STATE BANKS ELECT

Existing Boards Re-chosen in Almost Every Case.

TWO MEETINGS POSTPONED

Henry L. Corbett Retires From Ladd & Tilton Directorate to Conform With New Law—J. N. Teal on Security Trust.

Stockholders of the various banks operating under state charters met yesterday and conducted their annual elections.

Evidently satisfied with the present status of affairs, the shareholders made no important changes. The existing boards were re-elected in almost every instance.

The most significant change was the retirement of Henry L. Corbett as director of the Ladd & Tilton Bank. This action was made necessary by the provisions of the Clayton anti-trust law prohibiting interlocking directorates. Mr. Corbett is a director of the First National. The Ladd & Tilton Bank made no election in his place.

J. N. Teal, who retired as a director of the First National on Tuesday, retained his place on the board of the Security Savings & Trust Company at yesterday's meeting. These two banks are owned by the same set of stockholders. Urgent demands of other business and the enlarged duties required of bank directors under the present regulations forced Mr. Teal's retirement from the First National board.

Will H. Bennett was elected cashier of the Citizens' Bank, to fill a vacancy that has existed there for some time.

Directors elected by the various banks were as follows:

Security Savings & Trust Company—C. F. Adams, A. L. Mills, E. A. Wyld, James F. Failing, J. N. Teal and Joseph Simon.

Ladd & Tilton—W. M. Ladd, Edward Cookingham, Charles E. Ladd, J. Wesley Ladd, Frederick B. Pratt and Theodore B. Wilcox.

Lumbermens Trust Company—John A. Keating, F. A. Freeman, James Dunsmuir, Jr., P. S. Brumby, J. E. Wheeler, C. S. Russell, C. F. Wright and C. H. Carey.

Hibernia Savings Bank—Dr. Andrew C. Smith, Frank E. Dooly, Lansing Stout, John Driscoll and E. C. Goddard.

Citizens' Bank—N. U. Carpenter and Joseph Paquet.

Portland Trust & Savings Bank—H. L. Pittock, Emery Olmstead, O. L. Price, John Twohy and Dr. A. S. Nicholls.

Bank of Kenton—George F. Heuser, James B. Kerr, J. V. Burke, J. H. Thatcher, J. C. Edwards, F. W. Herman and J. W. Sifton.

First Trust & Savings Bank—F. A. Rice, Lawrence Holbrook, F. S. Doernbecher, J. B. Holbrook and S. Henderson.

East Side Bank—H. H. Newhall, L. Newhall and Roger Newhall.

Bank of Montavilla—Lee Arnett, A. C. Ruby, L. G. McConnell, Laura V. Belkely, O. J. Brown, William Stanley, C. A. Foster and W. T. Jones.

Bank of Sellwood—L. H. Alexander, Joseph Hume, W. H. Beard, Alice H. Alexander, C. A. Zigler, Theodore Nole and J. W. Campbell.

Bank of George W. Bates & Co.—George W. Bates, Jr., Lloyd Bates and J. F. Birrell.

Ashley & Rumelin—C. R. Rumelin, R. G. Ashley and M. A. Ashley.

The Scandinavian-American Bank and the Multnomah State Bank postponed their annual elections for a few days.

The Title & Trust Company elected the following directors: J. C. Ainsworth, Earl C. Bronaugh, John F. Daly, Walter M. Daly, Franklin T. Griffith, J. L. Hartman, R. S. Howard, W. M. Ladd and Walter Mackay. The directors then elected the following officers: John F. Daly, president; Walter Mackay, vice-president; Earl C. Bronaugh, vice-president; Walter M. Daly, treasurer; Chester A. Fuller, secretary; L. J. Hornaday, assistant secretary.

BOREAS EASES HIS GRIP

(Continued From First Page.)

suburbs, automobile and horse-drawn vehicle traffic was precarious. Except when following the beaten lanes along the streetcar tracks it was as much as an automobile was worth to venture far into unpioneered streets unless it was equipped with chains on the rear tires.

Even chains couldn't save it, once it got stuck in a draft. And many a car did get stuck yesterday, and had to be abandoned until the snow melts, or the street-cleaning department awakes to the fact that it has been snowing and dies it out.

Upper Washington street and the Ford-street hill were graveyards for chauffeurs' hopes. At one time yesterday afternoon 11 cars, from limousines to jitney Fords, were stuck at various points between Nineteenth and Washington and the Ford-street bridge.

Nine of them had been abandoned until better days. A sorrowful horse was toiling unsuccessfully to move another, and the chauffeur of the 11th was puttering away with a shovel and a jack. At last reports he was still puttering.

Out on the unexplored East Side, trapped automobiles cluttered up the white spaces like abandoned motors in the wake of a retreating battle line.

City to Remove Snow.

After the City Council in solemn deliberation yesterday had agreed that the streets were covered with snow, it was decided to attempt to remove it, or part of it, before it could melt and beat the street-cleaning department to it. To this end authority was given to employ various of the unemployed.

The first detachment set to work about 2 o'clock in the afternoon at Front and Washington streets and had worked up to Third by nightfall. Wagons and carts were loaded with snow and dumped into the river from the foot of Pine, Oak, Washington and Alder streets.

If the weather continues to moderate, however, there is grave danger that the snow in Sixth street and beyond, having stayed on the job two full days already, will melt and fade away before the authorities can lead their men to the spot. This would indeed be an unworthy trick.

If it were not for the streetcar company, which has already cleared the snow from the center of all streets in which there are car tracks, it would be a pretty hard job getting anywhere in Portland today.

Floods Disable Steel Bridge.

MONMOUTH, Or., Jan. 13.—(Special.)—The recent floods caused by the melting of the snow in the mountains did some damage to the Prather steel bridge over the Luckiamute River. Engineers have been busy all week raising the south end, which was undermined and had dropped below the level of the road.

IN THE WAKE OF THE STORM—SNOW SCENES ABOUT PORTLAND YESTERDAY.

(1) An Impromptu Motor Sleigh. (2) Squad of Unemployed Under Commissioner Baker Tackling the Snow in Lower Washington Street. (3) Tunneling Through a Drift. (4) Pretty Cold for a Lonesome, Little Palm Tree.

ALL PUPILS EXPECTED

ROADS TO SCHOOLS PASSABLE AND BUILDINGS WELL HEATED.

Estimate Is That 15,000 Were Absent Yesterday, 10,000 by Consent of Superintendent.

Primary grades in all the Portland schools have been ordered reopened today by Superintendent L. R. Alderman. Buildings that for the past two days have been closed because of insufficient heating facilities also will receive pupils this morning, so all Portland school children are expected to be in their places when the morning session opens.

Approximately 10,000 from the primary grades of the Portland schools, who have, with the consent of Mr. Alderman, been spending the last day and a half at home, will be expected to resume their studies this morning.

It is thought by Mr. Alderman that the snow has packed sufficiently, and as there seems to be no indication of a further storm, it is safe for the youngsters to attend. In those buildings that were temporarily closed because of insufficient heating, among them being Glencoe, Gregory Heights and Ockley Green, the janitors have become accustomed to their unusual task and are ready for any emergency, so no more inconvenience is expected on that score. The Hoffman school, closed because so few pupils were in attendance Wednesday, was reopened yesterday.

It was estimated that 15,000 pupils were absent from their regular places when the morning session began yesterday.

But four schools, Willbridge, Eastmoreland, Capitol Hill and Glencoe, were closed yesterday. The first three of these are portables.

POULTRY AWARDS MADE

Marion County Show Draws Crowds Despite Weather.

SALEM, Or., Jan. 13.—(Special.)—The Marion County Poultry Show now being held here is drawing fair-sized crowds despite the deterrent weather. Exhibits of birds from all sections of the county and from neighboring counties are being shown.

Among the awards made are the following:

White Wyandottes—Walter Downing, Salem, first, second, third and fourth hen, and first, second, third and fourth pullet, and first cockerel; Mrs. William McReynolds, route 2, Salem, second and third cockerel; A. V. Oliver, Rickreall, fourth cockerel.

White Rocks—Pulsel & Shaw, Salem, second and fourth cock and first, third and fourth hen; H. C. Statler, Salem, first cockerel; Mrs. H. W. Stag, Salem, second cockerel and first, second and fourth pullet; Mrs. E. E. Wallace, Salem, second hen, third cock and third pullet; Mrs. H. B. Hayre, Salem, first cock.

Barred Rock—Ward McReynolds, Duallt, third cock; J. C. Waters, Eugene, first cockerel and first, second, third and fourth pullet; E. J. McClanahan, Eugene, second and fourth cockerel and second cock; W. H. Crawford, Salem, second cockerel, first, second and third hen and first cock.

Light Brahmas—Mrs. H. B. Hayre, Salem, first cock.

Buff Rocks—R. M. Cain, Scio, first and second cockerel.

Partridge Rocks—Dr. C. W. Beechler, Salem, first and second hen, first pullet and first cockerel.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Beaver	Los Angeles	In port
F. A. Kilburn	San Francisco	In port
Northern Pacific	San Francisco	Jan. 16
Bear	Los Angeles	Jan. 19
Roanoke	San Diego	Jan. 23

DUE TO DEPART.

Name.	For	Date.
F. A. Kilburn	San Francisco	Jan. 14
Harvard	S. P. for S. D.	Jan. 14
Willamette	San Diego	Jan. 15
Beaver	Los Angeles	Jan. 15
Yale	S. P. for S. D.	Jan. 15
Northern Pacific	San Francisco	Jan. 19
J. B. Stetson	San Francisco	Jan. 19
San Ramon	San Francisco	Jan. 20
Bear	Los Angeles	Jan. 22
Roanoke	San Diego	Jan. 26
Cellio	San Diego	Feb. 2
Multnomah	San Diego	Feb. 6

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Kentucklan	New York	Feb. 13
Honolulan	New York	Mar. 3

DUE TO DEPART.

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

Marine Notes.

Lumber cleared yesterday included 750,000 feet aboard the steamer J. B. Stetson, 250,000 feet on the Tamalpais and 230,000 feet on the steamer Daisy Putnam, all for San Francisco.

Captain S. P. Shaw, of the tanker Mills, which got to sea yesterday, after her first voyage here, was in the Portland-Alaska fleet at one time, and since being given command of the Mills has made a voyage to the war zone with oil.

Word reaching here yesterday of the Japanese steamer Kenkon Maru No. 2 going ashore at Bell Chain Reef, while on the way from Seattle for Vladivostock, caused some to think it was one of the same name that loaded here, but those to be dispatched from Portland were the Kenkon Maru No. 2 and Kenkon Maru No. 8.

Late advices from the United Kingdom are that the American ship Pultalloch, which was formerly under the British flag and was granted an American register here, is a total loss on the east coast of Wales, near Barmouth. First reports of her being ashore did not indicate the damage. She was owned at San Francisco and had been sold in England subject to safe delivery.

With her smokestack removed, the steamer Rose City looks little like her old self as she lies in the slip at municipal dock No. 1. She will be hauled back to the plant of the Willamette Iron & Steel Works in a few days to have her boilers lifted out.

Grain ships bound for Portland number 17 and represent a combined net registered tonnage of 26,621.

District Forecaster E. A. Beals has returned from Washington, D. C., where he delivered an address before the Pan-American Scientific Conference, it being the second annual gathering of that body.

Portland steamboat men yesterday attended the funeral of George Shea, held at the Elks Temple at 2:30 o'clock. For years he was in the service of the O.-W. R. & N. on river steamers, being steward aboard the Modoc, Ruth and other carriers.

Movements of steam schooners reported yesterday included the arrival of the J. B. Stetson and Geo. W. Fenwick, from California ports, and the departure from San Francisco of the San Ramon yesterday morning, and of the Santa Barbara and Santa Monica Wednesday, the trio being bound here.

Movements of Vessels.

PORTLAND, Jan. 13.—Arrived—British ship Langdale, from Albany. Sailed—Steamers Daisy Putnam, for San Francisco; Japanese steamer Yesan Maru, for Seattle.

Astoria, Jan. 13.—Sailed at 5:30 A. M., steamer Roanoke, for San Diego, via way ports. Arrived at 8 A. M., and left up, steamer F. A. Kilburn, from San Francisco via Eureka and Coos Bay. Arrived at 9:20 and left up at 11:40 A. M., steamer Geo. W. Fenwick, from San Pedro. Sailed at 1 P. M., steamer Mills, for San Pedro.

San Francisco, Jan. 13.—Sailed at 4 A. M., steamer San Ramon, for Portland; at noon, steamer Bear, from Portland for San Pedro. January 12.—Arrived at 4 P. M., steamer Northern Pacific, from Flavel. Sailed at 5 P. M., steamer Santa Barbara; at 6 P. M., steamer Santa Monica, for Columbia River.

San Pedro, Jan. 13.—Arrived—Steamer Temple E. Deer, from Columbia River, January 12.—Arrived and sailed, steamer Geo. W. Elder, from San Diego, for San Francisco.

Astoria, Jan. 12.—Left up at 5:30 P. M., British ship Langdale.

San Francisco, Jan. 13.—Arrived—Steamers Waitoma (British), from Sydney; Crown of Seville (British), from Glasgow; Mukilteo, Charles Nelson, from Port Angeles; Melville Dollar, from Tacoma; Admiral Schley, Congress, from Seattle; Yellowstone, from Coos Bay. Sailed—Steamers San Ramon, for Portland; Cello, for Seattle; Daisy Freeman, Carmel, for Grays Harbor.

Seattle, Wash., Jan. 13.—Arrived—Steamers Alameda, from Southwestern Alaska; Hyades, El Segundo, from San Francisco. Sailed—Steamer El Segundo, for San Francisco.

Shanghai, Jan. 11.—Arrived—Steamer Chiyo Maru, from San Francisco; Awa Maru, from Tacoma.

Yokohama, Jan. 11.—Arrived—Steamer Hawaii Maru, from Tacoma.

Tsingtau, Jan. 12.—Arrived—Steamer De Soto, from San Francisco.

Yokohama, Jan. 12.—Sailed—Steamer Tacoma Maru, for Tacoma.

News From Oregon Ports.

ASTORIA, Or., Jan. 13.—(Special.)—The steamer Geo. W. Fenwick arrived from San Pedro to load lumber at Westport, Wauna and the Hammond mill.

The steam schooner Shasta is due from San Francisco to load lumber at Rainier and Portland, Portland.

The steamer F. A. Kilburn arrived from San Francisco via Eureka and Coos Bay. Her hull was sheathed as a protection against damage by the ice before she proceeded up the river.

Carrying freight and passengers from Astoria and Portland, the steamer Roanoke sailed for San Francisco and San Diego.

After discharging fuel oil, the tank steamer Mills sailed for California.

Salvors at Work on Kenkon Maru.

SEATTLE, Wash., Jan. 13.—The Japanese steamer Kenkon Maru No. 2, which grounded in the Gulf of Georgia yesterday during a snowstorm and is still fast, is in no danger, according to her charterers, Frank Waterhouse & Co. Salvors are at work on the boat, with every prospect of getting the ship off after lightering part of the cargo. It probably will be necessary to dock the Kenkon and remove much of her cargo.

PORT BOARD MEETS

Changes in Towing and Pilotage Are Discussed.

SCHOONER TO REPLACE TUG

Pulitzer Soon to Be Ready for Sea. New Wireless Plants to Go on Public Vessels—Dredging Matter Comes Up.

In another month the pilot schooner Joseph Pulitzer, owned by the Port of Portland Commission, will be ready to resume her station off the mouth of the Columbia and one of the two tugs there will be laid up, unless there is a spurt in the movement of sailing vessels bound here.

The programme was made known yesterday by E. W. Wright, manager of the Port, at the regular meeting. He was authorized to equip the schooner with a new wireless plant and as soon as possible install others aboard the tugs Wallula and Oneonta, purchase being made from the Kilburn-Clark Wireless Company, of Seattle. The step means that the Marconi service, which has been patronized since wireless was used on the tugs, will be given up, the Port deciding to purchase outright and employ its own operators.

The pilot schooner was ordered inside in the Fall. By February 15 she will be thoroughly overhauled to be turned over to the Columbia River bar pilots. Mr. Wright suggested to the Commission the withdrawal of one tug because most of the sailing vessels have been dispatched for the season, and, with wireless aboard the schooner, the two vessels could keep in touch so theire would be prompt service as to tows and pilots.

Dredge Repairs Planned.

Commissioners Inman, O'Reilly and Spencer were named a committee to go over the dredge Columbia, repairs outlined on which are estimated to cost $13,000. It is proposed to retain some of her own men and employ four extra machinists, the drydock machine shop being used in connection with engine repairs, and it is believed a material saving will be made. The dredge Portland is undergoing machinery repairs, and when again in service will dig in the south end of the harbor. The new dredge Tualatin will be tested in about 10 days.

It was made known to the Commission that a deal is about to be closed through which the smaller of two mills formerly operated by the Monarch Lumber Company, on North Portland harbor, will be started up to cut about 75,000 feet a day. As the dredge Portland completed redredging the channel there a few days ago at a cost of $19,412, but only from the site of proposed coal bunkers, there remains 2000 feet of channel to be cleared out in order to reach the mill.

Owners of the barkentine Judith, which was rescued from the breakers near the mouth of the river in October by the tug Wallula, offered the Port $1200 in settlement for its bill. The basis of a compromise, $3000 having first been fixed as a reasonable sum. In the event a settlement is not reached the vessel will be libeled. She is reloading her cargo and may sail Monday or Tuesday.

Harbor Extension Comes Up.

The Commission made the same recommendation to Colonel Potter, Corps of Engineers, United States Army, concerning proposed extension of the harbor lines to the mouth of the Willamette River, as were agreed to by the Commission of Public Docks.

McAllister & Son, which firm recently rebuilt wings of five pontoons at the public drydock, sought the payment of money alleged to be due on extras, but the Commission declined to discuss the subject at length, having referred all details to Manager Wright.

It was reported that a collection of scrap metal at the drydock had been sold for $470 and a collection of discarded dredge sleeves remain to be sold.

Alfred Tucker attended yesterday's session, it being his first meeting with the Board since his election, he having succeeded S. M. Mears. Mr. Inman, president of the Commission, was detained at home through illness, and Captain Shaver, vice-president, presided.

YEARLY REPORT IS POPULAR

Dock Body to Issue More Copies to Commercial Organization.

Demands for the annual report of the Commission of Public Docks are such that the trade and commerce bureau of the Chamber of Commerce has asked the Commission to increase the number of copies allotted that body, which was acquiesced to at yesterday's session.

To a special committee engaged in compiling recommendations for the future operation of dock No. 2, at St. Johns, was referred a communication from the St. Johns Commercial Club, asking that the Commission cause connecting tracks to be constructed from the dock to main line tracks there, also that the dock be reserved for public use at all times, no leases being entered into with individuals or corporations for space, which is in line with the policy of the Commission.

The Commission voted to allow the Montague-O'Reilly Company interest covering a period that the firm was unable to proceed with the improvement of East Water street while tracks were being laid between dock No. 2 and the main line of the Southern Pacific, on East First street.

OVERLAND CARGO IS LOST

Stowage System Aboard Yesan Maru Prevents Discharging Shipments.

Though special efforts were made on the receipt of a telegram from Frank Waterhouse & Co., to discharge all overland cargo here, if possible, the Japanese steamer Yesan Maru sailed yesterday for Seattle after having unloaded only freight consigned here. It was found that a heavy shipment of wool and other freight had been stowed beneath the Puget Sound shipments, so could only be handled here by discharging practically the entire load and then restoring the Northern stuff.

The O.-W. R. & N. sought to arrange for the steamer to shift from Municipal Dock No. 1 to the Oregon-Washington dock to expedite the movement of rail freight, of which there was about 1300 tons, but after an inspection of the loading plan, showing how the cargo was placed, the move was given up. No more steamers have been announced to follow the Yesan Maru here in that service, though there may be another in the Spring. The service is to be resumed regularly when the war ends.

CUSTOMS MAN IS PROMOTED

C. H. Haddix Becomes Deputy Collector at Astoria.

ASTORIA, Or., Jan. 13.—(Special.)—Charles H. Haddix has been appointed by Collector of Customs Burke as deputy collector in charge of the local office to fill the vacancy caused by the death of the late A. X. Anderson, and assumed the position this morning.

Mr. Haddix has been connected with the local customs service as inspector during the past eight years, was the senior officer connected with the Astoria office and had the indorsement of all the local shipping men, as well as of the business interests for the promotion.

ICE RETIRES ANOTHER BOAT

Wooden Hull Ocean Carriers Protected Against Damage.

On the arrival yesterday of the steamer Joseph Kellogg, from Cowlitz River, having been navigated via Willamette Slough to escape ice in the Columbia above Warrior Rock, she was tied up until the ice goes out. The steamers America and Iralda made their usual trips between St. Helens and Portland, going through the slough, and the gasoline launch Mimare left for Ridgefield after having lost a trip. Otherwise the river fleet on regular runs remained inactive.

The steamer J. B. Stetson, arriving yesterday from San Francisco, bore evidence on planks of her hull forward of having been in contact with the ice. She will be sheathed when she leaves down. The North Pacific steamer F. A. Kilburn was held at Astoria until her bow could be sheathed before venturing into the ice district, her hull being of wood.

DREDGE SALVING UNDERTAKEN

Stranded North Bank to Be Dismantled for Machinery.

ABERDEEN, Wash., Jan. 13.—(Special.)—Dismantling of the dredge North Bank, which recently went ashore near Westport during a storm, has been undertaken by the Grays Harbor Construction Company and it is believed that about $40,000 worth of machinery can be saved for the owners. The value of the dredge has been stated at $65,000.

The dredge went ashore with the prow facing the sea. The sand is washing away under both ends and unless the work is handled quickly the dredge may break in two.

Oregon Horses for France.

Delivery has been made here of 50 horses purchased in the Willamette Valley for the French government, they having been transported from Corvallis, Albany and Independence on the steamer Grahamona. From Portland they will be shipped with others to New York by railroad and join more mounts to cross the Atlantic for the fighting forces of the allies. The Grahamona and Oregona are not bothered on the Willamette by snow or ice troubles that beset vessels on the lower river, and at present there is abundant water.

Snow Stops Ballast Discharging.

Snow on the dock of the North Pacific Lumber Company was of such depth yesterday that teams could not be utilized advantageously in hauling ballast discharged into hoppers from the French ship Berengere, so the work was postponed until tomorrow. Difficulty has been reported from some of the mills, snow halting the distribution of lumber on docks and in yards.

Marconi Wireless Reports.

(All positions reported at 8 P. M. January 12 unless otherwise indicated.)

Pennsylvania, Balboa for San Francisco, left Punta Arenas, January 12, 4 P. M.

Alliance, Acajutla for Corinto, 153 miles west of Corinto, January 12, 8 P. M.

San Jose, San Francisco for Balboa, due at Corinto at daybreak today.

Aroline, San Francisco for San Pedro, 17 miles east of Point Conception.

Governor, San Pedro for San Francisco, five miles south of Point Arguello.

George W. Elder, San Pedro for San Francisco, five miles north of Piedras Blancas.

Cuzco, South America for San Pedro, 462 miles south of San Pedro.

Colusa, San Francisco for Balboa, 1469 miles south of San Francisco.

Catania, San Luis for Rio Janeiro, 695 miles south of San Luis.

Enterprise, San Francisco for Honolulu, 874 miles out, January 12, 8 P. M.

Matsonia, Honolulu for San Francisco, 1942 miles out, January 12, 8 P. M.

Minnesotan, Honolulu for Philadelphia, 755 miles southeast of Honolulu, January 12, 8 P. M.

China, San Francisco for Orient, 110 miles from Honolulu, January 12, 8 P. M.

Bear, San Francisco for San Pedro, 20 miles south of Point Sur.

Cello, San Francisco for Seattle, five miles south of Point Arena.

Asuncion, Richmond for Powell River, 90 miles north of Richmond.

Topeka, Eureka for San Francisco, 13 miles south of Point Arena.

Thomas, Manila for San Francisco, 414 miles out.

Adeline Smith, Marshfield for San Francisco, 84 miles north of San Francisco.

San Ramon, San Francisco for Portland, 40 miles north of Point Arena.

Paraiso, San Francisco for Seattle, 146 miles north of San Francisco.

Speedwell, San Francisco for Coos Bay, 220 miles north of San Francisco.

Queen, San Francisco for Seattle, 250 miles north of San Francisco.

Herrin, Monterey for Linnton, 203 miles north of Monterey.

Drake, Richmond for Seattle, 40 miles from Seattle.

Buck, Monterey for Portland, 159 miles south of the Columbia River.

Kilburn, Astoria for Portland, 30 miles from Astoria.

Chanslor, Everett for Monterey, 221 miles south of Cape Flattery.

Mills, Portland for San Pedro, 828 miles from San Pedro.

Roanoke, Portland for San Francisco, 158 miles south of the Columbia River.

Coronado, San Francisco for Grays Harbor, 30 miles north of Heceta Head.

Vessels Entered Yesterday.

American steamer Atlas, cargo of oil, from San Francisco.

American steamer Daisy Putnam, ballast, from San Francisco.

American steamer Tamalpais, ballast, from San Francisco.

American steamer J. B. Stetson, general cargo, from San Francisco.

American steamer Beaver, general cargo, from San Francisco.

French ship Berengere, ballast, from Brest.

Vessels Cleared Yesterday.

American steamer Beaver, general cargo, for San Francisco.

American steamer J. B. Stetson, 750,000 feet lumber, for San Francisco.

American steamer Tamalpais, 550,000 feet lumber, for San Francisco.

American steamer Daisy Putnam, 230,000 feet lumber, for San Francisco.

American steamer Atlas, ballast, for San Francisco.

Japanese steamer Yesan Maru, cargo in transit, for Seattle.

Tides at Astoria Friday.

High.	Low.
8:12 A. M.....8.1 feet	1:36 A. M.....2.4 feet
9:46 P. M.....5.7 feet	5:36 P. M.....0.9 foot

Columbia River Bar Report.

NORTH HEAD, Jan. 13.—Condition of the bar at 5 P. M.—Sea, smooth; wind, east, 29 miles.

DAILY CITY STATISTICS

Marriage Licenses.

ERICKSON-ERICKSON—Carl I. Erickson, legal, Linnton, Or., and Alina I. Erickson, legal, 724 Patton road.

BOYD-HARPER—Harry E. Boyd, aged 29, 435 Brown avenue, and Velma V. Harper, aged 16, 866 Saratoga street.

SHIFLETT-BROWN—Edward J. Shifflet, aged 22, 70 Failing street, and Helen Brown, aged 17, same address.

Vancouver Marriage Licenses.

HART-KELLOGG—James B. Hart, 38, of Lebanon, Or., and Mrs. Mary Kellogg, 37, of Oregon City, Or.

DALTON-SPRINKEL—Fred Dalton, 27, of Portland, and Mrs. Edith Sprinkel, 23, of Portland.

Births.

UPDEGRAFF—To Mr. and Mrs. Charles D. Updegraff, 1175 Albina avenue, January 4, a son.

SELBERG—To Mr. and Mrs. John R. Selberg, 454 Hallock street, January 8, a daughter.

VANDERLIP—To Mr. and Mrs. F. M. Vanderlip, 511 East Forty-ninth street North, January 1, a daughter.

KREMER—To Mr. and Mrs. Jacob T. Kremer, 5104 Sixty-first avenue Southeast, January 3, a son.

GLENNON—To Mr. and Mrs. Carl J. Glennon, 409 Hoyt street, January 5, a son.

BARRY—To Mr. and Mrs. Horace Barry, 2078 Holladay avenue, January 8, a son.

Building Permits.

MORGAN-BUSHONG INVESTMENT CO.—Repair eight-story fireproof concrete stores and offices, 250 Washington street, between Broadway and Park streets; builder, same; $100.

R. F. HALL—Repair two and one-half-story frame dwelling, 188 Thirteenth street, between Yamhill and Taylor streets; builder, J. A. Melton; $300.

E. R. PITTELKAU—Repair six-story ordinary stores and offices, 325 Washington street, between Sixth and Broadway; builder, J. A. Melton; $200.

MR. BOWDER—Repair one-story frame dwelling, 437 East Forty-fourth street, between Sherman and Division streets; builder, C. J. Burkhart; $130.

MRS. ANDERSON—Repair one-story frame dwelling, 1087 East Alder street, between East Thirty-fifth and East Thirty-seventh street; builder, S. J. Wittner; $75.