

SHIPPER MUST BEAR ALL MISADVENTURE COST

American-Hawaiian Line Announces Policy to Be Effective January 15.

CANAL CLOSING ONE CAUSE

Rates Quoted in Circular Sent Out by Company Show That Tariff Via Magellan or Cape Horn Routes Will Be 85 Cents to \$1.10.

Shippers must bear the full cost of insurance via the straits of Magellan or Cape Horn on cargo on and after January 15 that moves on liners of the American-Hawaiian service.

There are insurance rates quoted in the circular which show that those via the Magellan or Cape Horn routes will be from 85 cents to \$1.10 on cargo destined for Portland or Puget Sound, and on the opening of the Canal they will be 40 to 50 cents to the same ports.

When the Canal became blocked because of slight ice, the American-Hawaiian announced that those having insurance agreements with the company would be protected on the extra cost via the Magellan route.

There is an opportunity for firms in the territory to endeavor to place business in advance, and shipments can move to Honolulu and Hilo on the same rates as have been charged from the north.

One offer has been received from a Columbia River mill to provide regular shipments of box shooks to Honolulu, extending over a period of five months during the winter season.

So far no provision has been made for the unloading of vessels from Portland for Honolulu at the present time.

Further consideration of a bill for further aggregating about \$1500, submitted by McAllister & Son for work on the building of a new pier at the mouth of the Willamette river.

The original contract was for \$25,000, and provided for the old wings being torn away and new ones built on the five piers.

The new channel is straight and is the shortest course ever used. Thirty-three minutes from dock to deep water outside the whistling buoy was the record set by the steamer Haddon on her last trip.

Columbia River Bar Report. NORTH HEAD, Dec. 14.—Conditions of the bar at 5 P. M. Dec. 14: wind, north-west, 12 mph.

YACQUINA BAY IS SURVEYED. Captain Carner Finds Depth of 18.75 Feet at Low Water.

NEWPORT, Or., Dec. 14.—(Special.)—Captain Charles Carner, of the Ollie B. of this city has just completed a survey of the old south channel across Yaquina Bay.

Captain Carner piloted the steamer Haddon and Field to sea, their last trip out by way of this channel and his present findings have been taken with the object of verifying his former observations.

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PRINCIPAL SPEAKERS AT BANKERS' AND CREDIT MEN'S MEETINGS HERE TODAY.



2 MEETINGS ON BILL

Bankers and Credit Men to Hear Addresses.

NOTED SPEAKERS COMING

Russell Lowry, of San Francisco, and Edwin T. Coman, of Spokane, on Programme for Group One Convention.

Two important meetings of interest to the local financial world will be held in Portland today.

The first will be the semi-annual convention of Group One of the Oregon State Bankers' Association at the Multnomah Hotel this afternoon.

The second meeting will be the monthly meeting of the Exchange National Bank of Spokane at the Chamber of Commerce tonight.

A trio of speakers well known in financial circles on the Pacific Coast will address these meetings.

Mr. Lowry and Mr. Coman will be the principal speakers at the bankers' meeting this afternoon.

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The general subject of all discussion at the credit men's meeting will be "Trade Acceptances."

This is a question which Mr. Lowry will discuss with much personal attention since the San Francisco Reserve Bank was opened a year ago.

Mr. Coman likewise has been studying this question, and will discuss it from a banker's standpoint.

Mr. Wheelwright is expected to deal with it from the manufacturer's angle.

At the bankers' meeting, the Northwest National Bank, E. C. Sammons, assistant cashier of the Lumbermen's National Bank, secretary of Group One, and Southwestern Washington, a large attendance is expected.

Arrangements for the meeting are in charge of a committee composed of Edgar H. Senneker, cashier of the Northwest National Bank; E. C. Sammons, assistant cashier of the Lumbermen's National Bank; secretary of Group One, and Southwestern Washington, president of the St. Johns National Bank.

All the visiting bankers will be invited to attend the credit men's meeting.

MARINE INTELLIGENCE. Steamer Schedule.

Marconi Wireless Reports. (All positions reported at 8 P. M., December 14, unless otherwise indicated.)

Portland-Atlantic service. DUE TO ARRIVE.

DUE TO DEPART.

News from Oregon Ports.

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FIRE WARNINGS OUT

Insurance Commissioner Gives "Don'ts" for Christmas.

PRECAUTION IS ADVISED

Keep Children Away From Candles, Watch Smokers and Taboo Use of Inflammable Decorations, Pleads Harvey Wells.

Don't forget that a house of merriment is better than a house of mourning.

His bulletin on this subject in full is as follows:

Do not use tapers and old kerosene for Christmas as a time of rejoicing and merry-making and in order that nothing may mar the day.

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MEXICAN LINE EXPANDING

New Steamer Ordered for Owners of Baja California, Loaded Here.

About the time the Norwegian steamer Baja California sailed from here Saturday for West Coast ports via San Francisco announcement was made at the latter city through the United Engineering Works that the firm of C. H. Johnson, Incorporated, owners of the Baja California and others that maintain a service usually to Mexican ports, had contracted for the construction of another steamer.

The new vessel is to be 240 feet long with a beam of 48 feet and moulded depth of 27 feet.

The company was started a year ago and started a service to Mexico which was interrupted owing to unsettled conditions there, and it is understood that it will be re-opened as soon as efforts toward pacification are successful.

It is estimated that it will require a month or more to build the steamer.

PILOTAGE LAW CONSIDERED

Measure Referred to Attorneys for Suggestions.

To thoroughly direct the Oregon pilot law, as it pertains to the navigation of the Columbia River and over the river pilotage ground to Portland, the law in connection with the arrest of Captain Randall Rogers, for having piloted the Japanese steamer Bankoku Maru into the river without an Oregon branch license, has been referred to attorneys and attorneys are being consulted for suggestions.

The Pilot Commission held its monthly meeting yesterday, and renewed the bar license of Pilot Charles E. Anderson.

It was determined to take up with charterers and agents on the Coast, as well as owners of foreign vessels frequently making the Columbia River, the matter of picking up Oregon pilots, even should they deem it necessary to employ a coasting pilot, in which case it can be arranged for one of the pilots to go to Puget Sound or San Francisco for the vessel.

NOTRE DAME D'ARVOR LISTED

Wiscombe Park Loaded and in Stream and Enroll Arrives.

In the service of Hind, Rolph & Company the French bark Notre Dame d'Arvor, of 2232 tons net register, sailed from Melbourne for Portland, December 13, says a message received yesterday by the Merchants' Association.

It is assumed the bark will be loaded outward with wheat and headed this way with the expectation of re-chartering for the grain trade.

The British ship Wiscombe Park has finished loading at Irving dock and went to the stream from there yesterday.

It is intended to start her for sea tomorrow. Another to arrive in the grain fleet was the British steamer Enroll, which entered the river at 11 o'clock Monday night from Comox and reached here last night.

She loads flour at the plant of the Portland Flouring Mills Company for Europe. The steamer was to have been here a week ago but a question arose as to whether she could be dispatched for the Straits of Magellan, because she originally was chartered to steam through the Panama Canal.

BANKOKU MARU QUILTS PORT

Lumber Carrier Sails From Honolulu for Shanghai.

The Japanese steamer Bankoku Maru, which was dispatched from Portland, October 28 with a full cargo of lumber for Shanghai, left Honolulu yesterday.

The vessel was chartered by the British Columbia and reached Honolulu November 30, after having been in the possession of gales in the north and with a broken rudder made her way to the Hawaiian port.

It was estimated at first that the work would be completed in a week, but a message received from there Friday stated the ship would be ready to leave in five days. No information is available here as to how the rudder was repaired.

MARINE NOTES.

Strain on a tackle used by the lighthouse tender Manzanilla when trying to lift a metal spar buoy at the mouth of the Columbia Monday resulted in the buoy parting in the center, it being of metal, and the lower half with the chain and anchor in position.

Inspector Warrack says the lower part of the spar may sink.

Gov. M. Watkins, formerly stationed here, but now agent of the Treasury Department, with headquarters at San Francisco, will be in the city again today.

On the steamer Daisy Gadsby, of the Arrow line, which arrived in the river yesterday, are 300 tons of general cargo from San Francisco.

ST. JOHNS YET HAS COURT

Judge McGinn Declares Bench Survived Annexation.

The vote to annex St. Johns to the City of Portland did not abolish the St. Johns Justice Court, Circuit Judge McGinn decided yesterday.

The court went out of existence the sudden death of Judge J. E. Williams a month ago.

Go Home For Christmas

THE holidays will soon be here. The time of happiness and cheer. Your friends will be expecting you to come home. So will mother, father, sister or brother.

Low Holiday Fares

Are available for the holidays. On sale between all Southern Pacific stations in Oregon, Dec. 17, 18, 22, 23, 24, 25, 31 and Jan. 1. Return limit Jan. 4.

From Oregon to California points on sale Dec. 23, 24, 25, 30, 31, Jan. 1. Return limit Jan. 3d.

Tickets, reservations or further information at City Ticket Office, corner 6th and Oak streets, Union Depot or East Morrison street Station.

Telephones Broadway 2760. A 6704.

Southern Pacific

John M. Scott, General Passenger Agent, Portland, Oregon

was repaired, as the ship was drawing close to 27 feet and with no drydock available at Honolulu and, so far as known, the cargo was not discharged.

ILWACO JETTY WORK STOPPED

One Year and \$1,500,000 Required to Complete Safeguard.

ILWACO, Wash., Dec. 14.—(Special.)—Work on the north jetty at Ilwaco was suspended today. It is probable that work will not be begun again until next March.

During this time the works will undergo extensive repairs. New steel will be laid and the machine shops and locomotives given a general overhauling.

About 25 men will be retained to do the repair work. The last piling was driven in the jetty two months ago and it has been rocked to the last piling, although not enough rock has been dumped into the ocean to call the project completed.

It is estimated that it will require \$1,500,000 to complete the jetty.

C. M. Cram, the engineer in charge, believes the work will be finished about the end of 1916.

The closing of the jetty throws 170 men out of employment. It is expected that half of these men will remain in this city until work is begun in March.

TURBINE'S TRIP IS SECOND

Great Northern's Cargo Reported Larger Than on First Voyage.

Freight offerings for the liner Great Northern, which starts from San Francisco tomorrow on its second cruise to the Hawaiian Islands, are said to be much better than the first trip.

The consignments brought back from Honolulu to San Francisco consisted of pineapples, bananas, honey, sugar and rice. And, evidently to be sure that San Francisco would not be entirely dry after January 1, even if all the American brands ran out, there were several tons of Japanese sake sent over to help the Oriental colony in San Francisco celebrate the coming of the new year.

The liner Northern Pacific, Captain Hunter, sister ship of the Great Northern, which remains on the Puget-San Francisco route, due in the river today, having departed from the Golden Gate yesterday. She is doing her share of the coastwise trade these days in the way of passengers and cargo.

District Improvements Proposed.

A street improvement district has been formed in Kenilworth, which includes East Twenty-eighth from Holgate to Francis avenue, East Twenty-ninth from Holgate to Francis avenue, East Thirtieth from Holgate to Francis avenue, East Thirty-first from Holgate to Francis avenue.

The cost is estimated at \$51,550. This improvement is classed as a bitulithic pavement on a crushed rock base. This improvement is separate from the viaduct and will be assessed to the abutting property owners.

Barnes Cannery to Operate Soon.

NEWPORT, Or., Dec. 14.—(Special.)—The season for steelhead salmon opened here last Friday, but little fish-catch is being done on Yaquina Bay. At Alsea Bay, the Barnes cannery will open up, as its output is handled entirely by white employees.

The other cannery on the bay is operated by Chinamen, as is the one at the Silet, and these will probably not reopen till next fall, as the Chinamen were sent outside at the close of the Chinook and Silverside season, November 23.

ABATEMENT SUIT IS WON

Litigation of Two Years Over Notorious House Is Successful.

After nearly two years of continuous litigation, District Attorney Evans yesterday won his abatement suit against Rosa Babcock and the property at 153 Clay street, which he sought to empty as a notorious place.

The decision was made by Circuit Judge Kavanaugh after evidence had been taken and an argument made by George Mowry, Deputy District Attorney.

Under the decision Rosa Babcock will be enjoined from conducting the place, and L. E. Thompson, is Herbert Holman, P. Love, the owner, will be enjoined from permitting the place to be operated as a house of bad reputation.

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New Year's Oregonian

Annual Number, Jan. 1, 1916

Will be the most interesting and complete edition ever published. You will want to send copies to your friends in the East. On sale Saturday, January 1, 1916. Single copy 5c, postage 5c in United States and Possessions; foreign 10c.

Fill out blank form and send to Oregonian office, Sixth and Alder Sts.

Table with 4 columns: Name, Street, Town, State. Lists names and addresses for subscription.

PENSION OFFICIALS TO GO

Miss Chambers and Mrs. Hawkes to Be Dropped by City.

Miss Marie C. Chambers, of the widow's pension department of the Juvenile Court, will be dismissed from the service at the end of December.

Juvenile Judge Cleaton announced yesterday that she is unable to work harmoniously with James F. Cassidy, chief deputy in the widow's pension department.

CITY TO PAY FOR GRADING

Excess of \$13,500 on Hall Street and Heights Terrace Provided For.

Of total assessments of \$20,844 for the improvement of Hall street and Heights Terrace, the city will have to pay out of the general fund about \$13,500.

If the settlement proposed the property owners is agreeable. The improvement cost about 100 per cent more than the original estimates, because rock was struck during the grading.

Inasmuch as the courts have ruled that only a reasonable increase over the original estimates is collectible in such proceedings, the city stands to lose heavily in this contract.

JITNEY DRIVER TO FIGHT

Refusal to Pay Increased Dues Blamed for Ousting From Union.

Declaring the jitney drivers' union dues were increased from \$1.50 to \$2 a month in order that the salary of A. W. Lafferty, attorney and organizer for the union, might be raised from

California Woman Dies Here

Mrs. H. S. Hubbard of Corcoran, Cal., died at 2 o'clock yesterday morning at the home of her sister, Mrs. H. W. Stone, 265 Third-street, North. It was while she was here on a visit to Mrs. Stone last August that Mrs. Hubbard was taken ill and she was unable to return home.

Mr. Hubbard and son Hillis came to Portland about five weeks ago and have remained since that time. Besides her husband, son and sister, Mrs. Hubbard leaves her mother, Mrs. Mattilda Johnson, who lives with Mrs. Stone, and two brothers, H. H. Johnson, of Tacoma, and Charles H. Johnson, of Springfield, Cal. Funeral services will be held this afternoon at 3 o'clock at Holman's undertaking parlors. The body will be sent to Los Angeles for burial.

Movements of Vessels.

Seattle, Wash., Dec. 14.—Arrived—Steamer Umatilla, from San Diego; Awa Maru, from San Diego; Sagami, from San Francisco; Gryms for Esanada.

San Francisco, Dec. 14.—Arrived—Steamer W. M. Jones, from Honolulu; Santa Rosa, from Coos Bay; Northland, from Tacoma; Alliance, from Seattle; U. A. T. Sherr-

dan from Manila; J. A. Chandler, from Newport; Arab, British, from Shanghai; Avallon, from Willapa; Newwood, from Uruya; Harbort, from Port Angeles; West Schooner Gladstone, 24 days out from Honolulu for Gray Harbor, arrived today, having been delayed on account of loss of sail.

The steamer Minnesota was passing through the Golden Gate at 3 o'clock. Sailed—Steamer President, for Seattle; Sammar, for Tacoma; Northland, for Astoria; Yellowstone, for Coos Bay; Deane, for Payson; Ferry, for Gray Harbor; Edgar, for Puget Sound.

Portland, Dec. 14.—Arrived—Steamer Daisy Gadsby, from San Francisco; Steamer Northern Pacific, for Puget Sound; Steamer Klamath, for Portland.

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