More Than \$627.

BOAT FIRST ON COAST DUTY Russian Bark Prompt Arrives With

Lighthouse Inspector Considers Gear

are appraised at more than a few hundred dollars.

dred dollars.

However, those who viewed No. 50 and judged her value on a basis of what she could be "scrapped" for placed no high valuations on the pile of junk that would accrue when she was shorn of all semblance to a deepwaterman. J. Levy bid \$386.86, H. M. Thornton 3416.15, M. Barde & Sons \$500 and A. B.

Boat First for Const Duty. There are some who would offer

more for the vessel if she was delivered at certain ports designated, the Governments to pay the cost of towing, but the specifications stipulated that she was lying at the Tongue Point buoy station, where delivery would be made to the successful bidder.

No. 50 was the first turned out for duty on the Coast, being built by the Union Iron Works at San Francisco in 1891. Salls furnished the only independent means of locomotion. She once broke adrift from her station and went ashore at McKenzie Hoad, and at another time went on Peacock Spit, being saved from getting into trouble a third time when she left her moorings through being picked up by one of the bar tugs.

New Vessel More Economic.

For more than four years the ves-sel has been inside and was replaced one of the steam type. Not only is the latter regarded better equipped for severe weather that might cause her to slip her moorings, but in these days the bureau of lighthouses has found that it is more economical to have a lightyessel steam inside to replenish her bunkers and take on stores, being replaced meanwhile by a relief lightship, than to cling to former practices of delivering fuel and supplies at sea, which sometimes is made impossible during heavy weather.

At one time it was suggested that No. 50 be anchored well inside the entrance to the river and recommissioned so that she might serve as a stange for vessels on the bar at night, but at less expense and general satisfaction the bureau authorized the installation of the present powerful range lights at

CAPTAIN PATTERSON NAMED

Legislature Fails to Confirm Fred Pendleton on Port of Portland.

STATE CAPITOL, Salem, Or., Feb. 16. otes, Captain William H. Patterson was elected a member of the Port of Portland Commission at a joint ses sion of the House and Senate this aft-ernoon. Senator Kellaher alone raised objection to Captain Patterson and voted for Fred Pendleton, whom Cap-tain Patterson will succeed. Senator I. S. Smith then voted for Senator Kellaher. Senator McBride, of Portland, placed

Captain Patterson in nomination. He paid high tribute to his skill as a pllot, his integrity as a business man and his worth as a citizen. He reviewed his experience in guiding between Port-land and the sea numerous freight ves-sels of great toninge, passenger steamers with their precious human cargo and battleships, prized highly by the Government.

Senator Langguth seconded the nom-Senator Langguth seconded the nom-ination. He said that Captain Patter-son established the fact that the Co-lumbia River is navigable for battle-ships, and declared that it was through his presentations that the Government was persuaded to permit vessels of that kind to come up the river. There were no further nominations in easting his vote for Mr. Pendleton,

Senator Kollaher read from a decision of the United States steamboat in-spectors, in which Captain Patterson was held at fault for a collision be-tween the steamer Geo. W. Elder and the steamer Daniel Kern in the Columbfa River September 14, 1909. Captain Patterson was the caucus nominee of the Multnomah delegation. His elec-tion by the Legislature was a formality

o conform with the statutes.

Other members of the Port of Portland Commission are: S. M. Mears, president; R. D. Inman, vice-president; D. C. O'Reilly, treasurer; Captain J. W. Shaver, Captain Archie L. Pease and Captain E. W. Spencer, Commissioners Mears, Imman, O'Reilly, and Shavers ers Mears, Inman, O'Reilly and Shaver assumed office July 13, 1911; Captain Pease, July 22, 1911, and Captain Spener, March 12, 1913, white F. N. Pendleton was elected by others on the Board May 23, 1912, to succeed Joseph Goodman who resigned. Under the Taward man, who resigned. Under the law, a amisioner elected by members to a vacancy must be confirmed by the Legislature at its next session.

WATER ROUTE USED TO CANADA

Initial Cargo of Lumber Is Shipped From Grays Harbor.

ABERDEEN, Wash., Feb. 16.—(Special.)—For the first time in the history of Grays Harbor, lumber is being loaded here for shipment to Canada by

The first ship to take on such a cargo is the schooner Prosper, now loading at the Lytle mill in Hoquiam, and the second ship to carry a cargo from Grays Harbor to Canada will be the John C. Meyer, the chartering of which for a a trip to Quebec has been announced. The Meyer is expected to begin loading before March I.

ALIEN TARS LESS TROUBLE

Immigration Men Not Bothered Though Season Has Been Active.

So far this season there has been less trouble encountered by the immi-gration authorities with crews of foreign resseis than during any year since the Portland office was established, says J. H. Barbour, inspector in charge. At the same time several crows At the same time several crows have created uneasy periods for the masters and owners because of their refusal to ship on a return voyage to the United Kinsdom during the war. Such matters are not included in the responsibilities of the Federal officers, they being concerned chiefly with

whether alien seamen desert or are discharged, and in the latter case to insist on the collection of head tax.

Mr. Barbour says he knows of no reason why there should be less work among tars coming here than before. In a number of instances sailors have the say from the paid off Lightvessel No. 50 Is Valued at of England were on German vessels or Germans on British ships, and being discharged in the regular way, the head tax was paid.

TONNAGE IS AT HIGH RATE

Shingle Ballast From Callao. Cables yesterday carried information Lighthouse Inspector Considers Gear and Material in Considering Probability of Rejecting All Offers.

Lights Supplant Work.

Lights Supplant Work.

Bids, opened yesterday for lightvessel No. 50, first of her kind on the Padific Coast, will be rejected in all probability on the ground that \$627.58 is not sufficient to warrant her sale.

In taking that view, Inspector Warrack, of the Irlh Lighthouse District, is not guided by any sentiment that staches to the old ship, but reasons that, regardless of her condition and of the Battern & Western at the old ship, but reasons that, regardless of her condition and of the Birtha will follow as soon that, regardless of her condition and of the Birtha will follow as soon that as a day and night guide to martiners, material in the hull, gear aboard and different parts yet useful are appraised at more than a few hundred dollars.

TRIP UP COAST ENJOYABLE hat the owners of a vessel nearing the columbia had offered her for 55 shil-

TRIP UP COAST ENJOYABLE

Big Gale Off California Coast De-

tained Liner on Last Voyage. Smooth seas, absence of swell and an offshore breeze were the conditions that tavored the steamer Beaver on her way from the Golden Gate this trip and Captain Mason said it was decidedly different from the last voyage south, which was in the teeth of a southeaster that howled at one time to the tune of 84 miles an hour, while the rain and sleet was so heavy, says the skipper, that he sounded the fog whistle. The Beaver was 54 hours from the mouth of the Columbia to San Francisco, a run she made the trip before in 38 hours.

Passengers were numerous aboard the flagship when she docked at Ainsworth about 2:30 o'clock yesterday, in the eargo were orange shipments from the southland and the usual California freight, also bonded goods transferred from one of the offshore liners.

Bark Tenax Proposita in March, 1811.
Other ships cleared by Mr. Hewett that year were the Dovenby, Skiddaw, Niobe Bristolian and Alice Graham, all with Willamette Valley wheat. In 1879, one of Mr. Hewett's ships, the Caithloch, made a record that has never been beaten by a sailing ship between the coast in 83 days.

"Mr. Hewett's one keen delight was to turn back to the records of his ships and for nearly every ship he had an interesting story of some kind. Any newspaper man who was shy material could always drag out that old cargo book and mention the name of one of the old ships to Mr. Hewett, and be sure of a story that was well worth listening to."

NEHALEM JETTY OUT 1200 FFET Smooth seas, absence of swell and

Repairs to Hull.

As the result of a survey made yesterday, in company with Captain Hoben, it was said last night by Captain Veysey, surveyor for Lloyd's, that the Norwegian bark Mona, which slipped from the keel blocks on the Oregon dry dock Saturday afternoon, sustained not the slightest damage. The bark was lifted on the same dock yesterday to have the hull cleaned and painted, also the rudder repaired. Besides, most of her deck will be remewed. The fact the vessel was not damaged through the fall is regarded fortunate, as she is an old ship.

William Cornfott yesterday was awarded a contract for repairing the Belgian bark Katanga, which will be lifted on the Port of Portland dry dock today. The vessel has one or two leaks and three or fur days will be required for the repairs, which will cost slightly the British bark Kilmeny and the and three or fur days will be required for the repairs, which will cost slightly more than \$1000.

MARINE INTELLIGENCE.

	-		
Steam	er	Schedule.	
DUE	TO	ARRIVE.	

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Movements of Vessels.

PORTLAND, Feb. 16.—Sailed.—Steamer Breakwater, for Coos Bay, Arrived.—Steamer Benver, from San Pedro and San Fran-cisco, atsamer Northland, from San Fran-cisco; British ship Bay of Biscay, from

cisco; British ship Bay of Biscar, from iquique,
Astoria, Feb. 1s.—Sailed at 2:20 A. M.—
Steamer Bear, for San Francisco and San Pedro. Arrived down at 2:30 A. M.—
Schooner W. F. Jewett, Arrived at 5 and left up at 7:25 A. M.—Steamer Beaver, from San Pedro and San Francisco. Arrived at 5:40 and left up at 11:15 A. M.—Steamer Northland, from San Francisco, Left up at 18:15 A. M.—British ship Bay of Biscay.
Sailed at 2 P. M.—Italian ship Loch Garve, for United Kingdom; at 4 P. M.—British bark Kilmeny, for United Kingdom.
San Francisco, Feb. 16.—Arrived—Steamer Sveas, from Columbia River; steamer Honoluian, from Portiand, for New York.
Sailed yesterday—Steamer Iowan, for Portiand.

Salled yesterday—Steamer lowan, for Fortiand.

Coos Bay, Feb. 16.—Arrived—Steamer
Daisy Putnam, from San Francisco, and
salled at 4 P. M. for Portland.
San Diego, Feb. 16.—Salled at 1 P. M.—
Steamer Roanoke, for Portland.
San Francisco, Feb. 16.—Salled Steamers
Lompoc (British), for London; Great Northern, for Ronolulu; Sonoma, for Sydney, Arrived—Steamer Matsonia, from Honolulu;
Honolulan, from Tacoma; Henry T. Scott,
Honolulan, from Tacoma; Henry T. Scott,
from Nanaimo; Capt. A. F. Lucas, Col. E. L.
Drake, barge 35, from Scattle; Carfos, from
Grays Harbor.

Drake, barge 93, from Seattle; Carros, from Grays Harbor.

New York, Feb. 16.—Arrived—Steamer Peter H. Crowell; from San Francisco.

Naples, Feb. 5.—Arrived—Steamer Cardigan, from Portland, Or., via Norfolk, Scattle, Wash., Feb. 18.—Arrived—Steamers Kentuckian, from New York: President, From San Diego, Burnside, from Scutheastfrom San Diego, Burnside, from Scutheastform San Diego, Santhwestern Alaska; Canada Maru (Japanese), for Hongkong; Congress, for San Diego,

Port Angeles, Wash., Feb. 16.—Salled— theoner Mahukona, for Durban. Bremerton, Wash., Feb. 16.—Arrived— nited States Naval collier Saturn, from San Francisco.

Baibba, Feb. 18 — Arrived — Steamer Edgar H. Vance, from Seattle, for New York,
Gristobal, Feb. 18. — Arrived — Steamer
Ohloan, New York for San Francisco and proceeded. Norfolk, Va., Feb. 18.—Arrived—Steamer Achillester, from San Francisco.

Notice to Mariners.

The following affects aids to navigation in the Seventeenth Lighthouse District:

Columbia fiver entrance South Channel-ell buoy "SC." PS reported as not sound-g, was replaced by a perfect buoy Feb-nary II. Columbia River—The following spar buoys cently established to mark the dumping ound of United States dredges were dis-ntinued February 12, being no longer re-sided. pper Sands dumping ground buoys 2 longue Point dumping ground buoys de Fuca Strait-New Dungeness oft buoy 2. first-class nun, reported out of position February 10, was and spit buoy 2 first-class nun, reported iragged out of position February 10, was replaced February 12 Washington Sound, Haro Strait—Clement ceef buoy 2, second-class nun, heretofore reported adrift, was found in position February 12.

work I can do. I do not think too much praise can be said for Columbia River Bar Report,
NORTH HEAD, Feb. 16.—Condition of
har at 5 P. M.; Sea, smooth, wind, son
east 16 miles.

BY MARINE WORLD.

Sending of First Walla Walla Wheat Cargo in 1874 by Pioneer Insurance Man Is Recalled.

News of the death yesterday of Henry Hewett, pioneer exporter and marine insurance man of Portland, was posted on the loard at the Merchants' Exchange and many were the expressions of sympathy by members of learning of his demise. He held such a prominent place in maritime affairs for years that he was known personally to most of the members.

Speaking of Mr. Hewett's early op-News of the death yesterday of Henry

"He began dispatching foreign cargoes less than two years after the late
John McCraken sent out the Helen
Angier, the pioneer wheat ship from,
Portland to Europe. Mr. McCraken
dispatched the Helen Angier in April,
1869, and Mr. Hewett cleared his first
foreign wheat cargo on the Norwegian
bark Tenax Proposita in March, 1871.
Other ships cleared by Mr. Hewett that
year were the Dovenby, Skiddaw, Niobe

BARK MORNA NOT DAMAGED Work Expected to Continue Without Stop Until Next Fall.

NEHALEM, Or., Feb. 16 .- Work on

ASTORIA, Or., Feb. 16 .- (Special.) -- he British bark Kilmeny and the The British bark Kilmeny and the Italian ship Loch Garve salled today for the United Kingdom with cargoes

of grain from Portland.

The British ship Bay of Biscay left for Portland to load grain.

The schooner William F. Jewett, with a cargo of lumber from Rainier for San Pedro, was brought down the river during last night.

The steam schools: Action of the rived from San Francisco and went to Portland to load grain and lumber. The steamer Bear sailed for San Francisco and San Pedro with freight and passengers from Portland and As-

COOS BAY, Or., Feb. 16.—(Special.)— The steamship Geo, W. Elder sailed last night for Eureka.

The steamer Nann Smith sailed for San Francisco carrying lumber and 45 pas-

engers. The gasoline schooner Roamer is undergoing repairs at a local shippard The Roamer's propeller was bent on her recent trip between the Rogue River and Coos Bay. The steamer Daisy Putnam arrived

from San Francisco, and after discharg-ing cargo sailed for Portland. The gasoline schooner Rustler is loading freight for points on the Siuslaw River.

thorized for another year and bids will be advertised for about March 1. Having taken on part of her California cargo at the St. Helens tie boom the steamer Saginaw reached the har-

I can say my

bowels are much

more regular.

My appetite is

much better.

My throat is

much better.

My heart is

stronger.

SINCE TAKING PERUN

Mrs. William H. Hinchliffe, 20 Myrtle St., Beverly, Mass.

Those who object to fluid medicines can now procure Peruna

writes: "I have taken four bottles of Peruna, and I can say that

it has done me a great deal of good for catarrh of the head and

throat. I recommend Peruna to all sufferers with catarrh. I do

not think I ever felt much better. I am really surprised at the

It Starts Promptly at 10 A. M. Today!

Smoke - Water Damaged Sale of Shoes!

The Entire Stock of One of Portland's Popular Shoe Stores Goes to the Public in a Most Astounding Salvage Sale.

All Portland knows of the great fire that swept through the Alder Hotel and adjacent buildings Sunday. In comparison to some we are fortunate, as our stock was damaged only by smoke and

Occupying our position as one of Portland's most popular shoe stores, we have decided to dispose of all damaged and undamaged stock that went through this near-holocaust. In nearly every instance the stock is not damaged beyond the carton, and most stores would re-box it and dispose of it at the regular prices. Not so here. For two days we have been closed, clearing away the dust, dirt and litter, and the shoes must go, too, for now as you read this there is hurrying to us from our headquarters in Boston an entire new stock. THE PRESENT STOCK MUST GO. AND IT GOES TO THE PUBLIC WITH LITTLE REGARD FOR WORTH. BOSTON SAMPLE SHOE STORE, (Signed)

Per F. J. Glass, Mgr.

FIRE SWEEPS ALDER HOTEL; LOSS \$80,000

Collapse of Roof Endangers Firemen.

FLYING GLASS INJURES TWO

Three Lodgers in the Building Escape-80 Left Homeless-10,-600 See Three-Hour

Supply Your Shoe Needs for the Entire Family Now

Considering the Condition of the Shoes, the Prices Are Lowest in History.-Tell Your Friends of This Wonderful Sale, Then Come!

It's the Opportunity of a Lifetime!

200 PAIRS WOMEN'S OXFORDS, PUMPS, COLONIALS, J. T. COUSINS 750 AND OTHERS, CHOICE

Ladies' High and Low Shoes, values to \$4, at \$1.45 \$2 and \$2.50 Boys' Scout Shoes, the pair \$1.50 Boys' Heavy Shoes, values to \$3 the pair \$1.95 200 PAIRS WOMEN'S OXFORDS. PUMPS AND COLONIALS; MOST ALL SIZES; WHILE THEY LAST.....

\$3.50 Boys' High-Top Boots, choice the pair . \$1.95 Men's Dress Shoes, all sizes, to \$5 values....\$2.45 Men's High Tops, values to \$4.50, all sizes...\$2.45

\$2.50 Youths' School Shoes \$1.95 \$2.50 to \$3.50 Women's Fancy Slippers \$1.00

Remember, This Sale Is for Four Days Only-and Four Days of Terrific Selling It Will Be



bor last night to complete loading at

Lader with rock, barge No. 31, the Columbia Contract Company's fleet sank in Coal Creek Monday afternoon and for a time detained the river and for a time steamer Beaver.

Coming from the Orient by way of Puget Sound nine cases of pongee silk were entered at the Custom-House yeswere entered at the Custom-House ye terday, the duty thereon being \$700. Box Shooks for Bolivia.

It required 75 hours for the steamer Multnomah, Captain Foldat, to tow the hull of the new steamer Wapama from the bar to San Francisco, say reports

Marine Notes.

Captain Jamiešon expects that on the next trip of the steamer Sam Ramon she will carry steerage passengers, as new quarters have been provided for that class of travel.

After having looked over aids to navigation on Puget Sound for several days, Robert Warrack, inspector of the Seventeenth Lighthouse District, returned yesterday. The tender Manzanita is said to be on her way up the river to attend to aids.

Word was received from Washington yesterday that the leasing of selning grounds on Sand Island had been authorized for another year and bids will the bar to San Francisco, say reports from there.

One carload of box shooks manufactured at Portland will be delivered at La Paz, Bolivia, shortly, as they were dispatched Monday on the steamer Beat, salling at 3 o'clock for California. The shipment will be transferred at San Francisco to the Pacific Mail Line and forwarded to Mollendo, Peru, thence to destination. Another consignment for Southern waters were 200 tons of flour, which go to Central America. For Manilia there were 30 tons of onions that leave the Golden Gate on the Pacific Mail liner China and a shipment of 30 tons to leave here on the Beaver will go forward to Mannila on the liner Manchuria.

Tides at Astoria Wednesday.

High. 1.3 feet 2:21 A. M. 1.4 feet 2:20 P. M. 1.5 feet 3:20 P. M. 1.3 feet

Onlya Few Sets Left

Come and Get Them While They Last

The Oregonian will continue the distribution of this great work for a few days only. So don't wait-there's no future chance-it's NOW or NEVER, and if you don't take advantage of this offer before our present supply is exhausted YOU are the LOSER.



FIVE GREAT VOLUMES

Nearly 2000 Pages-Over 150 Vivid Illustrations-10, 000 Page References-5000 Marginal Notes.

Bound in a beautiful de luxe binding; gold lettering; fleur de lis and tracery design, rich half-calf effect, Marbled sides, with gold and colors. Full size of volumes 51/2 x8 inches.

IT'S A RARE BARGAIN Out-of-Town Readers This net will be sout to rea

Full Set for Our @1 Coupon and Only

See Coupon elsewhere in this paper

Present it at the Rock Department of Meier & Frank Co., Olds, Wortman & King, J. K. Gill & Co.

Or at The Oregonian Office