GOVERNOR PRAISED BY FLAX EXPERT

Sir Francis Webster Further Explains Value of State Industry at Prison.

SYSTEM USED IS INDORSED

Experiment Is Declared to Be of Great Importance With Future Possibilities—Climate Favors Growing of Product.

Probably the greatest tribute yet yet paid to Oregon flax and to the efficient manner in which the state's experiment at Salem is being conducted is contained in a statement given out yesterday by Sir Francis Webster, linen manufacturer, of Abroath, Scotland. Sir Francis not only repeated statements he had made in an interview sent to The Oregonian from Salem several days ago, but went further in his praise of the successful demonstration of the industry.

Sir Francis prepared his statement voluntarily and sent a copy of it to The Oregonian. In a note that accompanied it he mentioned that it also had been submitted to afternoon papers with the request that, if published at all, it be used verbatim. One copy was sent to the Portland paper that has been attacking the flax experiment in Oregon in an obvious effort to discredit the state administration and to discourage the new industry.

Critic Fails to Use Statement.

The newspaper critic failed to print the statement last night. Instead it ran an article in which it said that Sir Francis was "sore" because his approval of the flax experiment had been "exaggerated."

Sir Francis seems to have his own opinions on the subject for here is the voluntary statement that he prepared for publication and gave out yesterday from his quarters at the Benson Hotel:

"I had the pleasure of inspecting the flax and flax preparing machinery at the penitentiary at Salem two days ago. I found most of the flax well grown, healthy straw, and, so far as I saw, very free of weeds, which indicate careful cultivation. Some of the straw has, unfortunately, been caught while being retted by a long continuance of very wet weather. This is not an unusual occurrence in many flax-growing districts.

Certain Risk Cannot Be Avoided.

"Flax requires a good deal of moisture in the earlier stages of growth, and the comparatively moist climate suits it best in its growth and later in its manufacture. This very circumstance, however, lends a certain amount of risk to its cultivation and to its treatment after it is pulled. As this is a risk in the nature of things it cannot be avoided.

"Some of the flax that has necessarily been exposed may have suffered some damage, but a considerable part of it seemed to be wonderfully sound and strong. The system of fanners used for drying seemed to me ingenious and well adapted for the purpose. Unfortunately, the scutching machines on order have been delayed in delivery, so that I was not able to see the fiber after it had been treated. This ought to be a favorable time to make an experiment in flax growing, as flax is selling at a high price owing to the difficulty in getting it caused by the German war.

Officials Are Congratulated.

"There is no reason why dew-retted flax or flax retted on the ground should not do well. The best spinning Russian flaxes are dew-retted, and are only inferior to the best Irish, French and Belgian flaxes.

"It seems to be an admirable idea to put convict labor to this work. Even if this experiment were not to succeed, the experience gained must be of great value to the state, and the value and importance of it might develop immensely at any moment.

"Until machinery is devised to do a good deal of the very considerable labor involved in growing and in preparing flax for spinning, the cost of labor in this country will be the most serious handicap in its successful cultivation. I see no other obstacle to its successful cultivation, and I would congratulate Governor Withycombe on his enterprise and Mr. Cady and his assistants on the skill with which they have tackled the problem."

EX-PATROLMAN IN COURT

M. E. Crowe Seeks to Compel Mayor to Restore Position.

M. E. Crowe, former member of the Portland police force, who was discharged by Mayor Albee, filed in the County Clerk's office yesterday a second petition for a writ of mandamus to compel the Mayor to reinstate him as a patrolman with pay at $100 a month from May 1, 1915.

Chief of Police Clark preferred charges of neglect of duty and conduct unbecoming an officer against Crowe on November 20, 1914, and he was discharged from the force on that date. Mr. Crowe then demanded an investigation by the Civil Service Board.

In his petition Mr. Crowe says that the Civil Service Board took action that he be restored to his former position with pay from May 1 of this year. He asks that the Mayor be compelled to enforce the order of that board.

PERSONAL MENTION.

R. A. Booth, of Eugene, is at the Imperial.

W. B. Wyrick, of Pendleton, is at the Oregon.

P. A. Smith, of Yamhill, is at the Perkins.

C. C. Lamb, of Corvallis, is at the Seward.

C. W. Webster, of Jefferson, is at the Perkins.

A. M. Hare, of Tillamook, is at the Nortonia.

G. V. Skelton, of Corvallis, is at the Cornelius.

R. S. Wheeler, of The Dalles, is at the Perkins.

Dr. E. E. Chase, of Silverton, is at the Imperial.

C. W. Frazier, of Milton, Or., is at the Nortonia.

L. K. Weber, of Walla Walla, is at the Nortonia.

George N. Home, of Mexico City, is at the Eaton.

T. W. Lusk, of Silverton, is registered at the Perkins.

Roscoe Howard, Deschutes, Or., is at the Portland.

Mr. and Mrs. Harry Starr, of Dayton, are at the Oregon.

W. J. Kerr, president of Oregon Agricultural College, Corvallis, is at the Imperial.

Mr. and Mrs. G. C. Flavel, of Astoria, are at the Portland.

C. E. Dole and Mrs. Dole, of Seattle, are at the Portland.

Mr. and Mrs. M. Sigmen, of Dufur, are at the Cornelius.

Mrs. L. C. Thompson, of Carlton, Or., is at the Multnomah.

Mrs. D. H. McCann, of McMinnville, is at the Multnomah.

Mrs. B. E. Husey, of Hoquiam, Wash., is at the Multnomah.

B. A. Millsap, of Lebanon, is registered at the Cornelius.

R. W. McAllister, Riverside, Oklahoma, is at the Nortonia.

Mr. and Mrs. F. H. Pfeiffer, of Albany, are at the Seward.

B. D. Smalley and Mrs. Smalley, of Seattle, are at the Eaton.

C. C. Berkeley, of Hog Creek, Or., is registered at the Portland.

Mr. and Mrs. T. S. Sheldon, of Spokane, Wash., are at the Eaton.

Mrs. W. H. Cowles and family, of Spokane, are registered at the Multnomah.

Professor James Dryden, of Oregon Agricultural College, Corvallis, is at the Seward.

T. S. Hamilton and Mrs. Hamilton, of Ashwood, Or., are registered at the Cornelius.

M. L. Walker, lumbering man of Everett, is registered with Mrs. Walker at the Oregon.

Henry Keller, salmon cannery man of Point Roberts, Wash., is registered at the Oregon.

Governor James Withycombe and two sons, Robert and Harry, are registered at the Imperial from Salem.

H. C. Jennings, who is connected with the Methodist Book Concern at Cincinnati, is registered with Mrs. Jennings at the Seward.

Mrs. C. D. Bruun was called to Seattle yesterday by the sudden death of her mother, Mrs. Jones, which occurred yesterday.

CHICAGO, Dec. 9.—(Special.)—E. B. Hasen, of Portland, is at the Congress and F. E. Dunn, of Portland, is at the La Salle.

LARSEN'S HOLD FILLING

SCHOONER'S CREW IS DRIVEN OUT TO DECK BY WATER.

Efforts to Check Inrush Are Abandoned and Vessel Passes in at Cape Flattery in Tow.

SEATTLE, Wash., Dec. 9.—The schooner Annie Larsen, which sailed from Grays Harbor December 1 with a cargo of lumber for Lyttleton, New Zealand, passed in at Cape Flattery today, waterlogged, and is proceeding to Port Townsend, towed by the tugs Prosper and Holyoke.

The schooner sprang a leak the first night out of Grays Harbor. The crew work the pumps three days, but the water gained on them, and they abandoned the effort to keep the hold clear and moved their quarters to the deckload of lumber.

The schooner Annie Larsen, which is owned in San Francisco, gained international notoriety last June by arriving at Hoquiam with a cargo of out-of-date rifles and ammunition, valued at $25,000, which she took aboard at San Diego March 8, before clearing for Topolobampo, Mexico.

The Larsen's captain reported that after arriving on the high seas a supercargo took charge of the boat and endeavored to deliver the cargo to the steamer Maverick, which is reputed to have previously been engaged in coaling German war vessels.

The rifles and ammunition are in Government custody at Hoquiam, and their owner never has been found. It is supposed the stuff was shipped to equip a Huerta revolution in Mexico.

Last month the Annie Larsen had a narrow escape from destruction while trying to enter Grays Harbor, having been driven into the breakers by a gale.

PRESIDENT REPEATS ACT

SHIP-PURCHASE BILL IS ORIGINATED BY ADMINISTRATION.

Responsibility of Framing Revenue Legislation, However, Is Passed Up to Congress.

OREGONIAN NEWS BUREAU, Washington, Dec. 9.—Again the Wilson Administration has drawn a ship-purchase bill to meet the views of Secretary McAdoo and the President, and the Chief Executive has sent that bill to Congress with orders to "Pass this."

In the last Congress, when the President concluded the Government should enter upon an era of Government ownership of ocean carriers, he did not content himself with transmitting his idea to Congress; he, with his Cabinet advisers, drew up a bill, sent it to Congress and with the draft sent orders to pass the bill as drawn. The bill of last Congress went down to defeat.

Only a few weeks ago, when Democratic leaders in Congress grew apprehensive over the prospect of levying more taxes to finance the National defense programme, they appealed to the President to outline specifically whatever plan he favored for raising revenue. The President balked and said that revenue legislation must originate in the House of Representatives, and on that plea he shifted the responsibility largely onto Congress.

But when it comes to the question of providing a merchant marine the Administration has shown no such regard for the prerogatives of the House or of the Senate. Instead, the Secretary of the Treasury draws a new shipping bill to meet his own views, he takes the bill to the White House, gets the President's O. K. and has the President send it to Congress with orders to "sign here."

BOY BURGLARS ARRESTED

Lads Steal Auto to Carry Plunder, but Are Caught and Confess.

SPOKANE, Wash., Dec. 9.—(Special.)—After stealing an automobile here in which to make the trip and in which to carry away their plunder, three boys, the oldest of whom is 21, broke into the poolroom at Spangle Monday night and robbed it of a quantity of merchandise, they confessed to the police today.

The youthful burglars were arrested today. A quantity of the loot taken from the store at Spangle, together with other stolen articles, was found in their room. Practically all of the goods stolen at Spangle were recovered at various places in the city, after two of the three boys had confessed.

Shelton, Wash., Student Honored.

SPOKANE, Dec. 9.—John H. Binns, of Shelton, Wash., a student at the Washington State College, was selected today as the Rhodes scholar from Washington. Whitman College and the University of Washington also had candidates for the Rhodes scholarship.

Most of our military terms are French, and naval terms are Anglo-Saxon.

STATE PILOT LAW UPHELD BY COURT

Astoria Test Case Results in Conviction of Captain Randall Rogers.

$50 FINE IS SUSPENDED

American Navigators Bringing Foreign Vessels Into Columbia Must Have Oregon Branch as Well as Federal License.

ASTORIA, Or., Dec. 9.—(Special.)—Captain Randall Rogers was found guilty in the Circuit Court today on a charge of violating the state laws when he piloted the Japanese steamer Bankoku Maru into the Columbia River without first securing a state pilot's license. He was fined $50, but the execution of sentence was suspended.

The facts in the case were agreed to by stipulation, so the only question to be determined was whether or not the state law was operative. Consequently, no jury was called and the hearing was before Judge Eakin.

It was admitted that Captain Rogers was in charge of the vessel as pilot, and also that he holds a Federal license covering the various ports along the Coast, but had no state branch. The main contention, therefore, was whether a state license is necessary, or whether a Federal license is sufficient to give a pilot authority to bring a foreign vessel into the Columbia River.

Previous Ruling Cited.

The prosecution, which was represented by District Attorney Mullins and G. C. Fulton, contended that a state license is necessary in any case, basing its contention on the ruling of the Supreme Court in the case of the state against Captain Turner, in which the higher court held that the state law is operative and that holding of a Federal license is no defense in a criminal action, when a man is charged with piloting vessels without having a state branch.

Attorney Shepherd, who represented the defense, took the opposite view, and cited as his authority section 4414 of the revised Federal statutes, which provides, in short, that no state or municipal government can require a pilot to secure any state license in addition to the one issued by the United States that will interfere with the performance of the pilot's duties. This statute, he averred, gave the defendant the right to pilot the steamer in question, notwithstanding he had no state branch.

Nationality Brought In.

On the other hand, the prosecution declared that the Federal statute cited by the defense applies only to American vessels and not to foreign craft.

In making his ruling the court said the facts as stipulated showed the defendant was operating under a Federal license and acted as pilot of the steamer, not as her master or owner. The law of Oregon provides that with certain exceptions any person who, not having a state license, pilots a vessel in the Columbia River is guilty of a misdemeanor. The only question, then, was whether his Federal license was sufficient.

Complaint Is Upheld.

The case, said the court, relied upon by the prosecution is that of the state against Turner, which is the same as this excepting that it related to the river and not to the bar, and in that case the Supreme Court held that a Federal license was not a defense of violating the state law. Continuing, the court said he was satisfied the rule laid down by the Supreme Court in the Turner case applies to this one. He also added that the Federal statute quoted by the defense was before the Supreme Court in the Turner case, and the higher tribunal held it did not interfere with the right of the state to compel pilots to have state licenses.

Before the fine was imposed, the District Attorney, speaking for the pilots who brought the charge against Captain Rogers, asked that the collection of the penalty be suspended, saying they had no desire to impose a hardship on the defendant, as all they wanted was an interpretation of the law.

NORTH JETTY WORK IS HALTED

Trestle Used to Carry Rock Is Damaged by Heavy Seas.

HOQUIAM, Wash., Dec. 9.—(Special.)—Considerable damage has been caused to the trestle work on the north jetty by the high winds and heavy seas of the past two weeks, and as a result rock work on the jetty has been delayed for a few days. The extent of the delay cannot be determined, as it is not known how long the repairs will require.

The trestle is no part of the jetty, being the trestle on which the railway runs, which is used to haul rock out over the jetty, whence it is dumped into the sea. The damage consists of the carrying away of a number of piling, weakening the trestle.

Movements of Vessels.

PORTLAND, Dec. 9.—Arrived—Steamer Tamalpais, from San Francisco.

Astoria, Dec. 9.—Sailed at 1:45 A. M.—Steamer Celilo, for San Diego via way ports. Arrived at 7 and left up at 8:40 A. M.—Steamer Tamalpais, from San Francisco. Sailed at 7:45 A. M.—Steamer Gen. W. Elder, for San Diego via way ports; at 10 A. M.—British bark Inverlyon, for United Kingdom. Arrived at 10:45 A. M. and left up at 3:45 P. M.—French bark Pierre Antoine, from Belfast. Arrived at 11:50 A. M.—Schooner Monterey in tow of tug Navigator, from Monterey. Sailed at 3:50 P. M.—Steamer Shasta, for San Pedro.

San Francisco, Dec. 9.—Arrived at midnight—Steamers Santa Monica, from Columbia River; Roanoke, from Portland for San Diego via way ports. Arrived at 10 A. M. and sailed—Steamer W. F. Herrin, from Portland for Monterey. Sailed at noon—Steamer Iowan, from New York for Portland via way ports; at 1 P. M.—Steamer Northern Pacific, for Flavel. Arrived at 3 P. M.—Steamer Yosemite, from Portland.

Seattle, Dec. 9.—Arrived—Steamer Prince Rupert (British), from Prince Rupert. Sailed—Steamers Arna (British), for Swansea; Northland, for San Francisco; Talthybius (British), for Hongkong.

Hongkong, Dec. 7.—Arrived—Steamer Tamba Maru, from Seattle.

Balboa, Dec. 7.—Sailed—Steamer Calchas (from Seattle) for London via Coronel and Rio de Janeiro.

San Francisco, Dec. 9.—Arrived—Steamers Nichiyo Maru (Japanese), from Tacoma; Harry Luckenbach, from Balboa; Adeline Smith, from Coos Bay; Umatilla, from Vancouver; William Chatham, from Port Angeles; Ventura, from Sydney; schooner Minnie A. Caine, from Apia. Sailed—Steamers Northern Pacific, for Astoria; Iowan, for Portland; La Primera, for Balboa.

News From Oregon Ports.

COOS BAY, Or., Dec. 9.—(Special.)—The steamship F. A. Kilburn sailed for Portland with 32 passengers from here and a full cargo of freight.

The little gasoline schooner Rustler, in port from Rogue River, had a perilous experience in leaving that port, suffering considerable damage, including the loss of her main rigging, damage to her bow, and at Coos Bay, on anchoring, lost her anchor and cable, when the craft dragged. The vessel is on the Kruse & Banks ways for repairs.

The Kruse & Banks shipyard announces it has secured a contract for building a large steam schooner, but the contract is not signed and the firm will not give any details until later.

ASTORIA, Or., Dec. 9.—(Special.)—The French bark Pierre Antoine arrived, 150 days from Belfast, and left for Portland to load grain. She is the vessel that was taken in tow by the tug Wallula last Saturday and dropped afterward on account of the severe gale. She immediately ran offshore, returning this morning. Pilot Anderson was on board. Captain Le Brae, her master, reports encountering rough weather off the Horn, as well as along the Oregon coast. While off California the bark was in a calm for seven days.

The steam schooner William H. Murphy, which is undergoing repairs at San Francisco, is under charter to load a full cargo of lumber at Westport.

The steamers Edgar H. Vance and George W. Fenwick are returning to the Columbia River run. The Fenwick will be due Saturday, and the Vance should arrive about December 17. Both will load at the Hammond mill.

The steam schooner Shasta shifted from St. Helens during the night, and after taking on lath at the Clatsop mill and lumber at Knappton, sailed for San Francisco.

Carrying a cargo of grain from Portland, the British bark Inverlyon sailed for the United Kingdom.

The steam schooner Celilo sailed for San Francisco with lumber from St. Helens.

Carrying freight and passengers from Portland and Astoria, the steamer Geo. W. Elder sailed for San Francisco and San Pedro.

Bringing a cargo of fuel oil for Portland, the barge Monterey arrived this morning from California in tow of the tug Navigator.

The steam schooner Tamalpais arrived this morning from San Francisco to load lumber at various points on the river.

Marconi Wireless Reports.

(All positions reported at 8 P. M., December 9, unless otherwise indicated.)

Enterprise, Seattle for Honolulu, 812 miles from Cape Flattery, December 8, 8 P. M.

Manoa, Honolulu for San Francisco, 1718 miles out, December 8, 8 P. M.

Great Northern, Honolulu for San Francisco, 1138 miles out, December 8, 8 P. M.

Hyades, Seattle for Honolulu, 737 miles out, December 8, 8 P. M.

Multnomah, Portland for San Francisco, 42 miles south of Blunts Reef.

Hilonian, Hilo for San Francisco, 120 miles out.

Northern Pacific, San Francisco for Flavel, 52 miles south of Blunts Reef.

Queen, Seattle for San Francisco, off Point Arena.

Atlas, Richmond for Honolulu, 310 miles out.

Alliance, Seattle for San Francisco, off Tillamook Rock.

Kilburn, Coos Bay for Portland, off Yaquina.

Elder, Portland for San Francisco, 130 miles south of the Columbia River.

Celilo, Portland for San Francisco, 50 miles north of Cape Blanco.

Congress, San Francisco for Seattle, 115 miles north of Blanco.

Ascuncion, Ketchikan for Richmond, 21 miles north of Triangle Island.

Senator, Alaska for Seattle, off East Inlet, Greenville Channel.

Moffett, San Francisco for China, 510 miles from San Francisco.

El Segundo, Point Wells for Richmond, 280 miles north of Richmond.

Willamette, Portland for San Francisco, 240 miles north of San Francisco.

Klamath, left Mazatlan for San Pedro December 1, 8 P. M.

Pennsylvania, San Francisco for Balboa, 1164 miles south of San Francisco, December 8, 8 P. M.

Pleiades, Balboa for San Francisco, 1624 miles south of San Pedro, December 8, 8 P. M.

Celusa, South American ports for San Francisco, 2247 miles south of San Francisco, December 8, 8 P. M.

San Jose, Balboa for San Francisco, 100 miles south of Mazatlan, December 8, 8 P. M.

Buck, Monterey for Balboa, 1859 miles south of Monterey, December 8, 8 P. M.

Newport, Balboa for San Francisco, leaving San Jose de Guatemala, December 8, 8 P. M.

Lucas, with barge 93, Balboa for San Francisco, 515 miles north of Balboa, December 8, 8 P. M.

Wapama, San Diego for San Pedro, off Point Loma.

Beaver, San Pedro for San Francisco, 10 miles east of Point Concepcion.

Speedwell, San Pedro for San Francisco, 120 miles south of San Francisco.

Isqua, 28 miles south of San Diego.

BAR VIEW STILL ON MAP

BUILDINGS DESTROYED BY TIDES ARE TO BE REPLACED.

Beach Is Expected to Be Better Than Ever, With New Sand Deposit. Seawall Saves Railroad.

BARVIEW, Or., Dec. 9.—(Special.)—While everything south of the jetty and on the outside of the tracks has been demolished by the waves, this constituted but a small part of the available property at this place, there being left a long strip of territory east of the tracks.

This property is safe now, thanks to the Southern Pacific, in building a seawall to protect their tracks. There is a considerable stretch of smooth sandy beach outside this wall at mean tides now, and it is thought that with the lower Summer tides this will provide a better beach than ever. Besides this beach sand is filling in back of the jetty, and there it is providing a gently sloping, smooth, hard beach.

The Southern Pacific Railroad is building a seawall for a distance of 1000 feet, extending from the rip-rap on Smith's Point to where the jetty track branches off the main line. The estimated cost is $25,000. The railroad company has leased the Houston & Barry rock quarry, a short distance away, and will rush their work to early completion.

The total losses in buildings and land will reach about $23,000.

Plans for rebuilding the destroyed amusement places are well under way. Barview next Summer will be as ready as ever for the vacation crowds, and with accommodations for all. And always there will be the attraction of the Coast Life Guards, the busy little dinkies pulling their long trains out into the sea, the fresh crabs and clams, and dips in the surf.

New Coos Bay Dock Is Free.

The branch hydrographic office of this city, under J. H. Blackburn, Lieutenant, U. S. Navy, in charge, reports having received information from G. A. Bennett, of the Coos Bay News, to the effect that the new wharf recently built by waterfront owners at Marshfield has 35 feet of water along its front at mean lower low waters. This dock is 320 feet in length and 14 feet wide, and is open to the public free of charge.

Marine Notes.

Save slight gains at Oregon City and Portland recorded yesterday morning, the Willamette fell at other points and the forecast of the Weather Bureau is that the stream will remain nearly stationary here today and fall tomorrow.

Arriving down at Astoria at noon Wednesday, the British bark Inverlyon, grain laden for the United Kingdom, towed to sea at 10 o'clock yesterday morning, losing little time. She arrived in the river November 19, from Adelaide.

On their second voyage from Monterey since being returned to service the schooner Monterey and tug Navigator reached the river at 11 o'clock yesterday.

Though special holiday rates were named recently on the steamers Harvard and Yale between San Francisco and San Diego, the Great Northern Pacific Steamship Company has placed rates in effect on the steamer Northern Pacific between Portland and San Francisco.

It is expected that a settlement will be reached between the owners and charterers of the British steamer Erroll, held at Comox, so that she will get under way today for Portland to load a flour cargo for Europe.

San Francisco advices have it that the North Pacific steamer Alliance, which has been operated between Puget Sound and Alaska, has been chartered by the California & South Seas Navigation Company and will be placed in the trade between the Golden Gate and Mexico.

It is said $130,000 was received for the well-known tank steamer Catania, which the Coast Oil Company sold to the Mexican Petroleum Company, and it is understood she will be operated on the Atlantic side. In command of Captain Canty, the Catania has been operated here for several years under charter to the Union Oil Company. The vessel struck on Point Sur in October and is being repaired at San Francisco. Her first voyage in the service of her new owners will be with oil for Rio Janeiro.

Tides at Astoria Friday.

High.	Low.
2:58 A. M....7.5 feet	9:29 A. M....2.8 feet
3:14 P. M....9.0 feet	10:24 P. M....0.9 foot

Vessel Entered Yesterday.

American steamer Beaver, general cargo, from San Francisco.

R. D. INMAN NAMED HEAD OF PORT BODY

Election Follows Retirement of S. M. Mears From Commission.

FAREWELL PARTY IS HELD

Outgoing Official Commends Colleagues Upon Results Achieved by Co-operation and Reviews Work of Board.

Lack of a full attendance prevented the Port of Portland Commission from naming a seventh member yesterday to take the place of S. M. Mears, president, whose resignation dates from today, but the board did elect Commissioner R. D. Inman as president to succeed Mr. Mears. Commissioner W. H. Patterson was unable to attend the session, being absent from the city, and the election of a man to fill the vacancy was deferred until he can be present.

Commissioner Mears presided at the regular session yesterday and was host at a little farewell party at which he provided cigars and added more good cheer through his commendatory remarks of co-operative work on the part of his colleagues, which, he said, had added so much to the success of the administration.

Work Reviewed With Pride.

"When I think of what we have accomplished during the past four and a half years I feel proud," said Mr. Mears. "The deepening and general improvement of that part of the harbor above the bridges, also advanced work of the same character but on a larger scale below, increasing the channel depth practically five feet, besides construction of two 30-inch steel dredges, lowering the tax levy, while other responsibilities were carried on at the same time, are some of the things I recall."

Commissioner O'Reilly led in expressions of regret that Mr. Mears was leaving, and as he had declined to recall his resignation Mr. O'Reilly moved that it be accepted.

E. W. Wright, general manager of the Port, reported that it had been determined to operate all of the dredges six full days each week instead of five days and eight hours, as had been the rule, and thereby he said the working time of each of the digging fleet would be increased 45 hours a month. The dredge Portland, engaged in redredging the channel in North Portland harbor, is to finish that project in two weeks, reported Manager Wright.

Pronto Repairs Progress.

Repairs to the dredge tender Pronto are progressing and being hurried so that she can be returned to service soon. Manager Wright's recommendations that she be equipped with an electric light plant were adopted, and as the steamer Ocklahama has a generator that is too small, it will be shifted to the Pronto and the entire cost of completing the two sets will be less than $700. Mr. Wright is to go into a proposal to install a patent steering gear aboard the Pronto, to cost approximately $300.

In connection with the completing of a contract granted McAllister & Son for the reconstruction of the wings in the five pontoons of the public drydock, a bill for extras in the sum of $1135.04 was presented, which the inspector in charge, representing the Port, criticised in a lengthy communication. On the basis finally calculated the contractors were really indebted to the Port in the sum of $185. Mr. Wright was instructed to inform the contractors that the Port expected the matter to be settled or arbitrated and that money would be withheld meanwhile.

SCANDAL ELIMINATES MAN

Archie Edwards, Formerly of Cruiser Boston, Not to Be Fireman.

Archie Edwards, who was involved in the scandal in connection with two girls on board the Naval Militia training ship Boston, lost his place yesterday on the city's eligible list for hoseman in the fire bureau. His name was stricken from the list by the Civil Service Board.

Mr. Edwards took the recent examination for fireman and passed.

C. B. MOORES ADVANCED

DOCK COMMISSION SELECTS SUCCESSOR TO CHAIRMAN MULKEY.

Ben Selling Becomes Vice-Chairman. Routine Business Attended to and Bills Passed.

C. B. Moores now heads the Commission of Public Docks as chairman, being elected yesterday to that position as the successor of F. W. Mulkey, whose term expired December 7 and who had been chairman since the formation of the commission in 1910. Ben Selling, also one of the original members, was elected vice-chairman to succeed Mr. Moores.

F. C. Knapp was formally seated as the fifth member of the board, having been appointed by Mayor Albee as the successor of Mr. Mulkey. He had previously taken the oath of office and certified copies of his credentials were offered and filed.

As there had been a meeting Monday, when routine business had been transacted, little was done yesterday other than passing on reports of Chief Engineer Hegardt and others. As to contracts under way the sum of $4352.76 was ordered paid the Brayton Engineering Company on the November estimate of work accomplished in the construction of warehouse B, at Municipal dock No. 1, and $509.96 to J. A. Backstrand, who is building a second story on the Stark-street Municipal boat landing, to be utilized as the headquarters of the commission, and $450 to the Kendall Heating Company, which is installing a heating system at the Stark-street building.

TWO FIREMEN KEEP JOBS

St. Johns Men Retained Because Familiar With Streets.

E. F. Peterson and W. J. Mackey, who were firemen in the St. Johns station when St. Johns was taken over by Portland, are to retain their positions. At the request of Mayor Albee the Municipal Civil Service Board yesterday agreed to keep them in the service on emergency appointment until the next firemen's examination.

The reason for keeping the two is that they are acquainted with the St. Johns district and are needed to direct the other firemen who are not familiar with the streets.

Seagull Shooter Fined.

VANCOUVER, Wash., Dec. 9.—(Special.)—Shooting seagulls on the Columbia River cost C. M. McKinney $14.70 when he pleaded guilty before W. S. T. Derr, Justice of the Peace, yesterday. The complaining witness was J. A. Robinson, who is employed at the Miller dairy and the arrest was made by J. M. Hoff, Clarke County game warden.

EX-OFFICER IS EXONERATED

R. T. Stewart Not Guilty of Receiving Stolen Property.

Although R. T. Stewart, ex-patrolman, was exonerated yesterday by the Municipal Civil Service Board of buying stolen goods from a burglar, on which charge he was dismissed from the police service, the Board found him guilty of negligence of duty and gave him a suspension of one year and four months. At the end of that time he will be placed at the bottom of the police eligible list.

The findings mean virtually that Mr. Stewart is out of the police service, but that after December 1, 1916, he will be eligible to get back if he can. There will be about 30 men ahead of him on the waiting list.

ARNOLDS TO STAND TRIAL

Fisher Holdup Cases to Be Held at Vancouver Next Month.

VANCOUVER, Wash., Dec. 9.—(Special.)—Frank Arnold and Judd Arnold, brothers, who live near Fisher, Wash., charged with robbery, and at liberty under bonds, were denied a dismissal of their case today, so they will be tried at the January term of the Superior Court.

Frank Arnold was tried on a charge of having held up Harry Kirke, near Fisher and taking $51 from him, but he was acquitted. It is understood that additional evidence has since been obtained and both men will be tried on a charge of being connected with holdups near Fisher last Summer.

AUDITORIUM ACTION TODAY

Council to Check Up Plans, Call for Bids and Sell Bonds.

Fifteen more complete sets of working plans of Portland's proposed Auditorium are due in the city tomorrow, according to advice received yesterday by J. A. Foulihoux, local representative of the Auditorium architect, J. H. Freedlander, of New York. The plans will be turned over to contractors.

At a meeting of the City Council today the plans will be checked over and formally approved. Arrangements also will be made for a call for bids and for the sale of the Auditorium bonds.