BENSON BUILDINGS TO COST $210,000

Administration Wing and 3 Units of Boys' Shops to Be Erected at Once.

HIGH SCHOOL STORE TO GO

Sustituck to Be Used as Commercial Department of Lincoln High. Protest Against Employing Disloyal Teachers Voiced.

Bids for the construction of the administration building and three units of the boys' shops of the new Benson Polytechnic School were authorized at the regular meeting of the School Board yesterday. As F. A. Naramore, superintendent of properties, has about completed the specifications, bids will be invited either tomorrow or Monday. The bids will be opened January 21.

The money available for the construction of the buildings upon which bids will come be advertised approximates $210,000.

The Board members rescinded their action of last December, when yesterday they refused to allow the Chamber of Commerce of the Washington High School to maintain a co-operative store for selling books and supplies, the Board basing its action on a legal opinion of the district's attorneys, Nicholas & McCoy.

Old Shattuck to Be Used.

Upon the recommendation of Superintendent Alderman, the old Shattuck building was designated the commercial headquarters of the Lincoln High school.

A communication from E. H. Crandall, secretary of the United States Veterans' Association, to the effect that that organization had adopted a resolution, fathered by General T. M. Anderson, that "no man or woman should be retained as a teacher who is tainted with disloyal Socialism or anarchistic principles," was placed on file.

Bids for a new automobile truck were opened and referred to a committee.

Four bidders entered the contest for fireproofing the furnace rooms of several of the school buildings. Those two sets of bids and those for furnishing blackboards were referred to the proper committee. The Board authorized the purchase of 1584 pairs of scissors.

Audited claims aggregating $29,042.82 were ordered paid.

Mrs. Richards' Case Waits.

A communication was received from Mrs. Maud L. Richards, tendering her services as instructor in English in the trades school. Chairman M. G. Munly stated that "as the litigation in the case of Mrs. Richards vs. the district had not ended," the communication should not at this time be definitely decided upon.

A deputation from the Oakley Green district asked that the name of the school be changed to the Frank Rigler School. The matter was referred to the buildings committee.

Mr. Alderman recommended the installation of another portable at Jefferson High, stating that the estimated attendance at that school for the February term was 1700 pupils.

RABIES APPEAR AT BLY

NEW CASES REPORTED AS PREVENTIVE MEANS CONSIDERED.

Coyote Hunt to Begin in Infected Region—Salt Lake City Interstate Conference Planned.

Dr. David N. Roberg, chairman of the state Board of Health, and the state health officers are hoping to effect a six-state organization of state and Federal officers in time to check the epidemic of rabies in surrounding states before the Spring weather will accelerate the danger of spread back into Oregon with the loss of all efforts expended to this time.

Dr. Roberg plans to leave at the last of this month to represent Oregon at a meeting of state and Federal authorities from California, Idaho, Oregon, Montana, Nevada and Washington at Salt Lake City February 21. This is the meeting planned at a similar conference held in San Francisco 10 days ago, attended from Oregon by T. P. MacKenzie, assistant United States District Forecaster.

"The rabies situation is well in hand at present," said Dr. Roberg yesterday. "We haven't had any human cases since November 6. We are constantly receiving heads of animals suspected of having rabies, and are examining the brains of each for the red negri bodies."

Dr. Roberg received a telegram yesterday from Warren Hunt, health officer in Klamath County, stating that the rabies were appearing among the cattle near Bly, Or., caused by bites from infected coyotes.

He wired immediately to E. F. Averill, field inspector of the United States Biological Survey, and Mr. Averill replied that men would be sent immediately to hunt the coyotes in that region.

GUARD HOLDS INTEREST

MILITARY LIFE WILL BE DEPICTED AT ARMORY TOURNAMENT.

Dancing Will Follow Exhibition of Army Training Each Night After Programme.

"The biggest indoor military tournament ever held in the Northwest" is what officers in charge of arrangements have promised the public for the military exhibition contemplated by the companies of the Oregon National Guard stationed in the city. The tournament will be held at the Armory January 12, 13 and 14.

All infantry, cavalry, artillery and naval militia organizations stationed in Portland will contribute to one or more numbers of the programme.

On each of the three nights the programme will include features of military work such as wall scaling, silent manual, bayonet exercise, shelter-tent pitching, drills in double time, problems in infantry attack, artillery in action, saber drills and other movements, and will cover a period of one and one-half hours of constantly changing scenes, showing military life and the work being done by the Oregon National Guard and the naval militia.

The musical programme will include numbers by the Coast Artillery, the Third Infantry and Oregon Naval Militia bands. Dancing will conclude the entertainment on each night.

As this is the first tournament of its kind to be held in Portland, a great amount of interest is manifest among members of the different military organizations and business concerns in the city, some of which have promised their support for the success of the tournament.

One admission will entitle the holder of the admission ticket to both the military drill and the dance, and the proceeds derived from the sale of the tickets will be given pro rata to the different units of the National Guard and the naval militia for use in making their quarters more attractive.

Tickets for the tournament have already been placed in the hands of the members of the different organizations.

PORTLAND MAN NAMED TO OPEN NEW SANTA FE OFFICE IN HONOLULU.

H. E. Vernon.

In anticipation of increasing traffic between the Hawaiian Islands and the United States, the Santa Fe Railroad has arranged to open a general agency in Honolulu and has appointed H. E. Vernon, general agent in Portland, to take charge of the new office.

Mr. Vernon has been in charge of the Santa Fe's Portland office for the last six years, having charge of all the territory in the Northwest. Mr. Vernon and his family will leave Portland in about two weeks, sailing for Honolulu from San Francisco on January 26. He will open the new office on February 1. H. H. Francisco, of the Los Angeles office of the Santa Fe, has been appointed Mr. Vernon's successor in Portland.

"OH SLUSH!" IS RIGHT

OOZY STREETS MARK BREAK IN COLD WAVE IN PORTLAND.

Youngsters See End of Sleighing and Pedestrians Splash About Under Forecasts of Warmth.

"Oh slush!"

The literal and figurative abuse of that provincialism was justified yesterday. Its figurative use explained the attitude many youngsters took toward the moderation in the weather that was responsible for the melting of the snow, their chief source of pleasure for the last few days. Its literal sense was descriptive of what thousands of pedestrians traveled through on Portland streets.

Yesterday a maximum temperature of 44 degrees was recorded, which was considerably higher than was recorded for several days. Thirty degrees was the minimum.

The cold snap evidently has broken for yesterday's moderate temperature was followed by an official forecast of southerly winds and probable rains for today.

A total of one hour and five minutes' sunshine was reported by the official prognosticator.

JITNEY ACT HITS SNAG

Supreme Court Decision Delays Enforcement 20 Days.

Not until January 17 will the city be able to enforce the jitney regulation ordinance, according to an opinion written yesterday by City Attorney LaRoche to Commissioner Daly. He says investigation has revealed the fact that the Supreme Court, although having held the ordinance to be valid, will not send a writ of mandamus to the Circuit Court for 20 days after the decision. The decision was given December 28.

A jitney inspector has been appointed by Commissioner Daly and everything is ready for the enforcement of the ordinance. The new angle of the affair came as a surprise, inasmuch as Mr. Daly was expecting to enforce the measure at once.

MUSIC LECTURES ARE SET

Oregon University Professor Will Give Talks at Library.

Three lectures on what might be described as the inwardness of music will be given by Dr. John J. Landsbury, professor of pianoforte and composition in the University of Oregon school of music, in room A, Central Library, and will be free to the public. The dates are January 28, February 11 and February 25.

Dr. Landsbury will try to show whether music has any cultural value and what its place is in education.

An attempt will be made to demonstrate that real musical education or "musical mindedness" is an invaluable means of self-development.

DOCTORS TO LEARN FATES

State Examining Board to Announce Results January 29.

The 17 doctors who took examinations the last three days before the Oregon State Board of Medical Examiners will hear the results at a special meeting of the Board in Portland January 29. Of the 27 who took the examinations five were osteopaths. Among the applicants were four women, one of whom sought admittance as a medical practitioner, and the others as osteopaths.

The members of the Board are: Dr. C. D. Chamberlain, president; Dr. L. H. Hamilton, secretary; Dr. Herbert Nichols, treasurer; Dr. H. F. McKay, Dr. F. E. Moore, all of Portland, and Dr. H. L. Henderson, of Astoria.

Dr. Alexis Carrell, of the Rockefeller Institute, famous for his feats in surgery, will receive the next promotion to the rank of officer in the Legion of Honor, France.

CEMENT IS BROUGHT

Of 10,000 Tons for O.-W. R. & N., 1200 Are Delivered.

BEAVER COMING WITH MORE

San Francisco & Portland Fleet of Steamers Has Charge of Shipment of Supply to Be Used in Tunnel Work.

Of 10,000 tons of cement estimated to be required for the construction of the inner wall or lining of the O.-W. R. & N. tunnel on the Peninsula, which is close to one mile in length, about 1200 tons have been delivered here by steamers of the San Francisco & Portland fleet, that includes a shipment of 600 tons aboard the steamer Bear, which arrived at 10:15 o'clock yesterday.

As the Bear was a day late according to the new schedule that provides for the arrival of a ship here every Wednesday and sailing on the southbound voyage every Saturday, she was shifted to the dock yesterday afternoon to unload the cement, she being worked last night.

There is a considerable amount of freight going to California, so the vessel will have a full outbound load.

Beaver Expected With Cement.

The steamer Beaver, due Wednesday, is expected to have approximately 1000 tons of cement for the tunnel work, the total cost of which will be in the neighborhood of $250,000 and provide employment for a number of men. The cement is assembled on the Oregon & Washington dock, so it can be reloaded on cars and shifted to the scene of tunnel operations.

The movement of material gives the steamers additional freight for a time coming this way, and, as offerings of other cargo during the Winter are not heavy, the cement can be taken care of conveniently.

There is no appreciable falling off in southbound cargo, though it is said there is not such a rush as was the case a month ago.

Oranges Brought by Bear.

The Bear brought the usual shipments of oranges and miscellaneous commodities from California and with smooth conditions along the coast, with variable winds, her passengers enjoyed the trip, especially in the river yesterday, when the steamer was in a snow squall for a time, and some of the travelers, particularly a few children, had their first glimpse of snow, and there was a general scampering around the decks and cries of delight, though the scene was of brief duration.

Among the travelers was the basketball team of the University of California, and the members made an excellent impression on the way. The team is made up of W. D. Norton, T. E. Spencer, Pierce Works, P. A. Emburz, Myron Penfield, W. Logan, Frank House and D. R. Kilduff.

It plays the Multnomah Club team tomorrow night and other engagements are with the home team of Dallas, the Corvallis team of the Oregon Agricultural College, Willamette University at Salem and University of Washington at Seattle.

TUG DANIEL KERN IS LIBELED

Steamer Columbia Owners Seek Damages of $10,806.24.

A libel for $10,806.24 was filed against the Columbia Contract Company, owners of the tugboat Daniel Kern, by Henry Wilson and 47 others, owners of the steamer Columbia, in the United States District Court yesterday.

The libellants assert that while steaming up from Astoria to Portland, where she was to have loaded for South America under charter to W. R. Grace & Co., the Columbia was rammed in a fog by the Daniel Kern, which was pushing three barges down stream. The collision occurred on October 29 last. The complaint asserts that the Daniel Kern did not have a competent lookout, that although the Columbia was constantly sounding its fog whistle and had come to a complete stop the Kern was going at full speed, and that the collision and resulting damages to the Columbia, which caused her to have to go into drydock, were entirely due to the negligence of the tugboat's crew.

ALASKA INSPECTORS HERE

Government Steamboatmen Serve as Portland Board Temporarily.

Captain Thomas P. Deering and Savine L. Craft, United States inspectors of steam vessels, with headquarters at St. Michael, Alaska, reached the city yesterday to sit as the Portland board during the illness of George F. Fuller, inspector of boilers for this district, because of which Captain E. S. Edwards, inspector of hulls, cannot act in many matters demanding the sanction of a full board. Captain Deering has been in the service a long time, while Mr. Craft recently was appointed to fill a vacancy caused by the death of Thomas C. Kell, former inspector of boilers in Alaska, who was killed in an automobile accident.

The Alaska board usually makes White Horse early in the year and follows the ice, and in covering the various rivers and ports, sometimes being compelled to go to the Arctic, they travel about 10,000 miles in a season, returning south in the Winter, and as a rule relieve boards on Puget Sound and San Francisco.

RECORD RUN SOUTH MADE

Captain Makes Bandon-San Francisco Round Trip in 7 Days.

TOLEDO, Or., Jan. 6.—(Special.)—Captain Charles Shillinsky, of the lumber steamer Bandon, Tuesday completed a record run with cargo between this port and San Francisco, going out over the Yaquina bar and returning is again within seven days. The Bandon traversed the upper channel of the Yaquina on her last trip with a full cargo of more than 650,000 feet of fir and spruce lumber at half tide, showing that there is plenty of water for steamers of from 12 to 14 feet draft.

The George W. Moore Company mill is running full blast, having taken no lay off for the holidays.

TILLAMOOK TAKEN OFF RUN

Second of Elmore Line Ordered Tied Up for Winter Period.

On the arrival here of the gasoline schooner Tillamook, which was to sail from Siuslaw yesterday, she will go out of commission for the Winter, joining the steamer Sue H. Elmore, of the same fleet, which was taken off the Portland-Tillamook route a few weeks ago. The Tillamook has been operating as far south as Bandon. Captain Wickman, of the Elmore, who has acted as mate on the Tillamook, was reported yesterday to be ill with pneumonia.

The gasoline schooner Patsy, of the same flag, the only one to remain in service, left here yesterday for Bandon. She arrived Wednesday from Siuslaw and Yaquina with 63 tons of cargo.

NISSEI MARU IS SOON DUE

Yesan Maru, From Yokohama, May Steam Into Columbia Today.

Mitsui & Co. were informed from their San Francisco office yesterday that the Japanese steamer Nissei Maru, which has discharged part cargo there from Otaru, is to sail today for this harbor, and will arrive so as to start working her cargo out Monday. She has 500 tons of sulphur and 260,000 feet of hardwood for Portland. The Japanese steamer Yesan Maru, coming in the service of Frank Waterhouse & Co., was looked for in the river yesterday from Yokohama and other Japanese ports, and is fully expected to get in today. The Nissei Maru is under charter to Comyn, Mackall & Co. to load lumber outward, and the Yesan Maru continues to Puget Sound to load for Vladivostok.

Mitsui & Co. have another carrier listed, the Japanese steamer Hokkai Maru, which is coming in March. The Bankoku Maru, running in the service of the China Import & Export Lumber Company, will return from Shanghai as soon as she discharges, so will be with the February lumber fleet.

ICE STOPS COLUMBIA TRAFFIC

The Dalles Is Cut Off, but Enjoys Winter Sports.

THE DALLES, Or., Jan. 6.—(Special.)—The Columbia River is now closed to navigation. The steamer Dalles City left Portland this morning for The Dalles, but was compelled to turn back at Cape Horn, about 60 miles from Portland, on account of the large amount of ice in the river. The steamer Tahoma, which left Portland yesterday for The Dalles, reached Lyle, nine miles down from here.

East of The Dalles the Columbia is jammed with ice to Big Eddy, three miles up stream, an unusual condition for this early in the season.

The minimum temperature early this morning was 12 degrees above zero, the same point to which the mercury dropped yesterday. Skating, sleighriding and coasting are much enjoyed in The Dalles.

SHIPBUILDING COMPANY FORMS

Seattle Corporation Will Begin Construction of Steamers.

SEATTLE, Wash., Jan. 6.—The Skinner & Eddy Corporation filed articles of incorporation today and immediately will construct a large shipbuilding plant here, using part of the plant of the Hofius Steel Company.

The company will at once build two sister steel steamships for freight service, and will retain ownership of the vessels.

Notice to Mariners.

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

Coos Bay—North spit jetty buoy 1, heretofore reported drifted out of position, was replaced by another buoy December 30, in 3½ fathoms of water. Note—The old buoy is still afloat in the breakers, about 200 yards easterly of proper position.

Washington Sound—Vitt Rocks light, reported extinguished, was relighted January 1.

Georgia Strait—Alden Bank gas and bell buoy 32, reported by Captain Dennis, steamer Rainier, as extinguished January 1; to be relighted as soon as practicable.

ROBERT WARRACK, Inspector.

Wireless Examinations Tomorrow.

Benjamin Wolf, radio inspector for the Seventh district, is to be here tomorrow from his Seattle headquarters, when he will conduct examinations for radio operators of the first and second grade; also for amateur first-grade licenses. The exams are to be started at the Y. M. C. A. between 9 and 9:30 o'clock that morning for the code test, and technical features will be given at the Custom-House. Mr. Wolf expects that 20 to 30 days will be required to inspect stations in Oregon, which will include those ashore as well as vessels that are not inspected when at other ports.

Willapa Shipments Fewer.

ABERDEEN, Wash., Jan. 6.—(Special.)—Water lumber shipments from Willapa Harbor in 1915 were nearly 50 per cent less than those of the preceding year, according to figures compiled by Manager Delanty, of the Grays Harbor Stevedore Company. In 1915 the Willapa Harbor mills shipped but 48 cargoes, totaling 87,914,000 feet, while the year previous cargo business totaled 124,906,000 feet. Rail shipments from that district are said to be much nearer normal.

Yaquina Survey Is Begun.

TOLEDO, Or., Jan. 6.—(Special.)—C. R. Wright, Government engineer, is here to make a survey of the Yaquina channel and to dredge out any deposits that may have been thrown in since the Government suction dredge Oregon established the channel from Toledo to the ocean about two years ago. Mr. Wright will operate the clamshell dredge Lincoln soon and has started a crew on the preliminary survey.

Marine Notes.

Work on the removal of the old boilers of the steamer Rose City is under way and she was shifted last night from the plant of the Willamette Iron & Steel Works to a slip at the north end of Dock No. 1, where she will probably remain until the new boilers are placed and most of her overhauling finished.

It has been decided to drydock the British bark Elginshire tomorrow instead of Monday, as her outward cargo will not be delayed going aboard.

Lumber laden for California, the steamer Temple K. Dorr is due to sail from St. Helens today. The steamers J. R. Stetson and Willamette have been listed again and are to sail from Portland with passengers and cargo January 12.

Captain Pinding started the gasoline schooner Patsy for sea last night with 160 tons of cargo consigned to shippers at Newport, Florence, Reedsport and Bandon.

First of the 1916 offshore lumber fleet from the river will be the schooner W. H. Talbot, which sailed from San Francisco yesterday. She is under engagement to Comyn, Mackall & Company and is to load lumber here for Sydney, her rate being 75s 6d. There will be a number of other schooners and barkentines loaded on the river before Summer wanes.

Captain Bob Jones is to be skipper of the steamer Golden State on her voyage from Portland to San Francisco next week, where she is to be completely fitted for future operations on the West Coast. It is reported here that the vessel will be operated either under the Mexican or Chilean flag.

After having been in the West Coast trade and since her release by W. R. Grace & Co. made one voyage between Puget Sound and San Pedro, the steamer Edgar H. Vance, of the Hammond fleet, reached the river yesterday from the south. She is in command of Captain Dick Selke, at one time first officer of the "Big Three" liner Beaver, and one of the best-known of the young skippers on the Coast. The steamer Nevanicum, also of the Hammond flag, left San Pedro for the river Wednesday.

With a lumber cargo she loaded here the latter part of October, sailing from the river November 3, the barkentine Echo has reached Sydney.

Southerly weather again prevailed off the entrance of the Columbia yesterday, after easterly breezes had held full away for a few days. At 5 o'clock in the afternoon a report from North Head was that the wind was from the southeast and with a velocity of 28 miles. Strong southerly winds are looked for there today.

Rats are described by soldiers along the Western front as "worse than the enemy." Bicycle tires for soup, the contents of a first-aide package as hors d'oeuvres, and for the roast course a couple of pairs of boots cooked like corned beef and cabbage to the rodents.

RIVER FREEZES OVER

Dalles City Is Unable to Cut Ice Pack on Columbia.

MASTER RETURNS TO CITY

Steamer Tahoma Is Expected to Be Held Up by Jam and Forced to Wait for Moderate Weather. Dredges May Be Bothered.

That the Columbia River was frozen across at Cape Horn and the ice extended for a distance of two miles upstream from that point, making it impossible to force his steamer through, was the report made yesterday by Captain Archie Geer, of the Regulator line steamer Dalles City, which returned to the Alder-street dock shortly before 2 o'clock. She left here as usual in the morning, but Captain Geer said that after trying the ice and being able to cut into the solid mass only about half a boat's length, he gave it up.

The steamer Tahoma, of the Peoples' Transportation Company, was on her way down from The Dalles and passed Hood River at 10 o'clock in the morning, Captain Nelson not being aware of the ice blockade and at 2 o'clock she went through the Cascade Locks. Reports to the Government engineers from the locks were that they were being operated without difficulty, most of the ice passing through the rapids alongside the canal.

It was said last night that the Regulator line would not send the Dalles City out for the present and as the steamer Stranger, of the same fleet, was tied up last week owing to danger from ice, that company has no vessels in service.

It is regarded certain that the Tahoma could not pass Cape Horn, so must remain above until there is a break in the jam, which steamboatmen say is not looked for soon, as there was lower temperatures reported at The Dalles yesterday. Captain Geer said there was a freezing east wind blowing at Cape Horn, while ice was making below there and almost to Vancouver.

The Government dredging fleet is tied up above Celilo and the Snake River steamers of the O.-W. R. & N. are out of commission because of ice. The steamer Harrison, of the same line, is not running on Lake Coeur d'Alene, which is reported frozen over.

On the Lower Columbia, below the mouth of the Willamette, masters of vessels say ice is running, but as long as temperatures hold as they were yesterday there is little danger, although the movement of blocks of ice may bother dredging operations under way by the Port of Portland inside the mouth of the Willamette, where ice is carried by the flood tide, and at Slaughter's, where two machines of the Government fleet are engaged.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Roanoke	San Diego	Jan. 9
Northern Pacific	San Francisco	Jan. 9
Beaver	Los Angeles	Jan. 12
F. A. Kilburn	San Francisco	Jan. 12
Geo. W. Elder	San Diego	Jan. 16

DUE TO DEPART.

Name.	For	Date.
Yale	S. F. for S. D.	Jan. 7
Harvard	S. F. for S. D.	Jan. 8
Bear	Los Angeles	Jan. 8
Northern Pacific	San Francisco	Jan. 11
Roanoke	San Diego	Jan. 12
Willamette	San Diego	Jan. 13
J. R. Stetson	San Francisco	Jan. 13
F. A. Kilburn	San Francisco	Jan. 13
San Ramon	San Francisco	Jan. 14
Beaver	Los Angeles	Jan. 15
Geo. W. Elder	San Diego	Jan. 19
Celilo	San Diego	Feb. 2
Multnomah	San Diego	Feb. 6

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Kentucklan	New York	Feb. 12
Honolulan	New York	Mar. 3

DUE TO DEPART.

Name	For	Date.
Kentucklan	Honolulu	Feb. 16
Honolulan	Honolulu	Mar. 6

Marconi Wireless Reports.

(All positions reported at 8 P. M. January 6 unless otherwise indicated.)

City of Seattle, Alaska points for Seattle, off Umpqua River.

Geo. W. Elder, Portland for San Francisco, off the Umpqua River.

Congress, San Pedro for Seattle, 125 miles north of Blanco.

Nile, Seattle for Richmond, 400 miles from Richmond.

San Juan, Balboa for San Francisco, 1350 miles south of San Francisco, January 5, 8 P. M.

Newport, San Francisco for Balboa, 526 miles south of San Francisco.

President, San Pedro for San Francisco, seven miles north of Point Concepcion.

Great Northern, San Francisco for Honolulu, 32 miles west of San Pedro.

Willamette, San Pedro for San Francisco, 20 miles west of San Pedro.

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

Nile, Seattle for San Luis, 10 miles from San Luis.

Yucatan, San Francisco for Kobe, 1595 miles out, January 5, 8 P. M.

Thomas, Honolulu for San Francisco, 2062 miles out, January 5, 8 P. M.

Hyades, Honolulu for San Francisco, 453 miles out, January 5, 8 P. M.

Beaver, San Francisco for San Pedro, 25 miles south of Point Sur.

Speedwell, San Francisco for San Diego, 85 miles south of San Francisco.

Celilo, San Pedro for San Francisco, 25 miles north of Point Sur.

China, San Francisco for Orient, 50 miles from San Francisco.

Yosemite, San Francisco for San Pedro, 30 miles south of Pigeon Point.

Centralia, San Pedro for Eureka, off Point Sur.

Roanoke, San Pedro for San Francisco, 122 miles south of San Francisco.

Hyades, Honolulu for San Francisco, 217 miles from San Francisco.

Queen, Seattle for San Francisco, northeast of Point Reyes.

Buck, La Jolla for Monterey, 324 miles south of the Columbia River.

Porter, Point Orient for Seattle, 297 miles from Point Orient.

Ferrin, Port Costa for Linnton, 347 miles north of Port Costa.

Adeline Smith, Marshfield for San Francisco, 302 miles north of San Francisco.

Kilburn, Eureka for San Francisco, 145 miles north of San Francisco.

Movements of Vessels.

PORTLAND, Jan. 6.—Arrived—Steamer Bear, from San Pedro and San Francisco.

Astoria, Jan. 6.—Arrived at 2 and left up at 2:50 A. M., steamer Bear, from San Pedro and San Francisco. Sailed at 3 A. M., steamer Geo. W. Elder, for San Diego via way ports. Arrived at 12:30 P. M., steamer Edgar H. Vance, from San Pedro.

San Francisco, Jan. 6.—Arrived at 10 A. M., steamer Daisy Gadsby, from Portland. Sailed at 11 A. M., steamer Beaver, from Portland for San Pedro. Sailed at 1 P. M., schooner W. H. Talbot, for Portland.

Eureka, Jan. 6.—Arrived at 7 A. M. and sailed at 1 P. M., steamer F. A. Kilburn, from Portland for San Francisco via Coos Bay.

Sydney, Jan. 2.—Arrived — Barkentine Echo, from Portland.

San Pedro, Jan. 5.—Sailed—Steamer Nevanicum, for Columbia River. Arrived and sailed—Steamer Roanoke, from San Diego for Portland via way ports.

Shields, Jan. 6.—Arrived—Steamer Bravo, from San Francisco.

Seattle, Wash., Jan. 6.—Arrived—Steamer Thomas L. Wand, from Los Angeles. Sailed—Steamer Umatilla, for San Francisco.

San Francisco, Jan. 6.—Arrived—Steamers Edith, from Balboa; Yosemite, El Segundo, barge 91, Atlas, Admiral Farragut, from Seattle; Riverton, from Everett; Brooklyn, from Bandon; Speedwell, from Coos Bay; G. C. Lindauer, from Grays Harbor; Daisy Gadsby, from Astoria; Colusa, from Puget Sound; schooner James H. Bruce, from Apia; barkentine Alta, from Sydney. Sailed—Steamers Noma City, for Seattle; China, for Hongkong; schooner W. H. Talbot, for Columbia River.

Norfolk, Va., Jan. 6.—Arrived—Steamer Navajo, from Portland, Or.

News From Oregon Ports.

COOS BAY, Or., Jan. 6.—(Special.)—The gasoline schooner Enterprise, starting for Waldport, had trouble with her reverse gear and put about for repairs, which will be made by tomorrow.

The steam schooner Yellowstone is due from San Francisco tomorrow morning.

The gasoline schooner Roamer, laid up a short time ago, will be put into commission at once, the firm of Olsen & Co. finding more traffic offered than the Rustler can carry.

The lighthouse tender Manzanita is repairing lights and ranges in the bay near Charleston.

The steamer Adeline Smith sailed for San Francisco.

The Coos Bay bar was reported rough this afternoon.

ASTORIA, Or., Jan. 6.—(Special.)—The steamer Bear arrived from San Francisco and San Pedro with freight and passengers for Astoria and Portland.

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

The steamer Edgar H. Vance arrived from San Pedro and will load lumber at the Hammond mill.

Vessel Entered Yesterday.

American steamer Bear, general cargo, from San Francisco.

Vessel Cleared Yesterday.

Gasoline schooner Patsy, general cargo, for Bandon and way ports.

DAILY CITY STATISTICS

Births.

STONE—To Mr. and Mrs. Alfred Stone, 523 East Mill street, January 2, a daughter.

LAPOINT—To Mr. and Mrs. Frank E. LaPoint, 642 East Twenty-eighth street, December 29, a son.

OUTMAN—To Mr. and Mrs. William Dell Outman, 500 East Twentieth street North, December 21, a son.

HASKINS—To Mr. and Mrs. William Haskins, 516 Willamette boulevard, December 24, a daughter.

COWLES—To Mr. and Mrs. M. W. Cowles, 719 East Buchanan street, December 25, a daughter.

MARCY—To Mr. and Mrs. Edwin Marcy, 249 Bain street, December 24, a son.

PALO—To Mr. and Mrs. G. J. Palo, 85 Fremont street, January 2, a son.

JONES—To Mr. and Mrs. J. T. Jones, Bell Station, January 3, a son.

WOOLHISER—To Mr. and Mrs. Charles M. Woolhiser, Fowler avenue, December 24, a son.

CURTIS—To Mr. and Mrs. Archie R. Curtis, 9442 East Thirteenth street North, January 2, a daughter.

NOMURA—To Mr. and Mrs. Frank Nomura, 728 Rodney avenue, December 31, a daughter.

BERG—To Mr. and Mrs. A. H. Berg, 1279 East Thirty-first street North, January 2, a daughter.

ROCKWELL—To Mr. and Mrs. R. M. Rockwell, 617 Gantenbein street, December 30, a son.

ROSENSHEIN—To Mr. and Mrs. Saul Rosenshein, 264 First street, January 3, a son.

DOMINISSE—To Mr. and Mrs. S. J. Dominisse, 1230 East Seventeenth street, January 2, a son.

POMEROY—To Mr. and Mrs. Charles M. Pomeroy, 84 East Twelfth street, January 1, a son.

FURRER—To Mr. and Mrs. Ambrose Furrer, 1391 Kelley street, January 2, a son.

Marriage Licenses.

BARTO-IJAM—Joseph A. Barto, legal, Seattle, Wash., and Virginia Evaline Ijam, legal, Hillsdale, Or.

MILLER-KELLER—John Benjamin Miller, legal, Portland, and Agnes Keller, legal.

GREBLO-MITHOFF—Anton Grebio, legal, 275 Overton street, and Annie Mithoff, legal, same address.

BAKER-SUTMEYER—Craig C. Baker, legal, 261 East Twelfth, and Edith B. Sutmeyer, legal, 596 Maple street.

ANDERSON-HAGER—Thorvald C. Anderson, legal, 523½ Division, and Clara E. Hager, legal, Montavilla.

BASER-MILLER—William Y. Baser, legal, 202 Stanton, and Margaret Miller, legal, Grand avenue and Fremont.

Vancouver Marriage Licenses.

TOWNSEND-BAIRD—C. F. Townsend, 26, of Portland, and Mrs. Helen Baird, 25, of Portland.

GUNNELL-HANNAN—J. Jay Gunnell, 24, of Lovell, Wyo., and Miss Eleanor Hannan, 20, of Portland.

EMERSON-OLSON—Harry Emerson, 30, of Hillsboro, Or., and Miss Edith Olson, 24, of Tillamook, Or.

CLONINGER-METZER—Phillip I. Cloninger, 21, of Portland, and Miss Bonita June Metzer, 17, of Gresham, Or.

HANEY-HARDING—Jacob R. Haney, 38, of Woodstock, Or., and Mrs. Josie Harding, 40, of Portland.

SYKES-VESSEY — R. E. Sykes, 27, of Sandy, Or., and Miss Florence Vessey, 19, of Sandy, Or.

MORRILL-DAUGHERTY—Frank Morrill, 25, of Flavel, Or., and Miss Barbara Daugherty, 17, of Flavel, Or.

MATTHEWS-VANOVER — Howard S. Matthews, 23, of St. Helens, Or., and Miss Pearl J. Vanover, 16, of Ridgefield, Wash.

YOUNG-CUMMING—Joseph E. Young, 30, of Portland, and Miss Mable P. Cumming, 29, of Portland.

NEVIDECK-PRETTYMAN—Walter Nevideck, 24, of Portland, and Miss Margaret Prettyman, 21, of Portland.

FOX-SMITH—Durward B. Fox, 37, of Oswego, Or., and Lela Mae Smith, 31, of Oswego, Or.

ARNOLD-GILLETTE—Frederic A. M. Arnold, 32, of Portland, and Mrs. Mollie E. Gillette, 37, of Portland.

Building Permits.

E. F. MOORE—Erect one-story frame garage, 461 Allegheny street, near Central street; builder, same; $55.

W. E. FARRELL—Repair one and one-half-story frame dwelling, 1115 East Franklin street, between East Thirty-sixth and East Thirty-eighth streets; builder, William J. Muir; $275.

A. J. MELLIS—Repair one-story frame dwelling, 120 Willamette boulevard, between Denver and Gay streets; builder, same; $125.

F. O. DOWNING—Repair six-story ordinary stores and offices, 255 Alder street, between Broadway and Park streets; builder, same; $150.

FLEISCHNER-MAYER COMPANY — Repair one-story ordinary waiting-room, 253 Morrison street, between Second and Third streets; builder, H. Wastemeyer; $200.

BALFOUR-GUTHRIE COMPANY — Repair two-story dock, Front street, between Ninth and Tenth streets; builder, same; $150.

MR. LEONARD—Repair five-story ordinary stores and rooms, 172 Fifth street, between Yamhill and Morrison streets; builder, C. H. White; $75.

MEIER & FRANK CO. — Repair three-story ordinary warehouse, 240 Jefferson street, between Second and Third streets; builder, Otis Elevator Company; $3156.

FARRELL INVESTMENT COMPANY — Repair two-story fireproof reinforced concrete stores and theater, 256 Stark street, between Park and West Park streets; builder, Horace D. Jones, Jr.; $100.

AGENT IS EXAMINED

Government Witness Tells of Fraud Investigations.

DEFENSE USES TESTIMONY

Evidence Shows Complaint Against Oregon Lumber Company Was Made Before Statute of Limitations Expired.

Harry E. Laughlin, Government special agent, was the principal witness at yesterday's session of the Government's suit against the Oregon Lumber Company, now on trial before Federal Judge Bean.

He testified that he had begun working on the case in 1909, after a complaint had been filed by William Morteson, of Baker, giving names of alleged fraudulent entrymen on the 43 claims, the patents to which the Government is seeking to have canceled. Morteson made his complaint to John McCourt, then United States Attorney at Portland.

Papers and data of various complaints that had been made prior to that time were produced by Mr. Laughlin at the request of Wallace McCamant, chief of counsel for the Oregon Lumber Company, on cross-examination. Mr. McCamant introduced several of the papers as evidence to show that the Government had received full and sufficient notice of the alleged frauds long prior to the expiration of the statute of limitations, which was in 1906.

The Government contends that such complaints should have been made to the Attorney-General of the United States as the only official competent to receive them, and that until this had been done the Government could not be said to have received notice of frauds under the law.

The defense contends that the fact that the Secretary of the Interior received notice of alleged violations of law is sufficient to show that the Government had notice. Just what constitutes notice in a case of this sort is one of the important questions to be settled by the court.

The Government will bring its case to a close today, Assistant United States Attorney Beckman announced.

The defense has photographic copies of numerous complaints that were made to the Secretary of the Interior and other officials, relative to alleged frauds attendant upon the patenting of the 43 claims in dispute.

COUNTY BALANCE SMALLER

Report Completed Early Shows Multnomah Finances.

Funds on hand for the County of Multnomah the first of the year totaled $1,272,150.59, according to the semi-annual report compiled by County Auditor S. B. Martin, and made public yesterday.

The completion of the report of the auditor in five days breaks all records for the Auditor's office, it is said.

The balance on hand July 1, 1915, as shown by the report, was $3,137,482.96. Receipts from July 1, 1915, to January 1, 1916, totaled $3,084,077.66. The disbursements from July 1, 1915, to January 1, 1916, were $4,949,410.03, leaving on hand less than half the balance of last July.

MAMMA! GIVE A CASCARET QUICK, LOOK AT TONGUE

Don't You See Your Child Is Bilious, Feverish, Sick, Constipated?

Relieve Little Stomach, Liver and Bowels With Candy Cathartic.

Listless, peevish, feverish, drooping. Little stomach sick, breath sour and tongue coated. Mamma, you must act now or your little one will be real sick soon. Get a 10-cent box of Cascarets at the drug store, give a whole Cascaret any time. Cascarets are harmless and children love this candy cathartic which stimulates the little liver, cleans the thirty feet of tender bowels and sweetens the poor, sick stomach in a few hours.

Mothers know that Cascarets act and act thoroughly and that they cure the little folks right up. Cascarets is best laxative for men, women and children. They never gripe or sicken.—Adv.

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