Angeles, Dec. 21.

Movements of Vessels. PORTLAND, Dec. 18.—Arrived—Steamers Geo. W. Elder, from Coos Bay; Beaver, from San Pedro and San Francisco; Astoria, from San Francisco; Kinahat, from San Francisco; Willamette, for San Pedro and San Francisco; Sailed—Kinahat, for San Francisco; Willamette, for San Pedro and San Francisco; Sailed—Kinahat, for San Francisco; Willamette, for San Pedro and San Francisco.

EUROPEAN AND ORIENTAL SERVICE. Name From Date. Glenogle, London, Jan. 29. Taino, London, Jan. 29. Yucatan, London, Jan. 29. Rose City, London, Jan. 29. Bear, London, Jan. 29.

MARCONI WIRELESS REPORTS. (All positions reported at 8 P. M., December 18, unless otherwise denoted.) In port San Francisco, Dec. 18.—Arrived—British steamer Glenogle, from London, 246 miles north of San Francisco, Dec. 18. Sailed—British steamer Taino, for London, 246 miles north of San Francisco, Dec. 18. Sailed—British steamer Yucatan, for London, 246 miles north of San Francisco, Dec. 18. Sailed—British steamer Rose City, for London, 246 miles north of San Francisco, Dec. 18. Sailed—British steamer Bear, for London, 246 miles north of San Francisco, Dec. 18.

Columbia River Report. NORTH ISLAND, Dec. 18.—Condition of the bar 4 P. M.—Sea smooth; wind east, 15 miles. Tides at Astoria Saturday.

AMUSEMENTS. HEILIG Broadway at Taylor. 12 Noon to 11 P. M. Today. Last Chance to See. Motion Pictures of the EUROPEAN WAR!

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