



## THOUSANDS CHEER WELCOME TO LINER

### Great Northern Docks as Bands Play.

### ALL FLAVEL CRAFT IS NOISY

### Vessel Finds Berth Gracefully at New Pier.

### PORTLAND ROSES GIVEN

### Passengers Met by Rosarians as They Leave Ship and Get Large Fresh Flower—Regular Service to South Now On.

ASTORIA, Ore., March 16.—(Special.)—James J. Hill's long-planned, and much-talked-of freight and passenger service to San Francisco became a reality today, when the giant turbine liner Great Northern steamed into Flavel harbor to the mighty cheers of a host of Oregon people.

It was an important event in the annals of Oregon and Oregon seemingly appreciated the fact, for a large portion of her population was on hand to bid the steamer welcome. Seven thousand lined the shores and docks surrounding the harbor, all of them highly enthusiastic and openly displaying their pride.

The Hill invasion was not accomplished, perhaps, in the manner in which it originally was planned. A steamship service has been inaugurated in place of the earlier discussed rail connection.

"The right of way is cheaper and the operating expenses are not so high," said the elder Mr. Hill on his last visit to Portland in explanation of the substitution of steamship for rail service.

### Ship's Entry Impressive.

The arrival of the Great Northern here today marks the beginning of regular steamship service between Flavel and San Francisco. Sailings will be provided at either end every four days. The ship is due to leave Flavel at 1:30 tomorrow afternoon on her return voyage.

The Great Northern presented a beautiful sight as she steamed up the Columbia River this afternoon. She was two hours late in arriving at the docks, due to heavy fog which she encountered off the Oregon coast early this morning. She came into wireless communication with the Astoria station at 8 o'clock, and reported that she had been compelled to slow down to get safely through the fog. She passed Tillamook Rock at 12:40 this afternoon and entered the river at 1:45 o'clock. She maintained a speed of about six knots an hour as she came into the Columbia. It was precisely 2:24 when she tied to the dock.

### Three Bands Deal Welcome.

Three brass bands, blared forth patriotic airs from as many different points along the dock as the vessel heaved her berth. The people frantically cheered their approval. A fleet of small craft consisting of yachts, tugs and launches steamed down the bay to meet her. With their siren whistles they sent up a noisy welcome. The passengers on board lined the railings and waved back their greetings.

As the vessel neared the dock she unfurled her flag. The crew lined up at the rail. The Hawaiian Orchestra was on the upper deck and the passengers moved anxiously about.

The big ship came up to her berth gracefully. She steamed straight ahead towards the dock and then drifted over against the pier with the ebb tide. The passengers quickly left the vessel and boarded the special steamer train that took them to Portland. Opportunity then was given the visitors to inspect the ship. Parties of 100 or less were taken on board at a time.

### Heavy Weather Encountered.

Until late tonight the officers and crew continued to conduct their guests over the five decks, through the maze of elaborately furnished rooms and down into the hold, where the big turbine engines were churning away to remove the freight.

Although the Great Northern experienced heavy weather off the coast this morning, conditions were just right for a successful entry this afternoon. It rained at Flavel at 12 o'clock and was dark and cloudy about 12:30, the time the vessel was scheduled to arrive there. But when the ship finally arrived the sun was shining brightly.

As the passengers walked down the gangplank, each received a fresh rose brought down from Portland by the uniformed Rosarians. Later in the afternoon a committee of Rosarians, headed by Dean Vincent, boarded the vessel and presented to Captain Ahman a box of roses. Mrs. E. H. Hoyt made the presentation.

### Clock Presented to Vessel.

Previous to the arrival of the Great Northern, the citizens of Astoria presented her with a handsome marine clock. C. C. Fulton, of Astoria, made the presentation speech. He had scarcely begun when the ship hoove in sight at the mouth of the river. Some one shouted, "There she comes!" and the entire party broke up and hastened outside to look.

E. C. Gilman, president of the steamship company, was scheduled to reply to Mr. Fulton, but never got the chance. Later he expressed his profound thanks to the Astoria people through the members of their committee.

The Rosarian band and the Elks band, the Postoffice and the Post Stevens band furnished the music.

The ship had 173 passengers on board, including Walter Hill, son of James J. Hill; George M. Baker, Jr., of

## CHILD'S VISION OF DEATH FULFILLED

### GIRL'S PREMONITION OF TRAGEDY AT PICNIC PROVES TRUE.

### Mary Berg, Aged 10, Confides to Her Teacher at Baker That She Is Going Away, 'Never to Return.'

BAKER, Ore., March 16.—(Special.)—True to her premonition that she would die, 10-year-old Mary, daughter of Mrs. Johanna Berg, died last night at St. Elizabeth's Hospital from the effects of burns received while she was playing about a picnic fire Sunday.

All last week, according to Mrs. Berg, the child seemed strangely happy and in everything she did conveyed the impression that the time might soon be at an end when she could do anything for her mother. At 6 o'clock Sunday morning she roused the boarders in the house with her singing "because she was so happy," she said, and she sang for two hours.

When at Bible class, she confided in her teacher, Miss Emily Bernston, that she was going away soon, "all by herself," and might never come back. Mrs. Berg says that there was absolutely no place to visit that the child could have had in mind.

Her mother tried to persuade her to attend a moving picture show Sunday, but for the first time in her life the little one smilingly refused, saying she preferred the picnic.

## AMERICAN POLICY CITED

### P. R. Couderc Says Blockade Was More Strict Than Britain's.

NEW YORK, March 16.—(Special.)—Great Britain is more lenient toward neutrals in the matter of cargoes for her enemies, than was the United States during the Civil and Spanish-American wars, according to Frederick R. Couderc, who is considered a leading authority on international law.

Mr. Couderc has prepared a paper on the aspects of the British blockade, citing Supreme Court decisions during the Civil and Spanish-American wars in support of his contention.

## WILSON IS AROUSED BY BRITISH ORDER

### Strong Protest to Allies Promised.

### SUBJECT NOW IS UPPERMOST

### Senator Walsh Declares Situation Has No Precedent.

### EXTRA SESSION UNLIKELY

### Failure to Empower President to Declare Embargoes on Exports Regretted—Submarines Given as British Excuse.

WASHINGTON, March 16.—President Wilson indicated to callers today that a strong protest would be made by the United States Government against the action of Great Britain and her allies in subjecting neutral commerce to the numerous restrictions imposed on it by the British order-in-council, just issued.

Senator Walsh, of Montana, an authority on international law and one of the spokesmen, in defense of the legal side of the ship purchase bill, talked at length with the President tonight about the situation. He had come to the White House on another subject, but found the situation produced by the commercial blockade uppermost in the President's mind.

### Existence of Precedent Denied.

As he left the White House Senator Walsh said the British action had no precedent in law or history and that an unusually vigorous protest should

## INDEX OF TODAY'S NEWS

### The Weather.

Yesterday's—Maximum temperature, 53.5 degrees; minimum, 39.5 degrees. Today's—Showers; winds mostly southerly.

### War.

German Embassy declares belief Dresden was sunk in neutral waters. Page 5. Russians capture heights within rifle shot of Przemysl fort. Page 4. Bombardment of Smyrna terrific, says eyewitness. Page 2. Climax regarding war is believed reached in Italy. Page 4.

### Mexico.

Despoiling of Swedish subjects in Mexico City reported to Washington by minister. Page 1.

### National.

United States Battleship Pennsylvania, world's greatest fighting vessel, launched. Page 2. Wilson to make strong protest against British order-in-council. Page 1.

### Domestic.

German naval reservist testifies against men charged with aiding him to obtain fraudulent passport. Page 2. Final ice hockey game of season to be played tonight. Page 12. Portland Beavers lose to Chicago White Sox, 9 to 5. Page 12. Mitt and mat men gather at Spokane for title clash. Page 12.

### Pacific Northwest.

Insurance Commissioner Wells says Horticultural Fire Relief has been insolvent for year. Page 7. Seven thousand at Flavel cheer as Great Northern steams in. Page 1. Alice Rotschford, six, star witness at Mrs. Diffley trial. Page 7. Wife of ex-governor Moody dies suddenly, following Bible study. Page 6.

### Commercial and Marine.

War conditions make future mohair market uncertain. Page 17. Open offerings of new German war bonds. Page 17. Smaller export demand weakens wheat at Chicago. Page 17. Collision on Coquille River revives accounts of former troubles. Page 14. Longshoremen's strike expected to be settled today at Seattle conference. Page 14.

### Portland and Vicinity.

Cruiser Albany to take Naval Militia on trip in July. Page 11. Columbia County determined to finish highway link this year when Bowly crisis is passed. Page 1. Road bond election is set for April 13. Page 6. Season of small takes important part in erosion trial. Page 9. Ejection of destitute family from houseboat in alleged "trap" is refused. Page 11. Iberians to give St. Patrick's program tonight. Page 13. Mrs. Marcelle Clark declared insane. Page 13.

### Italy Expels Two Correspondents.

PARIS, March 16.—A special dispatch from Rome says the government has issued an order expelling from Italy the correspondents of the Vienna Tagblatt and the Frankfurter Zeitung.

## MEXICANS DESPOIL SWEDISH SUBJECTS

### Situation in Capital Is Called "Ghastly."

### MANZANILLO ALSO DISTURBED

### Trains to Take Foreigners Away Asked For by Bryan.

### EXODUS TO BE RENEWED

### American Consul at Manzanillo Instructed to Make Representations, and Also Confer With American Commander.

WASHINGTON, March 16.—Conditions in Mexico City as well as Manzanillo gave officials concern today.

In the Mexican capital, large numbers of Americans and other foreigners asked the State Department today, through the Brazilian Minister, to obtain transportation for them to Vera Cruz.

The exact number wishing to leave and the immediate reason—whether renewed disturbances or weariness or isolation and business stagnation—was not known here. Secretary Bryan announced that trains had been requested both from the Villa-Zapata and from the Carranza authorities.

Urgent representations were made in the course of the day to General Carranza concerning his troops at Manzanillo, whose activities have been causing Americans and foreigners much apprehension. The American Consul

## Tuesday's War Moves

WITH the increasing activities of the British, French and Belgian operations, the reappearance on the coast of Belgium of British and French warships, and the time drawing near for a big effort in the west, renewed interest is given to the daily reports of the operations.

The Belgians, who are being supported by the warships of the allies, have consolidated the ground they have won in the last few days, while the British have done likewise with the strip of territory which they took from the Germans near Neuve Chapelle and have recovered most, if not all, of the trenches they lost in the region of St. Eloi.

Simultaneously there has been heavy fighting north of Arras in the Champagne, in the Argonne and in the Vosges, in which both French and Germans say they have been successful. All these operations are believed in London to be preliminary to the general offensive which the allies will undertake when the ground dries, enabling a more rapid movement of troops and guns and the use of cavalry, which has been out of action all winter, except when the troopers left their horses and took to the trenches.

The Russians on the eastern front are even more active than their western allies. The German offensive against Przasnysz having failed to materialize, probably owing to the maw which set in, the Russians have themselves undertaken the offensive, and, according to their own account, are advancing successfully along both banks of the Orzye River and have occupied the village of Stegna, which is one of the main roads leading to Przasnysz from the northeast. At this point they repulsed a determined counter attack.

The Germans, however, say that the Russian attacks have been repelled and that they captured 2000 Russians.

Along the ridges of the Carpathians and in Eastern Galicia the Russians report a series of successes against the Austro-German armies, which, despite the deep snow, have kept up almost continuous attacks in the Ballgrod region and in some of the central passes, in the hope of relieving Przemysl. The Russians are closing around the fortress and their infantry

## BOWLBY CRISIS NOW DELAYS ROAD WORK

### Columbia to Finish Link This Year.

### PEOPLE DIVIDED ON ENGINEER

### Accusations in Controversy Are Made and Answered.

### BLAME FOR CAVE-IN WAITS

### Friends Defend Charges and Say That Variances of Estimates Not Unusual—Some Trace Ire to Fact County Seat Passed By.

People of Columbia County are determined to complete the Columbia County link of the Columbia Highway this year.

They realize, however, that before further action can be started the controversy that has arisen over the official actions of Major H. L. Bowly, state highway engineer, must be brought to an end.

Major Bowly is a factor to be reckoned with in the future development of the state highway in Columbia County. The people of the county are divided in their sentiments and sympathies on the Bowly issue.

As has been pointed out previously, the people of St. Helens and Scappoose and the entire southern end of the county are heartily opposed to Major Bowly, while the residents of Rainier, Clatskanie and most of the northern end are earnestly supporting him.

The people of Southern Columbia County have drawn up a rather formidable set of accusations against the official acts of the state highway engineer.

### Accusations Are Numerous.

Summarized, the complaints are about as follows:

First—That he underestimated the cost of the Columbia Highway through Columbia County previous to the election at which the people voted to bond themselves for \$500,000.

Second—That the engineering costs for both the preliminary surveys and the actual construction work have been excessive.

Third—That his administration of the state highway construction has been extravagant and unduly expensive.

Fourth—That he has been involved in repeated and almost continuous controversies with the contractors on the project.

Fifth—That he caused all the money to be spent in the northern part of the county after the people of the southern end of the county had been led to believe that a portion of it would be spent there.

Sixth—That he located the main highway west of the North Bank Railroad track at Hoodport, leaving St. Helens, the county seat, more than a mile away.

### Demolition of Roads Charged.

Seventh—That existing roads were destroyed to make a grade for the new road, leaving some communities temporarily without roads at all.

Eighth—That the wishes of citizens and of the County Court regarding locations were frequently ignored.

Ninth—That the engineers repeatedly changed the locations of important points along the road, thereby creating additional expense.

Tenth—That he caused a misunderstanding with the County Court regarding the cost of obtaining rights-of-way, leading to several condemnation suits at great expense.

Eleventh—That some of the dry rock walls put in by the contractors upon specifications laid down by the highway engineer already are showing signs of weakening.

Twelfth—That he employed inexperienced engineers.

Major Bowly and his friends have answered these accusations. They have also pointed out numerous official deeds of merit which they insist entitle Major Bowly to the favorable consideration of everyone in Columbia County.

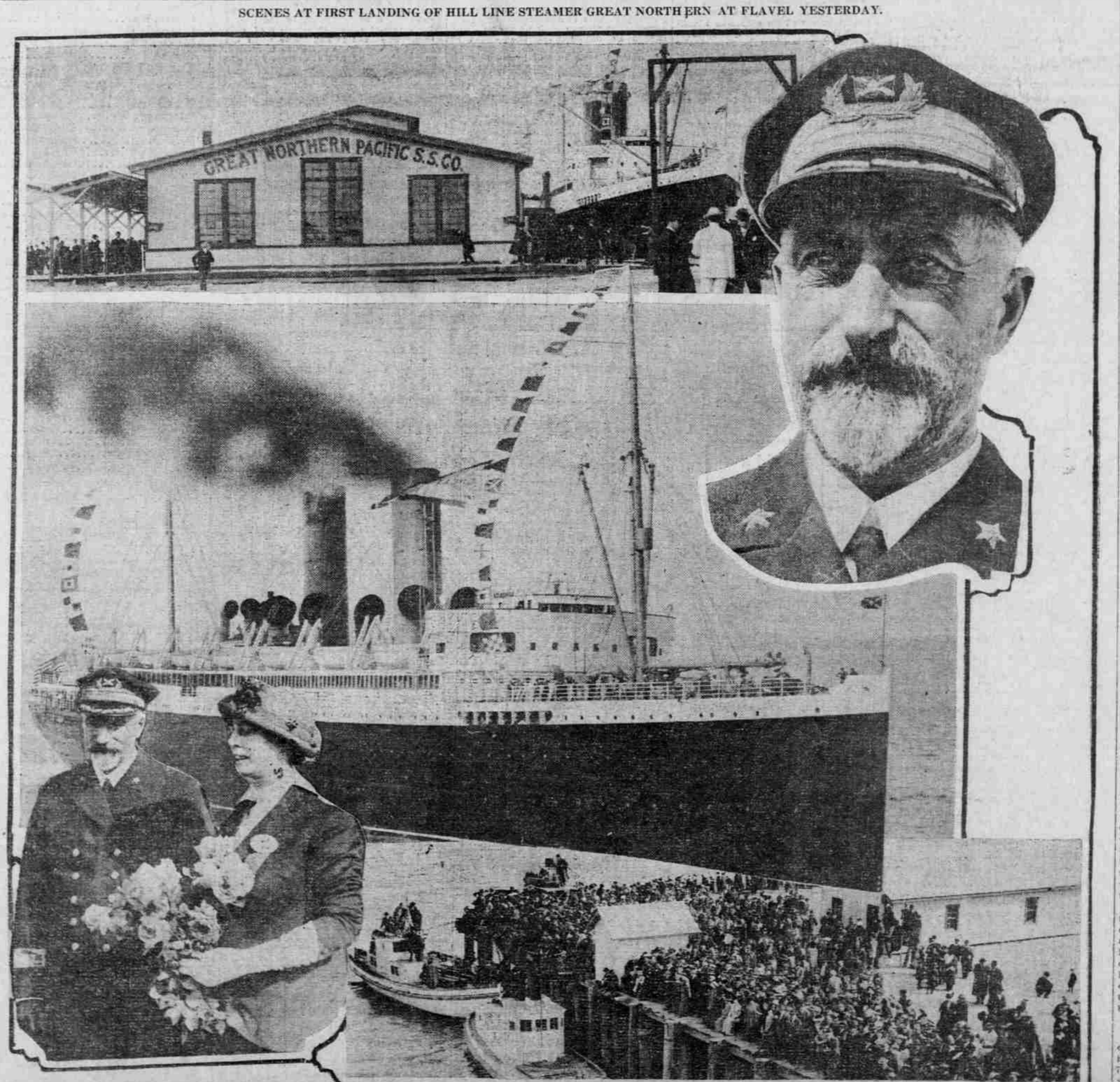
### Variance of Estimates Defended.

W. A. Harris, ex-County Judge of Columbia County, who was recalled because of his disagreement with Major Bowly, has figured that the actual cost of the road in Columbia County will be \$121,222.22 more than originally estimated by Major Bowly. He declares that the cost of the work at the end of October was \$218,311.75, and that the cost to complete will be \$182,641.57, a total of \$400,953.32. He points out that the contract price of the work undertaken on Major Bowly's specifications was \$280,731.30. Here is where he obtains his difference of \$121,222.22.

Major Bowly's supporters declare that it is not unusual for the engineer's estimates to vary from the actual cost, and point out that the estimates in Multnomah County were below the final cost. On the other hand, Major Bowly's opponents intimate that the estimates purposely were kept low so that the voters would not defect the bond issue.

### Delay in Reports Explained.

Judge Harris has figured that the engineering costs on the work to date have been \$62,359.92. Of this sum \$29,782.26 was spent on the preliminary survey. All but a small portion of this has been returned to the county by the state. But an aggregate of \$32,577.66



Top—Dock at Flavel Showing Great Northern as She Tied Up. Inset—Captain A. Ahman, of the Great Northern. Center—Steamship Great Northern From an Intimate Camera View as She Was Docking. Bottom (Left to Right)—Captain A. Ahman Receiving Roses From Mrs. E. H. Hoyt Part of Crowd of About 7000 Awaiting Arrival of Steamer.