DANGERS RULE RISE IN FIRE INSURANCE

Only Classes Causing Greatest Losses Are Increased and Not Whole Schedule.

JUMPS GO TO 20 PER CENT

Reductions in Rates Are Made in Some Cases—Benefits of Prevention Campaign Are Recognized by Underwriters.

In place of a general increase in fire insurance rates as was planned at first as a result of heavy fire losses in Portland, the Underwriters' Equitable Rating Bureau yesterday announced that its new schedule of rates, now effective, would be limited to the classes of structures and businesses in which the heaviest fire losses have been suffered.

The new schedule shows 10 to 20 per cent increases in many classes of policies, while reductions are made in a few cases.

The new schedule was announced by James McCune, of the Equitable Rating Bureau, the rates having been arranged by the bureau made up of the Portland resident general agents of the fire insurance companies.

Some Decreases Provided.

Increased rates are provided for concerns having paper stock, furniture, clothing, millinery, wholesale grocery concerns, flour mills and on docks and some other lines of business. Decreases are provided only in some specific cases where additional fire safeguards have been installed.

The new rates, according to Mr. McCune, will not amount to such a great sum in the aggregate for a year, principally because they will not affect policies now in existence, but only policies to be written from now on, and also, he says, because the increases are not great.

"The whole purpose of the increases," said Mr. McCune yesterday, "is to reimburse the insurance companies for heavy losses suffered in Portland in recent years. There was talk at first of a general increase in rates, which would have affected everything.

Prevention Campaign Aid Felt.

"The bureau decided, however, that the classes of business and structures in which the city's greatest losses had been suffered by fires should stand the brunt of the increased rates necessary.

"We also recognized the fact that the fire prevention campaign, which has been under way for a year, is bringing about good results in curtailing the number of fires, and we did not wish to discourage that movement by a general increase. The increases, therefore, apply to lines of business which have proved in Portland to involve unusual fire hazards. The proof has been given in the losses sustained in the last few years."

The new schedule will be investigated by the Chamber of Commerce, according to C. C. Colt, president of the chamber.

RATE RISE IS PERMITTED

WESTERN ROADS EAST OF ROCKIES ALLOWED TO ACT.

Interstate Commerce Commission Finds Means Hundreds of Thousands of Dollars to Lines.

WASHINGTON, Dec. 23.—Railroads operating between the Mississippi and Missouri rivers and the Rocky Mountains received permission to make increases in freight rates by the Interstate Commerce Commission today on many commodities, including agricultural implements, canned goods and boots and shoes.

No estimate of the additional revenue the roads will derive from the advances is contained in the Commission's report on the case, but it will amount into the hundreds of thousands annually, despite the fact that numerous increases sought were denied.

Although there still is pending before the Commission proposed increases on a few other commodities, the general campaign of the Western roads to obtain higher rates on the more important commodities virtually is at an end. Both the case today and the one still pending are related to the so-called Western advance rate case. The first and most important part of this case was decided weeks ago, some increases being allowed and others refused, and a petition for its reopening recently was denied.

He is the son of J. C. Ackerson, of Coburg, Or., and has been in Eastern Oregon since September, when he accepted his present position. He will accept the scholarship and will go to England next Fall.

THREE DEAD IN EXPLOSION

Tons of Dynamite Blows Up, Other Tons Merely Burn.

BRANDY CITY, Cal., Dec. 23.—Three men were killed when 22,000 pounds of dynamite exploded here today. Five more are expected to die.

Half of the blast went off and another 5½ tons of explosive, instead of exploding, burned. Asphyxiating gas was formed by the fire, which drifted toward the blacksmith shop, where the men had taken refuge.

The three dead are E. Godfrey, Jack Hayes and Thomas Sadler. Superintendent E. W. Taylor, of the Brandy City mine, the property on which the blast was set, is expected to die.

The explosive was set off to clear away a bank of 160 feet of earth.

LOYALTY TO CITY ADVISED

Progressive Business Men's Club Gives $100 to Muts.

"Be loyal to your home city, tell the truth to the outside world and take lessons from California," counseled J. C. Herbaman, of Seattle, yesterday in an address before the Progressive Business Men's Club at the Multnomah Hotel. "Be loyal to the towns in the Willamette Valley and Columbia basin and give them service. It will pay you," continued the speaker.

After the address Chairman Hayek and the club heard a plea for ready cash for the work of the Muts, and in less than four minutes $100 cash had been placed on the assigned table.

Castle Towed to Port Townsend.

SEATTLE, Wash., Dec. 23.—The American barkentine S. N. Castle, from Grays Harbor for Australia with lumber, and which was sighted in distress south of Cape Flattery yesterday, was towed to Port Townsend today. The extent of the damage has not been learned. Her captain yesterday reported six feet of water in the hold.

TURKISH BOOTY IS LARGE

Constantinople Says English Retreated "Head Over Heels."

CONSTANTINOPLE, via London, Dec. 23.—The following official communication was issued today by the Turkish War Office:

"Booty taken up to the present time at Anafarta and Ari Burnu includes two heavy cannon, one field cannon and great quantities of ammunition, a supply of rifles and machine guns, a large number of mules, cars of victuals and telephone tools.

"The English left behind their sick and wounded and their retreat, which they alleged was systematical, really was head over heels."

LONDON, Dec. 23.—The press bureau announced tonight that it is authorized to say that all British sick and wounded were removed when the withdrawal of British troops from Anzac and Suvla was effected.

NEW FISHERY ANNOUNCED

Reedsport to Be Site of $50,000 Establishment Projected.

EUGENE, Or., Dec. 23.—(Special.)—Announcement of a $50,000 fishery establishment at Reedsport, the new townsite on the Willamette Pacific Railroad, was announced today, following that of another organization for a similar industry on the Umpqua River at Gardiner yesterday. The two plants will be within a few miles of each other.

The organizers of the new industry are men who have been associated with the Willamette-Pacific Railroad in Eugene, and the establishment of the new Reedsport townsite at the point where the railroad crosses the Umpqua. They are J. J. Delaney, H. A. Delaney, Warren P. Reed and A. C. Palmer.

Water frontage and railroad sidings have been obtained.

MR. M'CLANAHAN ELECTED

Choice for Presidency of State Poultry Association Decisive.

EUGENE, Or., Dec. 23.—(Special.)—E. J. McClanahan, of Eugene, for four years president of the State Poultry Association, received all but two of more than 100 votes for re-election, although he had not been nominated. He has been president since the formation of the state organization, embracing several hundred Oregon chicken fanciers.

Voting was conducted by mail without previous nominations, and the highest number of votes received by an individual for any office constituted an election.

J. A. Griffin, of Eugene, was elected vice-president; Carl Williams, of Salem, secretary; Elmer Paine, of Eugene, treasurer; R. P. Keeney, of Eugene, and H. H. Hinghouse, of Clackamas, members of the executive board.

CHILD LOSES LIFE IN FIRE

Screams Attract Passerby Who Saves One in Blaze at Centralia.

CENTRALIA, Wash., Dec. 23.—(Special.)—As the result of their home at the corner of Warren and Oxford streets being gutted by fire this morning while their mother was at the home of a neighbor, the 18-months-old son of Ernest Riblett, a brakeman employed by the Eastern Railway & Lumber Company, was burned to death and another son, 5 years of age, narrowly escaped suffocation.

Attracted by the screams of the older child, a passerby dashed into the burning home and rescued him, but the smoke was too thick to return for the younger boy.

The fire is believed to have been caused by an overheated stove.

MONASTIR'S POOR STARVE

Seizure of Red Cross Stores Leaves People in Pitiful Condition.

LONDON, Dec. 23.—The Times' Saloniki correspondent reports a pitiful condition among the poorer inhabitants of Monastir, following the stoppage of the American distribution of flour, owing to the seizure of the Red Cross stores. He says that deaths already have occurred and are occurring daily among the Mussulman population from starvation because of the famine. Thousands of persons are without bread or any prospect of obtaining it.

"It is feared that the hunger of Monastir," said the correspondent, "is only an infinitesimal fraction of the still unrevealed suffering afflicting the mass of the Serbian people."

WIFE'S "LODGE" IS DANCE

V. L. Strong Says He Cared for Babe While She Went With Others.

Vernon L. Strong, in his suit against his wife, Minnie Strong, filed in the Circuit Court Wednesday, reversed the usual order by charging, among other things, that his wife, in order to get away from home evenings to attend dances, gave as a pretext that she was going to "attend lodge".

The husband alleges that he found out she was going instead to public halls to dance with other young men, leaving him at home to care for the 4-year-old son. He asks that the court grant him a divorce on the ground of mental anguish suffered by him from her cruelty.

200,000 MEN GUARD CANAL

Britain Reported to Have 300,000 Troops in Egypt.

BERLIN, Dec. 23.—(By wireless to Tuckerton, N. J.)—Great Britain has 300,000 troops in Egypt, 200,000 of whom are in positions guarding the Suez Canal, according to the writer of a letter printed by the Kolnicher Volks Zeitung, sent from Egypt December 12.

The correspondent adds that of the troops protecting the Suez Canal 70,000 arrived last week.

STAGE ROBBER GETS $200

Lone Highwayman Does Not Molest California Passengers.

UKIAH, Cal., Dec. 23.—A lone robber held up a stage between Hopland and Lake Port late today and stole an express box said to contain about $200.

The passengers were not molested, and after taking the express box the robber fired a shot in the air and told the driver to "hurry on."

FOG BLINDS PILOTS

Movements of Vessels Are Generally Delayed.

MISHAPS MINOR AFFAIRS

Ships Arriving From Sea Report Clear Weather Outside Bar. Thick Pall Practically Stops Night Travel.

Shore habitues who were inclined to sympathize with Londoners yesterday because of the fog would have been convinced that it was only the thinnest sort of a haze had they listened to reports made of how thick the pall enveloped the Willamette and Columbia rivers, skippers reaching here branding it as the worst they had experienced during daylight hours.

The movement of vessels on the river between Portland and Astoria was hampered and some tied up, with prospects that night boats would be held at their docks until late and probably not allowed to depart until this morning.

While the Iralda got away in the afternoon on her way to St. Helens, her running mate, the America, held to her berth, as she covers a route through the slough and navigation there in a fog is far from easy with considerable drift running and breakwaters to be watched for.

The Lurline left early yesterday on her return to Astoria and paused for a short time below the dock of the Portland Flouring Mills Company with her nose on the beach, but proceeded before noon. Other morning boats tied up for a time, nosing their way downstream later as the fog lifted, only to settle again soon after.

The steamer Bear, arriving from California ports, was visible from Ainsworth dock as she steamed a short distance below the Broadway bridge about 1:30 o'clock, but before she reached the bridge the fog shut down again and she was about two lengths above there before she could be seen from Ainsworth dock again.

The Russian bark Caledonia, which left Astoria shortly before 5 o'clock Wednesday afternoon in tow of the tug Wallula, was transferred to the steamer Ocklahama at Skamokawa, but was held several times by the fog and was last reported passing Kalama and just entering a fog bank again.

The tug Navigator, towing the oil-laden schooner Monterey, left Astoria at 11 o'clock Wednesday, and when off Mayger she experienced engine trouble, and the Shaver steamer Henderson was sent down to tow both vessels here. It was reported the tug broke an eccentric.

The O.-W. R. & N. steamer Harvest Queen was held here until midnight Wednesday because of the fog, and reached Astoria at 9 o'clock yesterday morning. On her return last night it was decided to hold her again until the fog raised. The Yellow Stack steamer Grahamona lost three hours Wednesday night through fog on the Upper Willamette. Reports from Astoria were that fog shut in thick there yesterday afternoon, though the steamer F. A. Kilburn passed out at 1:45 o'clock for San Francisco and the tanker Washtenaw, which was due off the river Wednesday night, crossed in at 2 o'clock and left up at 3:30. Vessels arriving here yesterday from sea had not experienced fog outside.

DINNER SETTING IS PROVIDED

Steamer Hassalo Is Decorated With Salt-Air Evergreen.

Departing from the time-honored custom of utilizing fir trees for decorative purposes, "Captain" Budd, port skipper of the O.-W. R. & N. river fleet, has introduced new material this year in transforming Ash-street dock and the steamer Hassalo into an evergreen bower for the reception of hundreds of dinner guests tomorrow through assembling spruce, hemlock and cedar trees and boughs that were especially cut on North Beach.

"Captain" Budd, being superintendent of the "Clam Shell" route, which connects Megler with Nahcotta and affords North Beachers transportation facilities, says that evergreens from the salt air zone are far greener and offer more pleasing shades of the emerald hue than firs and such inland growth, therefore he hit upon the scheme of having the "Clam Shell" route crews participate in the Christmas day programme by cutting trees.

Every department of the O.-W. R. & N. system will be represented on the dock tomorrow, when long lines of tables are there to attend the annual dinner, for which hundreds of invitations have been issued. The Hassalo has been turned into a most attractive floating dining-hall, and flags, bunting, lights and such decorations, with evergreen predominating, have lent a true Yuletide aspect to the vessel and dock. W. W. Watson, head of the steward's department for the system, will be in personal charge of the dinner details, and with a big force is deep in the preparations of a most inviting menu.

BIG SHIP IS CHARTERED HERE

Portland Firm to Pay $282,500 for Cargo to France.

OREGONIAN NEWS BUREAU, Washington, Dec. 23. — The Pacific Coast sales agent for several large shipbuilding and foundry companies has reported to the Bureau of Foreign and Domestic Commerce that the new steamer Pacific, which was built in San Francisco, and which last month made a successful trial in San Francisco Bay, has been chartered by a prominent exporting firm in Portland, Or., at the record figure of $31.50 per ton for delivery from either Portland or Puget Sound to France.

The Pacific is a 9000-ton carrier, and will draw in freight charges for her trip from Portland to France $282,500. The voyage will take 90 days by way of the Straits of Magellan, giving a gross income per day of $3150. The price is more than the vessel's owners asked originally. The steamship agents in San Francisco had offers from at least seven different exporting firms, the correspondent of the bureau says, and this accounted for the increase in charges.

The conditions disclosed are cited by the sales agent as emphasizing the need of tonnage on the Pacific Coast for shipments both to the Atlantic Coast of the United States and to Europe.

CORNIL BART READY TO GO

Two More Squareriggers May Get Away Before New Year Opens.

One more wheat carrier of the sailing fleet is ready to tow toward the Pacific, the French bark Cornil Bart, which was cleared yesterday for Queenstown or Falmouth for orders, with 105,482 bushels of cereal aboard, which is valued at $97,634. She is being dispatched by Balfour, Guthrie & Co., and is a cheap ship as present fixtures go, her rate being 72s 6d, while as high as 100 shillings has been paid for sailers since she was taken.

There remain two sailers that may be loaded this month, the French bark Pierre Antoine, which is ready for cargo and will go to Irving dock today of tomorrow, and the British bark Medway, now discharging ballast and could be given cargo during the coming week. The Russian bark Port Caledonia will be a January ship in the wheat fleet, and at least one flour ship should be started next month, she being the British ship Langdale, now close at hand from Albany, Australia, which port she left October 2.

ERROLL'S CARGO IS LOADED

Steamer Gets Rid of Surplus Coal Before Starting for Europe.

Aboard the British steamer Erroll, which has taken the last of her flour cargo and shifted yesterday to the bunkers to get rid of 150 tons of coal, are approximately 60,629 barrels of the manufactured cereal product, which is destined for Europe, probably France, and she may leave the harbor today.

An attempt made to move the steamer yesterday and at the same time turn her around was beset by two obstacles, the fog and current, and as a consequence she was moved through the St. Johns bridge and turned below, being then towed back, an operation that required, including time she anchored, from 7 o'clock in the morning until close to 2 o'clock in the afternoon.

It was thought at first that the Erroll would load a larger cargo, and more space would have been utilized had it been known positively that she could use the Panama Canal. The new Norwegian steamer Pacific, finished last month at San Francisco and which was loaded on Puget Sound, took on about 94,000 barrels of flour, and it is reasoned her sister ship, the Eurana, which is building at San Francisco and has been chartered by the Sperry Flour Company, will take the same amount. The Pacific was engaged at $31.50 a ton, and the rate of the Eurana, as reported from San Francisco, is $39.50 a ton, so millers here are wondering how a margin can be figured on the latter cargo, inasmuch as the engagement of the Pacific was the topnotch fixture at the time.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Northern Pacific	San Francisco	Dec. 24
Roanoke	San Diego	Dec. 26
Beaver	Los Angeles	Dec. 28
F. A. Kilburn	San Francisco	Dec. 30
Rose City	Los Angeles	Jan. 2
Geo. W. Elder	San Diego	Jan. 2

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. for S. D.	Dec. 24
Yosemite	San Francisco	Dec. 25
Northern Pacific	San Francisco	Dec. 25
Cello	San Diego	Dec. 25
J. B. Stetson	San Francisco	Dec. 28
San Ramon	San Francisco	Dec. 29
Bear	Los Angeles	Dec. 30
Multnomah	San Diego	Dec. 30
F. A. Kilburn	San Francisco	Dec. 31
Roanoke	San Diego	Jan. 1
Beaver	Los Angeles	Jan. 2
Willamette	San Diego	Jan. 2
Wapama	San Pedro	Jan. 3
Gen. W. Elder	San Diego	Jan. 5
Rose City	Los Angeles	Jan. 6

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Panaman	New York	In port
Kentuckian	New York	Feb. 13
Georgian	New York	Mar. 3

DUE TO DEPART.

Name.	For	Date.
Panaman	Honolulu	Dec. 24
Kentuckian	Honolulu	Feb. 16
Georgian	Honolulu	Mar. 6

Marconi Wireless Reports.

(All positions reported at 8 P. M., December 23, unless otherwise indicated.)

Atlas, Honolulu for San Francisco, 846 miles from Kahului, December 22, 8 P. M.

Lurline, Honolulu for San Francisco, 1733 miles out, December 22, 8 P. M.

Enterprise, Honolulu for San Francisco, 934 miles out, December 22, 8 P. M.

Great Northern sailed from Hilo at 12:30 A. M., December 22, for Honolulu.

China, Orient for San Francisco, arrived at San Francisco at 10 P. M., December 23.

Persia Maru, Orient for San Francisco, 819 miles out, December 22, 8 P. M.

Mills, Seattle for San Pedro, 328 miles from San Pedro.

Queen, Seattle for San Francisco, 18 miles north of Point Reyes.

Willamette, San Francisco for Grays Harbor, 20 miles north of Northwest Seal Rock.

Wapama, Columbia River for San Francisco, 35 miles south of Cape Mendocino.

El Segundo, towing barge 91 Portland for Richmond, 275 miles north of Richmond.

Centralia, San Francisco for Aberdeen, 17 miles north of Cape Mendocino.

Atsumelon, Seattle for Richmond, 195 miles north of Richmond.

Drake, Richmond for Vancouver, 332 miles north of Richmond.

Herrin, Linnton for Avon, fogbound 25 miles from Linnton.

Santa Cecelia, San Pedro for Callao, 2010 miles south of San Pedro.

Black, Balboa for San Francisco, 1471 miles from Balboa.

Desoto, San Francisco for Payta, 2040 miles south of San Francisco.

City of Para, San Francisco for Balboa, left Manzanas.

President, San Pedro for San Francisco, 226 miles south of San Francisco.

Klamath, San Francisco for San Pedro, off Point Arguello.

Speedwell, San Pedro for San Francisco, 135 miles south of San Francisco.

Aroline, San Francisco for San Pedro, off Santa Barbara.

Columbia, Callao for San Francisco, 1610 miles south of San Francisco.

Chanslor, Everett for Monterey, 40 miles from Everett.

Porter, Seattle for Point Orient, 770 miles north of San Francisco.

Kilburn, Portland for Coos Bay, 65 miles south of the Columbia River.

Congress, San Francisco for Seattle, 104 miles north of Cape Blanco.

Movements of Vessels.

PORTLAND, Dec. 23.—Arrived—Steamer Bear, from San Pedro and San Francisco. Sailed—Steamers Temple E. Dorr, for San Francisco; W. F. Herrin, for Monterey.

Astoria, Dec. 23.—Arrived at 2 and left up at 3:30 A. M., steamer Bear, from San Pedro and San Francisco. Sailed at 1:45 P. M., steamer F. A. Kilburn, for San Francisco via Coos Bay and Eureka. Arrived at 2 and left up at 2:30 P. M., steamer Washtenaw, from Port San Luis.

San Francisco, Dec. 23.—Arrived—Steamer Roanoke, from San Diego, for Portland via way ports. Arrived at 9:30 A. M., steamer Northern Pacific, from Flavel. December 22—Arrived and sailed, steamer Klamath, from Portland, for San Diego via way ports.

San Pedro, Dec. 23.—Arrived—Steamers Olympic, from Portland; Beaver, from Portland via San Francisco. December 22—Arrived—Steamer Geo. W. Fenwick, from Columbia River.

Balboa, Dec. 23.—Sailed—Steamer Navajo, from Portland, for Ipswich.

Hongkong, Dec. 23.—Arrived—Steamer Shinyo Maru, from San Francisco.

Manila, Dec. 21.—Sailed—Steamer Canada Maru, from Tacoma.

Antofagasta, Dec. 22.—Sailed—Steamer St. Helens, for Tacoma.

San Francisco, Dec. 23.—Arrived—Steamer Northern Pacific, from Astoria.

Seattle, Dec. 23.—Arrived—Steamers Northland, from Southeastern Alaska; Admiral Farragut, from Southwestern Alaska; Admiral Dewey, from San Francisco. Sailed—Steamers Humboldt, for Southeastern Alaska; W. S. Porter, for San Francisco.

Tenneriffe, Dec. 22.—Arrived—Steamer Kentra, from Seattle.

News From Oregon Ports.

ASTORIA, Or., Dec. 23.—(Special.)—A dense fog that enveloped the river from its mouth some distance inland, last night and today, greatly interfered with shipping, and several vessels were delayed.

Bringing freight and passengers for Astoria and Portland, the steamer Bear arrived from San Francisco and San Pedro. The steamer Rose City, of the same line, cleared for the California ports, but is still lying in the lower harbor.

The steamer F. A. Kilburn sailed for San Francisco via Coos Bay and Eureka.

With a cargo of fuel oil for Astoria and Portland, the tank steamer Washtenaw arrived from California, but was compelled to drop anchor in the lower harbor, where she lay until evening, when she proceeded to Portland.

The steamer Northern Pacific, which arrived in San Francisco this morning, will run one day late until next Tuesday, when she will resume her regular schedule. She sails from San Francisco tomorrow and will leave here on Sunday.

The steam schooner Solano, with lumber from Portland for San Pedro, is fogbound above Tongue Point.

The steam schooner William H. Murphy, laden with lumber from Westport for San Francisco, and the outward bound steamer Geo. W. Elder, were fogbound above Tongue Point for several hours. They arrived down this evening.

COOS BAY, Or., Dec. 23.—(Special.)—The steamship Kilburn, due today, has not been reported, neither has the company received any word as to her location.

SURVEY SHIPS OLD

Need of Modern Vessels on Pacific Pointed Out.

IMPORTANT WORK WAITS

Knowledge of Changing Depths of Waters Especially Desirable in View of Requirements of Submarine Defense.

OREGONIAN NEWS BUREAU, Washington, Dec. 23.—An appropriation of $508,000 is recommended by Dr. E. Lester Jones, superintendent of the Coast geodetic survey, for the construction of two modern survey vessels for use on the Pacific Coast and in Alaska waters. In his annual report Dr. Jones points out the necessity for these vessels. He shows that there is today not a single modern vessel of adequate design at the command of the coast survey in Pacific Coast waters, although one vessel, the Surveyor, is under construction and will be ready by 1917. Discussing the need for new vessels on the Pacific Coast, he says:

"On the Pacific Coast two vessels should be replaced without delay by new ones suitable for work in exposed localities. The Gedney has been condemned. The Patterson, now 33 years old, is no longer serviceable for the exposed offshore work. In her weakened condition exposure to a heavy sea might prove serious. The Explorer also shows structural weakness, and extensive repairs are necessary; her future work should be confined absolutely to the protected waters of Southeast Alaska.

"In view of the unsafe condition of the McArthur and Gedney and the fact that neither is seaworthy, they have been ordered sold, as their future existence is a menace to human life and their further use would be without the slightest justification. There is urgent work needed off the coasts of Washington, Oregon and California; also off Central and Western Alaska and Hawaii; but until the Surveyor is in commission and other similar vessels are built we can not hope to accomplish any of this work, as at the present time there is not a vessel in the Pacific Coast service sufficiently seaworthy to be exposed to the risk of this work.

"The two new vessels recommended would be used in the unsurveyed and exposed offshore work on the coasts of California, Oregon and Washington, and off the central and western part of Alaska and Hawaii, where they are urgently needed."

As emphasizing the importance of liberal appropriations for coast survey work, Dr. Jones says:

"It can be stated here that the ever-increasing demands for new hydrographic surveys due to the increased size, draft and speed of ships of commerce and of war, together with the constant changes along the sandy shores, are already overtaxing the forces and equipment of the coast survey. Now that submersible war vessels, with their requirements of fairly accurate knowledge of depths of 100 feet and more, form an essential part of the National defense, the necessity for new surveys and resurveys is more pressing and vital to the best interests of the country."

GRAYS HARBOR CHANNEL DEEP

Minimum Is 22 Feet and Dredge Work Is Credited.

HOQUIAM, Wash., Dec. 23.—(Special.)—There is more depth of channel across the Grays Harbor bar now than there has been in 20 years, it is considered to the work already done by the Government dredge Colonel P. S. Michie. The channel is now 22 feet to 23 feet at low tide, or 30 feet or more at high water.

Though the dredge has been on Grays Harbor more than a month the weather has been so bad that she has been able to put in only five days work on the bar.

JUDITH REPAIR BIDS ARE IN

Wilson Brothers Are Low, but Time Clause Bothers.

ASTORIA, Or., Dec. 23.—(Special.)—Bids were opened this afternoon by E. M. Cherry, underwriter's agent, for repairing the crippled Peruvian bark Judith. Four bids were received, and the lowest was that of Wilson Brothers. They wanted 20 days in which to complete the work, and that is longer than the time asked by the others. The bids will be submitted to the surveyors, who are expected to recommend that the contract be awarded to Wilson Brothers.

The barkentine came to this port some time ago in a waterlogged condition and soon afterward bids on repairing her were called for. Before the contract was awarded, however, the barkentine broke from her moorings and drifted against the municipal wharf, smashing her stern. This necessitated the making of more extensive repairs.

BEAR WILL LOAD TOMORROW

Pleasant Weather Attends Voyage of Liner From California.

Unless a different loading scheme is adopted it is regarded certain that the "Big Three" liner Bear will be one ship to work tomorrow and possibly Sunday also will be a busy day, one reason being that she was detained by fog when bound up the river yesterday, otherwise she would have gotten in nearly a full day at the dock. The liner left Astoria at 3:30 o'clock in the morning and arrived at 1:45 o'clock.

Of about 100 passengers aboard, few missed the pleasures of a sea trip with northwest weather from the Golden Gate to Cape Mendocino. Mrs. R. D. Cannon and daughter, Miss Margaret Cannon, returned from California to join Mr. Cannon, who has resumed newspaper work here, and there were others bent on enjoying an Oregon Christmas. The Bear had 700 tons of freight, in the lot being several carloads of oranges. The Rose City, which departed Wednesday afternoon, was held by fog on the lower river, and she reached the Astoria dock as the Bear hauled away, and Pilot Pease was transferred to the Bear in a small boat.

CELILO TO HAVE NEW WHEEL

Yosemite Under Repairs on Puget Sound as Result of Storm.

Two steamers of the McCormick fleet are temporarily out of service, the Celilo having been towed to the Oregon drydock yesterday to have a new propeller fitted, as she lost a blade of her former wheel when bound up the river from Astoria on Wednesday, and the Yosemite is on a Puget Sound drydock as a result of having been caught in stormy weather off the Coast early in the week, which caused her to lose part of her deckload and seams were opened up through straining.

The sailing of the Celilo from Portland has been postponed until Tuesday, when she will go out with a full load and fair passenger list. The J. B. Stetson is due tomorrow with a cement cargo and loads back with lumber, with the Daisy Putnam scheduled to arrive Sunday with general cargo, and the San Ramon Monday with the same class of freight. The Stetson and San Ramon also carry passengers.

Nautical Expert Wanted.

The United States Civil Service Commission announces an open competitive examination January 19 for nautical expert in the hydrographic office, Bureau of Navigation, Navy Department, for men only. Salaries range from $1000 to $1800 a year. For further information and application blanks apply to M. K. Wigton, Postoffice building, Portland.

Marine Notes.

That the Willamette will not rise after today is the belief of Weather Bureau officials, who opine that the stage will not exceed 13 feet and after remaining stationary today, will begin to recede tomorrow. The gain for 24 hours, ending at 8 o'clock yesterday morning, was 1.2 feet, the guage then showing 12.5 feet above zero.

With a lumber cargo for San Pedro, the steamer Temple E. Dorr was scheduled to sail from St. Helens last night.

Owing to slide trouble on the Tillamook line of the Pacific Railway & Navigation Company, temporarily interrupting the service, it has been decided to send the gasoline schooner Patsy from here Monday night for Tillamook Bay and on returning from there she will resume her run to Yaquina Bay and Siuslaw.

G. M. McDowell, Portland representative for W. R. Grace & Co., says it is intended to have the schooner Sausalito load on the river, though she is reported to have sought refuge at Neah Bay, inside the entrance to Puget Sound, having been blown north when on her way here from San Francisco.

It is intended to discontinue temporarily the service of The Dalles-Portland line between Portland and Upper Columbia points January 1, to be resumed in March. On the sale recently of the steamer State of Washington, the company gave up that part of the route between Portland and The Dalles, so at present is looking after the field as far as Pasco and Kennewick.

Work of discharging the American-Hawaiian liner Panaman is to be finished early this morning and she shifts to the plant of the Portland Flouring Mills Company to work flour for Honolulu, sailing later in the day.

News has been received that the new liner Floridan, of the American-Hawaiian flag, has been accepted and proceeded to New York from Sparrow's Point, where built, to load a cargo for Europe. She replaces the liner Washingtonian, lost on the East Coast nearly a year ago.

Tides at Astoria Friday.

High.	Low.
2:07 A. M....7.9 feet	8:41 A. M.... 3.7 feet
2:08 P. M....8.4 feet	9:20 P. M....-0.3 foot

Vessels Entered Yesterday.

American steamer Panaman, general cargo, from New York.

Vessels Cleared Yesterday.

French bark Cornil Hart, 108,482 bushels of wheat for United Kingdom.

Columbia River Bar Report.

NORTH HEAD, Dec. 23.—Condition of the bar at 5 P. M.—Sea, rough; wind, east, four miles.