

NEW COURSE IS SET

val Militia Being Prepared for Marblehead's Arrival.

WEATHER EFFICIENCY IS AIM

Commander Blair Anxious That Organization Be Familiar With Duties and Vessel and Inspection Trip Is Contemplated.

It is the intention of Lieutenant-Commander Blair to gather all the possible as to the expense of maintenance of the Marblehead and other details before the new training ship is brought to the Portland pier for the use of the Oregon Naval Militia. Commander Blair says that he has to be acquainted with every detail of the vessel and have all men acquainted with the stations that they occupy on board before she is brought to Portland so there will be no hitch in arrangements anywhere. He will provide for the adequate manning of the new vessel upon her arrival here in March. Commander Blair just arranged a course of study drill to provide for efficiency in the rigging.

Commander Blair inspected several sites the Marblehead to anchor yesterday morning. The location approved anchorage belongs to the city and immediately south of the Hawthorne bridge on the West side of the river. The matter of obtaining that location be brought before the Dock Commission probably today. Other possible locations are the present anchorage of Boston, and a place between the main and the Broadway bridges on West side of the river. The last location is the property of the Oregon Pacific Company.

Following is the course of study and outlined by Commander Blair: Gunners' Mate Section. January 4, quarterly inspection; January 11, examination in all subjects for examiners; February 8, outline of general inspection of department stores, basins, tools, etc.; February 15, disassembly and assembly of revolver; February 22, general inspection of gun, classes of nomenclature, parts, etc.; February 29, general drill; March 7, ammunition, projectiles, powder, storage, handling, etc.; March 14, artillery and equipment; March 21, use of Hotchkiss (dotted); March 28, breech mechanism, disassembly and assembly; March 28, quarterly inspection; April 4, four-inch gun stations, equipment, etc.; April 11, quarters, etc.; April 18, small arms firing regulations; April 25, general drill; examination; May 2, breech mechanism; February 1, seamanship, boats, rigging, parts numbering, etc.; February 8, investigation of rigging, leads, clouds, storms, etc.; February 15, advanced small arms, Hotchkiss (dotted); February 22, general inspection; February 29, general inspection; March 7, general inspection; March 14, navigation, signals, etc.; March 21, seamanship, vessel's rigging, etc.; March 28, quarterly inspection; April 4, seamanship, etc.; April 11, navigation, signals, etc.; April 18, navigation, signals, etc.; April 25, general inspection; May 2, seamanship, weights, handling, etc.; May 9, carrying out anchors, etc.; May 16, light and heavy marching order; May 23, light and heavy marching order; May 30, boat under oars; June 6, boat under oars; June 13, boat under oars; June 20, general bag inspection; June 27, annual inspection.

Commander Blair probably will make a trip to San Francisco and go over the Marblehead with naval officers there to get thoroughly acquainted with her equipment before she is brought to Portland.

IN COLUMBIA GOING OUT

Navigation Expected to Continue if Temperature Doesn't Take Drop. Although the weather turned colder last night and yesterday the ice in the Columbia still was going out, and slipping men believe that the channel will be free if the temperature doesn't take a big drop. New ice is reported between Hood River and The Dalles Sunday night. The steamer Tahoma was still impacted yesterday, although the ice surrounding her was reported breaking. The vessel managed to make her way down stream a short distance, surrounded by ice, and some hope was expressed that she might be able to make her escape from the floes today. The steamer was dispatched to assist her breaking up the ice. The channel is sufficiently clear for river steamers, which have resumed operations. The lone made the trip from Cannon. The Jessie Hopkins is on the run to Washougal and the anchorer ferry is operating. The Willamette River at Portland is rising rapidly. It is now about eight feet above zero and is expected to reach the 15-foot mark by Wednesday.

NEW COAST FLEET PLANNED

7 Vessels From Atlantic Coast May Touch at Portland. A substantial addition to the fleet of vessels now operating between Portland and other Pacific Coast ports and the Atlantic seaboard is to be made, according to announcement of Peter D. Milloy, of New York, who is in this city. Mr. Milloy says that a fleet of 13 vessels is to be put on that run backed by independent American capital. The plan of the new service, Mr. Milloy says, is to bring West Virginia coal to the Pacific Coast and carry lumber, grain and general cargo on the return trip. Mr. Milloy, who was

2 GRAIN SHIPS SAIL

Race Between Port Caledonia and Bayard Expected.

CARGOES WORTH \$316,000

Elginshire, Undergoing Repairs After Being Loaded, Langdale and Verenger, Ready to Take on Wheat and Flour, to Go Soon.

Two members of the Portland grain fleet, the Russian bark Port Caledonia and the French bark Bayard, both dispatched by M. H. Houser for the United Kingdom, got away from Astoria yesterday within a few hours of each other, and a race between the ships is predicted in local shipping circles. The Port Caledonia left Astoria at 11:50 yesterday morning and the Bayard at 4 o'clock. The Port Caledonia is a four-master and the Bayard a three-master vessel. Both vessels were cleared for Queenstown, Palmyra or Plymouth for orders.

The Port Caledonia cleared with 142,312 bushels of wheat valued at \$177,885 and the Bayard with 110,743 bushels valued at \$128,430. The British bark Elginshire, which is now undergoing repairs to its rigging preparatory to departure, is expected to get out of the river either tomorrow or Thursday morning. The vessel, which was loaded by Salfour, Guthrie & Co., is to be dispatched to the United Kingdom. The Elginshire completed loading several days ago and is now in mid-river.

The British ship Langdale, which is under charter to the Portland Flouring Mills Company to take on flour here, was shifted to the dock of that company yesterday morning. The work of loading is expected to begin tomorrow. The French ship Berenger, which is to take on cereal here for Strauss & Co., was shifted yesterday by the Port of Portland tug from the dock of the North Pacific Lumber Company to the North Bank dock preparatory to loading.

Movements of Vessels. PORTLAND, Jan. 24.—Arrived—Steamer Washington, from San Francisco. Astoria, Jan. 24.—Arrived at midnight, steamer Temple E. Dorr, for San Pedro. Arrived at 1:30 and left at 10:30 A. M., steamer Washington, from San Francisco. Sailed at 11:50 A. M., Russian bark Port Caledonia, for United Kingdom; at 1 P. M., U. S. revenue cutter Manning, for Puget Sound; at 4 P. M., French bark Bayard, for United Kingdom.

San Francisco, Jan. 24.—Arrived—Steamer Santa Barbara, from Columbia River; steamer Oregon, from Portland last night. Sailed—Steamer Santa Barbara, for San Pedro, at 4 P. M.; steamer Astoria, for Portland. Coos Bay, Jan. 24.—Sailed at 4 P. M., steamer F. A. Kilburn, from San Francisco and Eureka for Portland. Shanghai, Jan. 22.—Arrived—Steamer Cary, from San Francisco for New York. Valparaiso, Jan. 22.—Arrived—Steamer Arab, from San Francisco for London. Barbados, Jan. 24.—Arrived—Steamer Lewis, from New York for San Francisco (rigger damaged). Yokohama, Jan. 22.—Sailed—Steamer Kyo Maru, from Hongkong for San Francisco.

San Francisco, Jan. 24.—Arrived—Steamers Wagona, from Maratani; Santa Barbara, from Columbia River; Hesperus (Norwegian), from Toopilla; governor, from Victoria; Adeline Smith, from Coos Bay; Admiral Schley, from Seattle; Klamath, from Guymac. Sailed—Steamers Williamette, for Seattle; Heaver, for Portland.

Marconi Wireless Reports. (All positions reported at 8 P. M., Jan. 24, unless otherwise designated.) Yacht Venetian, San Francisco for San Diego, 60 miles south of Point Conception. Lucas, with barge 66, Balboa for San Francisco, 535 miles south of San Francisco. Geo. W. Elder, San Pedro for Balboa, 539 miles south of San Pedro. Grace Dollar, Everett for San Francisco, off Bush Point. Buck, Point Orient for Seattle, 10 miles from Seattle.

Mills, San Pedro for Seattle, 329 miles from Seattle. Porter, Point Richmond for Seattle, 606 miles from Point Richmond. Drake, Port Angeles for Richmond, 602 miles from Richmond. Kilburn, Coos Bay for Portland, 125 miles south of Columbia River. Hivada, Seattle for Honolulu, 1165 miles from Cape Flattery, January 23. Moffet, Shanghai for San Francisco, 1550 miles from San Francisco, January 23.

Lurline, Honolulu for San Francisco, 727 miles from San Francisco, January 23. Heaver, San Francisco for Portland, 125 miles south of Point Arena. Arolla, San Pedro for San Francisco, 14 miles south of Point Bar. Willamette, San Francisco for Seattle, 39 miles north of Point Reyes. Junction, Richmond for Portland, 30 miles north of Richmond. Spentwell, San Pedro for San Francisco, 143 miles south of San Francisco.

at the Portland Hotel yesterday, said that he was in the city making arrangements for the vessels touching at this port.

"The concern which I represent," he said, "is anxious to get into some field and build up a trade before the close of the war."

WEATHER DELAYS KILBURN

Roanoke Arrives With 740 Tons of Miscellaneous Cargo. Owing to weather conditions which have been prevailing off the coast, the North Pacific steamer F. A. Kilburn, which was due to arrive last night, will not make Portland harbor until some time today. The steamer, which is bringing a cargo and passengers from San Francisco and way ports, got away from Coos Bay at 4 o'clock yesterday.

The steamer Roanoke, of the same line, which got in Sunday night, brought a cargo of 740 tons of miscellaneous goods from California ports. Included in the cargo was 18 tons of hopki.

Tami Maru Chartered for Lumber. Announcement was made yesterday by Mitsui & Co. that it had booked the Japanese steamer Tami Maru to bring a cargo of lumber and sulphur from Japan to this port. The rate was not given out. The Tami Maru is scheduled to arrive in May. After loading here she probably will go to San Francisco for cargo. She is of 5999 tons capacity.

Marine Notes. The steam schooner Multnomah, which is taking on general cargo, is expected to leave for San Diego tomorrow. The steam schooner Tamalpais is ballast from California ports and will take a miscellaneous cargo here for San Francisco. Frank Golan, Portland agent, has received notice of the new schedule of the steamer Jefferson, operating from Seattle to Southeastern Alaska. The vessel will leave for the north January 25, February 7, 17 and 27 and March 3.

The steamer Temple E. Dorr, got away from Astoria for California ports at midnight Sunday. The vessel has been libeled, charged with summing the Port of Portland tug Oklahoma. A new propeller will be fitted on the gas schooner Fairy, which was hoisted out on the ways at Safford's yard yesterday. The shaft of the vessel also will be repaired. The Japanese steamer Bankoku Maru is expected at Portland from Shanghai in February. She is under charter to the China Import & Export Lumber Company, and will carry fir lumber to the Orient and deliver coal at Honolulu while en route.

The British steamer Graystone Castle and St. Veronica are expected to make harbor in February or early in March to take cargoes of lumber to Europe. Both come from Vladivostok. The dredger Columbia was inspected by a committee from the Port of Portland Commission yesterday to determine the extent of repairs necessary to the vessel's hull. Pritz de Rock, the diver, yesterday recovered the launch of the Standard American Dredging Company, which was sunk in the Oregon Slough two weeks ago. The log had punctured two large holes in the vessel's planking.

News From Oregon Ports. ASTORIA, Or., Jan. 24.—(Special).—The Russian bark Port Caledonia, grain laden from Portland to the United Kingdom, passed out today. The tank steamer Washington, from California, arrived in port this morning and left up the river immediately. The coast guard cutter Manning crossed out today for a cruise along the coast. The French bark Bayard, wheat laden from Portland for the United Kingdom, crossed out to sea at 4 o'clock. The steamer Temple E. Dorr, lumber laden, crossed out to sea today. COOS BAY, Or., Jan. 24.—(Special).—The steamer F. A. Kilburn, with 30 Coos Bay passengers and considerable freight from this port, sailed for Portland today. The steam schooner Hardy is due to sail from Columbia tomorrow with lumber from North Bend.

Columbia River Report. NORTH HEAD, Jan. 24.—Condition of the bar at 5 P. M.: Sea smooth, wind east 18 knots.

Packard "TWIN-SIX" Cadillac 8. First Annual Automobile Salon Hotel Multnomah Jan. 24-29 2 to 10:30 P. M. NO ADMISSION FEE. Loveys Motor Car Co. Frank C. Riggs Company. Dodge Brothers MOTOR CAR THE NEW Detroit ELECTRIC.

Seattle, Wash., Jan. 24.—Arrived—Steamers Santa Barbara, from Columbia River; Buck, from San Francisco; Prince George (British), from Prince Rupert. Sailed—Steamer Polyphemus (British), for Liverpool; Prince George (British), for Prince Rupert.

The First Worm-Drive Truck At Anywhere Near So Low a Price \$1250 F. O. B. Factory See It at the Auto Show Here Is a New KISSEL 3/4 to 1-Ton Truck With David-Brown worm-drive construction—built according to the high standards which have made the name "Kissell" synonymous with satisfaction—and the price is only \$1250 F. O. B. Factory. Never before to our knowledge has a worm-drive truck of this capacity been offered at anywhere near this low price. The Truck is now on display at the Portland Automobile Show, Armory Building. The motor is Kissel built—four L head water-cooled cylinders; bore 3 7/8, stroke 5 1/2, frame 4 7/8 steel, deep suction, 1 1/2-inch gauge, 3 point suspension. Three-speed gear set, 25-ft. turning radius, 125 wheel base. Tires—pneumatic or solid, at buyer's option. The Pacific KisselKar Branch Distributors PORTLAND Phone Main 6214 58-60 Twenty-third St. San Francisco Oakland Los Angeles San Diego Pasadena

Living it over Again In a mental picture, he reviews the accident—the result of his recklessness. He realizes too late that it is always foolhardy to motor on slippery roads and streets without equipping all four tires with Weed Anti-Skid Chains The Only Real Safeguard Against Skidding Strange, is it not, that some men laugh at peril—they continue to motor over wet or slippery roads and pavements with "Foolish Dependence Upon Bare Rubber Alone" until a false turn—a sudden meeting at a corner—a slip or a skid—brings disaster as the punishment for their imprudence. You motorists with reasoning brains put on your Tire Chains at the first indication of slippery streets, and the editors of the daily newspapers are urging all motorists to follow your example. For instance, the Public Ledger of Philadelphia, Pa., published by the owners of The Saturday Evening Post, in an editorial on August 1st, 1914, said that the simple adju- ation to "Use Tire Chains on wet and slippery pavements" deserved to find its way into a law, and that law should by all means be enforced. Weed Tire Chains give perfect traction in sand, mud and snow; or on wet and slippery pavements. All kinds of roads—deep ruts, slippery pavements, heavy sand—are conquered by this wonderful, simple, effective, time-tried device. Weed Chains cannot injure your tires because they "creep," and are easily attached without the use of a jack. Instructions enclosed in every bag. EVERY WEED IS GUARANTEED. American Chain Co. Inc. Bridgeport, Connecticut Sole Manufacturers of Weed Anti-Skid Chains Also Manufacturers of Weed Chain-Jack, Dobbins Blow-Out Chains, etc.