TAX LISTS MUST BE GIVEN FOUR PAPERS

Attorney-General's Opinion in Writing Points Out Extra Care Required in Titles.

DEFECTS ARE DANGEROUS

Mr. Evans Is Told That in Most Instances Court May Use Discretion, but in This Case Matter Too Important for Chance.

District Attorney Evans yesterday received from Attorney-General Brown a written opinion to the effect that delinquent tax lists in Multnomah County should be advertised in all daily newspapers that qualify under the circulation requirements of the state law. It was under this opinion which they had received verbally, that the County Commissioners awarded the tax list advertising to four Portland papers. The list appears in the advertising columns of The Oregonian today.

Mr. Brown's opinion, which was submitted at the request of Mr. Evans, holds that failure to arrange for publication in all duly qualified papers might endanger the validity of future titles. Mr. Evans previously had taken the same position, and in a written opinion had said "that inasmuch as this is a law relating to the publication of delinquent taxes some question might be raised as to the validity of future certificates if all newspapers who are lawfully entitled to publish the same are not given the right to do so."

Extraordinary Care Required.

"Your opinion," wrote Mr. Brown in reply, "is proof that you are aware of the weakness of tax titles and of the extraordinary care and caution that must be exercised by the officials in the assessment and collection of taxes, foreclosure of tax liens, and the sale of property, before a perfect title is conveyed to the purchaser.

"Defects in tax proceedings have rendered many tax titles invalid. Our courts have given the man whose property has been forfeited by reason of a tax sale, the benefit of every reasonable doubt in every suit that has been instituted for the purpose of relieving him against such forfeiture."

After citing a decision by Justice McBride to illustrate this point, the Attorney-General's decision concludes:

"Had I not the benefit of the construction of Chapter 301, General Laws of Oregon, 1913, and was it not my duty to consider the interpretation given this chapter by the officers whose duty it is to execute its provisions, I would hold that in counties of 100,000 or more inhabitants, it is not mandatory upon the County Court to advertise delinquent lists in all the daily newspapers in the county which can qualify according to law in the matter of circulation. (Coos Bay Times Publishing Co. v. County Court of Coos County, 160 Pac. 532-3.)

Advertising in All Advised.

"Taking Chapter 301 as it reads, it appears to me that the purpose of the provisions of such chapter is to provide for the publication of the delinquent tax list of counties containing more than 100,000 inhabitants in daily newspapers having a circulation of more than 10,000 good faith, sworn and ascertained circulation, and fixing the rate of compensation.

"If this were an ordinary matter and did not involve tax titles with their pitfalls and dangers, I would advise that it is not necessary for the Court to publish delinquent lists in more than two newspapers and that it has a discretion as to whether it shall publish the delinquent tax lists in a greater number than two newspapers.

Damages Allowed Injured.

"Section 2 of Chapter 275, General Laws of 1911, was not repealed by the Act of 1913, and it reads:

"'The neglect or failure of the tax collector to give such notice in the manner herein provided, shall not invalidate any tax certificate of delinquency, but shall subject the tax collector to any damages which may be sustained by any party injured by the failure to give such notice.'

"Owing to the liability of the Sheriff, the value of this section is uncertain."

BREAK PLEASES FRENCH

"GERMAN CHALLENGE ACCEPTED BY WILSON" IS VIEW HELD.

Moral Effect of American Stand Is Regarded as Most Important and Cue to Other Neutrals.

PARIS, Feb. 5. — "President Wilson has accepted Germany's challenge," says George Leygues, president of the foreign affairs committee of the Chamber of Deputies, in a statement given out here for publication.

"The near future will show us what will be the economic and military consequences, but the mere fact that the greatest and most pacific of neutral peoples declares before the world that concern for its dignity and security obliges it to break with Germany is most important.

"It is probable other peoples will answer the moving appeal of Mr. Wilson and rally beside the United States to impose on the central empires respect for their rights and for the elementary laws of humanity."

These words of M. Leygues represent in a nutshell the best opinion in France as expressed by responsible citizens and by newspapers.

ESCH RATE PLAN OPPOSED

Proposed Method for Fixing Lumber Tariffs Held Unfair.

BEND, Or., Feb. 5.—(Special.)—Opposition to the proposed Esch plan for fixing lumber freight rates was voiced here today by T. A. McCann, of the Shevlin Hixon Company, and H. K. Brooks, of the Brooks Scanlon Lumber Company. Their objections have been filed with the Western Pine Manufacturers' Association, to be presented to the Interstate Commerce Commission.

The Esch plan, which would fix 50,000 pounds as the shipping weight of a carload of lumber, would discriminate heavily against the pine lumber manufactured here, according to the managers of the mill companies.

SERVICE LAW IS URGED

Economic and Military Factors Are Considered.

NEW YORK, Feb. 5.—Immediate enactment of laws embodying the principle of universal military training and service under exclusive Federal control was urged upon Congress today in resolutions adopted at meetings of the executive committee of the Mayor's committee of 1000 citizens on National defense and the National Security League. The Mayor's comittee proposed that such laws should provide methods of selection "as will bring first into training and service that class of the male population which, from both economic and military consideration, is most properly available."

It was pointed out that this step was necessary because of the failure of the National Guard mobilization last Summer, in which men with heavy business and family responsibilities were called while "a far more than sufficient number of unmarried men who had not attained a high economic value" was available. The committee declared that the raising of a volunteer army capable of defending the Nation against a power of the first class would multiply many times the confusion and distress that attended the operation of the volunteer plan last Summer.

The Girls' National Honor Guard of America, 6000 strong, was called to duty by Miss Theodora Booth, daughter of General Ballington Booth. The New York contingent was utilized tonight to serve sandwiches and coffee to naval militiamen guarding the East River bridge. Miss Booth said the girls are prepared to take the places of the men in any crisis.

TUNNEL BILL OPPOSED

HILLSDALE RESIDENTS FEAR PROPERTY CONFISCATION.

Declaration Made That Expense Burden Would Be Too Great—Petitions Are Being Circulated.

Members of the Hillsdale Community Club do not favor Senate bill No. 185 authorizing the creation of a tunnel district and the floating of bonds for the construction of a tunnel through the hill to the Tualatin Valley.

A written protest has been circulated and on it are found the names of a majority of the actual residents of the property most affected, their holdings ranging from one-third acre to 20 acres.

Officers of the club have studied the bill and they believe that the district authorized is not specific enough. They assert that the tunnel should be a county burden. They cite the fact they are paying for a road bond issue, the construction of the interstate bridge and other betterments by which they are not materially affected. They believe that unless the tunnel district is made large enough the burden will be so heavy on the small property owner that he will practically lose his property in paying for the tunnel assessment.

A redrafting of the bill may be sought to get what they consider more equitable elements in the formation of a tunnel district.

24 HIDES TAKEN IN 5 DAYS

Clackamas Hunter Claims $133 in Bounty at Oregon City.

OREGON CITY, Feb. 5.—(Special.)—The largest number of wildcat and cougar hides ever brought to this city for bounty appeared at the office of County Clerk Harrington today. These were the property of A. G. Ames, of Estacada, who hunted for five days in the wilds of Clackamas County in the Warm Spring section and along Oak Grove Creek. For these hides Mr. Ames will receives a bounty of $58 from the county and $75 from the state. The hides, themselves, are worth $150. Each day's hunt brought Mr. Ames a cougar and four wildcats.

Wildcats and cougars are unusually numerous in that section of the county this Winter, Mr. Ames said.

William Alt, of Sandy, presented for bounty the hides of two coyotes and three wildcats.

TORPEDO-BOAT TO WAIT

Goldsborough Turned Over to Navy by Tacoma Militia.

TACOMA, Wash., Feb. 5.—(Special.)—Formal relinquishment by the Washington Naval Militia to the Government of the torpedo-boat Goldsborough, for the last two years the training ship of the Tacoma Naval Militia division, was made today when Lieutenant Wedell Foss transferred the command to Lieutenant E. E. Scranton, U. S. N., retired, representing the Government.

In view of the unsettled National conditions it is understood the Goldsborough will not sail for Portland for the present, to be used by the Oregon Naval Militia as a training ship, but will be kept in reserve on Puget Sound until more definite orders are received from Washington.

OREGON'S BIRTHDAY NEAR

Fifty-eighth Anniversary of Statehood to Be Observed Feb. 14.

Wednesday, February 14, will be the fifty-eighth anniversary of Oregon's admission as a state into the Union. The anniversary will be celebrated by the Sons and Daughters of the Pioneers of Oregon with a banquet in the evening at the Multnomah Hotel.

A special programme of patriotic addresses and music will be given. The committee on arrangements consists of Mrs. Herbert Holman, Mrs. Boudinout Seeley and Miss Lillian Hackleman. Tickets can be obtained from Miss Hackleman at Elton Court, Main 6953. Special invitations will be extended to Governor Withycombe and other state officials.

ARMS PLANT HEAD ENLISTS

President of Remington Company Is Reservist Under Navy Orders.

WASHINGTON, Feb. 5.—President Harry Kimball, of the Remington Arms Company, was formally enlisted in the naval reserve today by Rear-Admiral Palmer, chief of the bureau of navigation.

As head of the big munition works, Mr. Kimball is now subject to the orders of the Navy and in the event of war will be assigned to manage his own plant.

Guardsmen Join Regulars.

HELENA, Mont., Feb. 5.—A Troop, Montana Cavalry, en route home from the Mexican border, now consists of only 35 men and three officers, 50 of the 85 men who went to the border having joined the regular Army, Adjutant-General Phil Greenan learned today.

Idaho Farmer Hurt in Runaway.

GRANGEVILLE, Idaho, Feb. 5.—(Special.)—John D. Long, prominent farmer, and chairman of the Board of County Commissioners, was seriously injured today in a runaway accident. He was thrown from the rig and suffered a severe blow in the chest, resulting in internal injuries. His condition was considered critical tonight.

Read The Oregonian classified ads.

HOBBS RELIES ON SELF DEFENSE PLEA

Taking of Testimony Starts in Murder Case at Klamath Falls.

FEW WITNESSES HEARD

State Says Killing of Edward Way Was Premeditated, but Defense Contends Victim Had Attacked Two Women.

KLAMATH FALLS, Or., Feb. 5.—(Special.)—Outlining of the case to the jury was conducted and taking of testimony started today in the trial of J. H. Hobbs and wife, who are charged with the murder of Edward Way. Testimony of three or four witnesses was taken.

In opening for the state, District Attorney W. M. Duncan said the state would prove premeditated murder.

Attorney Manning, for the defense, said he had evidence to show that Way had attacked both Mrs. Hobbs and her half sister before the shooting, but that he had terrorized both women into concealing the facts from Hobbs by threatening to kill Hobbs if they told. He said the defense would show that Way went to the Hobbs home the day of the shooting and, when accosted by Hobbs and his wife and accused of his improper relations, became angered and again made threats to kill Hobbs, which caused Hobbs to fire in self-defense.

The first witness called was Lloyd Low, ex-Deputy Sheriff, who told of his trip out to the Hobbs homestead. He said that he met the Hobbs family on the road leading to this city near a stalled automobile, which, it developed, was Way's machine; that the party was armed at that time, but Hobbs was placed under arrest and the weapons taken from him; that the party returned to the Hobbs house, where the body of Way was still lying. He testified as to the position of the body, the location of the premises and the actions of the parties. He reported finding two shotgun shells near the body of Way, one loaded and one empty, and said that Hobbs had told him that the children had been playing with them there.

E. B. Henry, County Surveyor, introduced a plat which he had prepared at the instance of both the defense and the prosecution.

MANY SECRETS AT STAKE

DANIELS PROTESTS AGAINST TESTIMONY OVER PATENT RIGHTS.

Infringements Alleged Against Contractor on Four Destroyers and Accounting Demanded.

WASHINGTON, Feb. 5—A letter from Secretary Daniels expressing fear that Navy construction secrets will be divulged if the Cramp Shipbuilding Company is forced to give an accounting in a patent infringement case involving construction of four American destroyers was among papers submitted to the Supreme Court today in an appeal from an accounting order issued by a Pennsylvania court.

The accounting was requested by the Curtis Turbine Company, which alleges that its patents were infringed by the Cramp Company in building the destroyers. Secretary Daniels' letter, dated February 1, says review of the lower court order "is of great importance."

The court has agreed to review a similar suit of the Marconi Wireless Telegraph Company against a Navy Department contractor and both suits will be expedited.

MARINE INTELLIGENCE.

Steamer Schedule.

Name.	From	Date.
DUE TO ARRIVE.		
F. A. Kilburn	San Francisco	Feb. 7
Northern Pacific	San Francisco	Feb. 7
Rose City	Los Angeles	Feb. 8
Breakwater	San Francisco	Feb 11
Beaver	Los Angeles	Feb. 14
DUE TO DEPART.		
Name.	for	Date.
Harvard	S.F. for L.A.-S.D.	Feb. 7
F. A. Kilburn	San Francisco	Feb. 8
Northern Pacific	San Francisco	Feb. 8
Yale	S.F. for L.A.-S.D.	Feb. 9
Rose City	Los Angeles	Feb. 10
Breakwater	San Francisco	Feb. 13
Klamath	San Diego	Feb. 14
Beaver	Los Angeles	Feb. 16

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Feb. 5.—(Special.)—The steamers Multnomah, Solano, Rainier and Nehalem cleared for Southern California last night.

The steamer Willamette cleared for San Pedro.

The steamer Chehalis arrived last night and after discharging a cargo of freight, started loading at the American mill.

The schooner Fair Oaks arrived and is loading at the National mill.

The schooner Dauntless is undergoing repairs at the Lindstrom yards and when these are completed she will shift to the E. K. Wood mill to load a Hawaiian Island cargo.

Led by Mayor McKee, the Hoquiam police raided the steamer Chehalis this morning and seized approximately 400 quarts of whisky, a large amount of beer, some packages of liquor without permit tags attached and a 60-gallon barrel of alcohol consigned to the Beckenhauer Drug Company, of Aberdeen.

Captain John Kettleson, the two mates, William Hansen and J. Hansen, the cook and balance of the crew were all taken to the station, where bail of $25 each was furnished for their appearance in Police Court.

COOS BAY, Or., Feb. 5.—(Special.)—The steamship Breakwater arrived from Portland, but was obliged to anchor in the lower bay on account of fog until 10 o'clock. The Breakwater's sailing south was postponed until tomorrow morning.

The lighthouse tender Rose reset the striped buoy on the Coos Bay bar and returned to port.

Arriving this afternoon, the Adeline Smith is loading lumber at the Smith mills.

The steamship F. A. Kilburn arrived from San Francisco and Eureka and probably will remain inside until tomorrow before sailing for Portland.

The gas schooner Patsy arrived from Portland last night.

ASTORIA, Or., Feb. 5.—(Special.)—Carrying 600,000 feet of lumber from Westport, the steam schooner Santa Barbara sailed today for San Pedro.

The steam schooner Westerner arrived early this morning from San Francisco to load a full cargo of lumber at Knappton.

Carrying freight and passengers from Astoria and Portland, the steamer Beaver sailed early this morning for San Francisco and San Pedro.

Bringing a cargo of fuel oil for Portland, the tank steamer J. A. Chanslor arrived during the night from California.

After trying for several successive days, the lighthouse tender Manzanita was successful Sunday in delivering coal to the Columbia River lightship and in delivering coal and provisions at Tillamook Rock.

SAN FRANCISCO, Feb. 5.—(Special.)—Lumber rates from the Pacific Coast to Australia show a decided drop in charters made for departures after the middle of the present year, with few exceptions, according to fixtures made during the past week. There were more charters reported during those six days than any like time for many months.

J. J. Moore & Co. have seven fixtures for windjammers from the North Pacific to Sydney, running from July and August to the end of the year. The rates on these charters is the same as that which has prevailed for some months, 120 shillings.

Five fixtures reported by Comyn, Mackall & Co. are at lower rates than those now prevailing. For June-July a motorship is fixed to take lumber from Puget Sound to Sydney at 110 shillings, 10 shillings under the present rate. The greatest drop is in fixtures by this same company for early in 1918, when there are to be four windjammers loaded by them. The Sydney rate is only 90 shillings.

The Norwegian steamer Thordis has been chartered by Comyn, Mackall & Co. to carry lumber from the Columbia River to Bombay at the high rate of 250 shillings.

The British motorship Laura Whalen, now building at Victoria, B. C., has been chartered on private terms by the Canadian Trading Company to carry lumber from British Columbia to South America.

The American steamer Solano, 525 tons, has been chartered to carry a cargo of coke from San Francisco to Santa Rosalia by A. F. Mahony. Terms are private.

The following steamers arrived from Northern ports today: Carlos, from Grays Harbor, bound south, put in for fuel and proceeded; Phoenix, from Bandon, with 190,000 feet for Fyfe & Wilson; Brooklyn, from Bandon, with 246,000 feet for Sudden & Christensen; Johan Poulsen, from Astoria, with 725,000 feet for the Loop Lumber Company, and the Tiverton, from Westport, with 525,000 feet for Bybee & Clark.

SEATTLE, Wash., Feb. 5.—(Special.)—With 90 passengers and a capacity cargo, the steamer Umatilla sailed for San Francisco and Southern California at 4 P. M. today.

Other sailings were the steamer Wapama, which called in from Tacoma for passengers sailing from Seattle for San Pedro at 8:15 P. M., and the steamer Lansing, from Meadow Point for Port San Luis.

Arrivals were the steamer President tonight, from San Diego via San Francisco, with freight and passengers, and the steamer Senator, from San Francisco with freight only.

Movements of Vessels.

PORTLAND, Feb. 5.—Arrived—Steamer J. A. Chanslor, from San Francisco. Sailed—Steamers Bee, for San Pedro; El Segundo, for San Francisco; motor schooner Sierra, for San Pedro via Rainier.

ASTORIA, Feb. 5.—Sailed at 2 A. M., steamer Beaver, for San Francisco and San Pedro; at 6 A. M., steamer Santa Barbara, for San Francisco.

SAN FRANCISCO, Feb. 5.—Arrived at 8 A. M., steamer Johan Poulsen, from Columbia River; steamer Tiverton, from Columbia River, for San Pedro. Feb. 4.—Sailed at noon, steamer La Primera, for Portland.

COOS BAY, Feb. 5.—Arrived at 7 A. M., steamer Breakwater, from Portland for Eureka and San Francisco.

EUREKA, Feb. 5.—Sailed last night, steamer F. A. Kilburn, from San Francisco for Coos Bay and Portland.

ASTORIA, Feb. 4.—Arrived at 4:30 P. M., steamer Westerner, from San Francisco. Sailed at 6 P. M., steamer Stanwood, for San Pedro.

SEATTLE, Feb. 5.—Arrived — Steamers President, from San Diego; Senator, from San Francisco; Protesilaus, from Vancouver. Sailed—Steamers Umatilla, for San Francisco; Wapama, for San Pedro; Lansing, for Port San Luis.

SAN FRANCISCO, Feb. 5. — Arrived: Steamers Carlos, Grays Harbor; Phoenix, Brooklyn, Bandon; Tiverton, Westport; Colusa, Antofagasta. Sailed: Steamers Yellowstone, Coos Bay; U. S. A. T. Logan, Manila.

Marconi Wireless Reports.

(All positions reported at 8 P. M., February 5, unless otherwise designated.)

CITY OF PARA, San Francisco for Balboa, at Manzanillo, February 4.

BRADFORD, Lobitos, Peru, for Vancouver, B. C., 225 miles south of San Francisco.

SANTA ALICIA, towing hulk Elizabeth, Callao for San Francisco, 510 miles south of San Francisco.

KLAMATH, San Francisco for San Pedro, 25 miles west of San Pedro.

MOFFETT, towing barge 93, Balboa for San Pedro, 64 miles south of San Pedro.

PERU, Balboa for San Francisco, 880 miles south of San Francisco.

ATLAS, Richmond for Ketchikan, 830 miles north of Richmond.

WAPAMA, Seattle for San Francisco, off New Dungeness.

SENATOR, San Francisco for Seattle, 20 miles from Seattle.

UMATILLA, Seattle for San Francisco, off Dungeness.

PRESIDENT, San Francisco for Seattle, off Port Townsend.

EL SEGUNDO, Portland for Avon, 44 miles from Portland.

WILLAMETTE, Grays Harbor for San Francisco, 75 miles south of Grays Harbor.

LURLINE, San Francisco for Honolulu, 1553 miles from San Francisco, February 4.

HILONIAN—Honolulu for San Francisco, 916 miles from San Francisco, February 4.

MINNESOTAN—Left Port Allen for Hilo, 7:20 P. M. February 4.

GREAT NORTHERN—Honolulu for San Francisco, 708 miles from Honolulu February 4.

MANOA—Honolulu for San Francisco, 437 miles from San Francisco February 4.

GOVERNOR—San Francisco for San Pedro, 16 miles south Pigeon Point.

HYADES—Honolulu for San Francisco, 154 miles from San Francisco.

KENTRA—Bellingham for San Francisco, 160 miles north San Francisco.

RICHMOND—San Pedro for Richmond, 100 miles from Richmond.

DESPATCH—Portland for San Francisco, 315 miles south Astoria.

IAQUA—Aberdeen for San Francisco, 271 miles north San Francisco.

YOSEMITE — San Francisco for Puget Sound ports, 55 miles north of Blanco.

MULTNOMAH—Grays Harbor for San Francisco, 60 miles north of Blunts Reef.

LUCAS—Towing barge 95, Seattle for San Francisco, 371 miles north of Richmond.

CARACAO—Eureka for San Francisco, off Blunts Reef.

Vessels Entered Yesterday.

American steamer Bee, lumber in transit, from Willapa.

American steamer El Segundo, oil, from San Francisco.

Vessels Cleared Yesterday.

American steamer Bee, two boilers, for Long Beach, Cal.

American steamer El Segundo, ballast, for San Francisco.

Tides at Astoria Tuesday.

High.	Low.
0.57 A. M....7.3 feet	6:53 A. M....2.9 feet
12.26 P. M....8.6 feet	7:24 P. M....-0.2 foot

Columbia River Bar Report.

NORTH HEAD, Feb. 5.—Condition of the bar at 5 P. M: Sea smooth, wind six miles.

WOMEN OF 45 TO UNITE

Efficiency Club to Be Organized at Meeting Tonight.

Not to be outdone by their husbands, women of 45 years or more will gather in the Vernon schoolhouse tonight to effect the organization of a 45-efficiency club.

When the organization of the men's Efficiency Club became perfected at one of the meetings an amendment to the constitution was proposed allowing women to join. The amendment is still under consideration.

The women, however, have decided on an organization of their own, and tonight D. C. Zink, who has been invited by the women to aid them in their organization and who was active in the formation of the men's club, will preside.

JUDGE HELD UP BY SNOW

District Court at Grangeville Will Not Open Until February 7.

GRANGEVILLE, Idaho, Feb. 5.—(Special.)—Owing to the continued snow blockade on the Camas Prairie Railroad, the Spring term of the district court did not convene today, Judge Steele being unable to reach Grangeville.

Train service probably will be resumed February 7 and Judge Steele telegraphed that he would be in on the first train. Court probably will convene at that date with a calendar of 90 cases to be tried. Grangeville has had no train service since January 31.

Dr. A. A. Morrison Will Speak.

"Panama and Porto Rico" will be the subject of a stereopticon lecture to be given at the parish-house of Trinity Episcopal Church tonight at 8 o'clock by Dr. A. A. Morrison. All are invited. This is one of the series of lectures being given under the auspices of the missionary society of Trinity Church.

FLEET TO BE READY

First Shift Made in Preparation for Fishing Season.

ST. NICHOLAS DUE TODAY

Levi G. Burgess and Berlin Will Be Towed From Goble to Portland Shortly to Get Supplies and Cannery Helpers.

Talk of the United States becoming embroiled with Germany is having no deterring effect on preparations for the 1917 salmon season in Alaska and the first move of the Columbia River cannery fleet takes place today, when the ship St. Nicholas, of the Columbia River Packers' Association, tows from Clifton to Astoria to be got in readiness for the year's work.

Arrangements for shifting the vessels were made yesterday with the Port of Portland. She will join the Reuce, of the same flag, which has been held at Astoria since their return last Fall from the North. The St. Nicholas reported September 7 from Nushgak and the Reuce September 10 from Chignik.

Two others in the river belonging to the Alaska-Portland Packers' Association, the bark Levi G. Burgess and the ship Berlin, are lying at Goble, and in a short time will be towed here to load supplies, gear and cannery helpers for Nushgak. The Burgess arrived from Nushgak September 13 and the Berlin came in the day before.

Usually the vessels start north early in April and spend less than six months away from home. High prices paid for salmon of last year's pack promise to continue and with little chance for any of the 1917 pack to reach the United States before August, it may prove about the most lucrative season in the annals of salmon fishing in Alaska.

There will be some increased tonnage this year, Libby, McNeill & Libby having one ship being built on North Portland harbor for the Alaskan cannery trade and a tender for the same purpose is to be turned out for that company by Wilson Bros., of Astoria. More tenders are being built on Puget Sound and there is additional tonnage taken over by the Libby organization that will ply from San Francisco this season, though later those ships may make Puget Sound their headquarters, as do others of that flag at present.

CAPT. RALPH BAUGHMAN DIES

Master in Federal Upper River Service Is Victim of Typhoid Fever.

Captain Ralph Baughman, master of the Government steamer Asotin and one of the best-known navigators in the Northwest, died yesterday at Lewiston of typhoid fever, following an illness of three weeks. Telegraphic advice of his death reached the office of Major Amos A. Fries, Corps of Engineers, U. S. A., last night.

The deceased was the youngest son of Captain E. W. Baughman, now retired, who began his steamboating career here in 1850. It is said the deceased was about 40 years of age. For years he was with the O.-W. R. & N., on Snake River, as master of the steamer Spokane and served on other vessels as well, leaving that company in 1908 to enter the employ of the Government, being master of the Asotin and at times on the steamer Wallowa. He leaves a wife and two sons, Kenneth, aged 11 years, and Lynn, aged 18 years. Captain Harry Baughman, who has navigated Alaskan waters for years, is a brother and a sister resides at Moscow, Ida. The deceased was a member of the Elks. Captain Baughman was one of the most skillful swift-water navigators in the country.

ASTORIA HERE TO DRYDOCK

First of Andersen Auxiliary Fleet to Be Loaded Shortly for Sea.

On her first run the new auxiliary schooner Astoria reached the harbor yesterday from the lower river, berthing in the slip at Municipal Dock No. 1, where she will remain for a few days so special work can be done aboard, and about Monday she will be lifted on drydock for repainting the hull.

Captain Svendson, formerly on the schooner Wm. Nottingham, is in charge and Captain A. R. Pearson, of the Columbia River Pilots' Association, handled the ship on the way from Young's Bay, where she was built at the McEachern yard, now fully controlled by A. O. Anderson, owner of the ship. Trouble with packing on the way did not permit the engines to show their full strength, but that will be remedied here with new packing. The Astoria, when ready, loads at the St. Johns mill for Port Pirie under charter to Balfour, Guthrie & Company. She is the first of the new auxiliary fleet to have electrically driven winches, wireless and other improvements.

NAVAL COMMISSION RETURNS

Second Inspection of Lower Columbia River Is Arranged For.

Further to inspect the estuary of the Columbia River and adjacent waters, in connection with their survey of various Pacific ports with a view to recommending the establishment of new naval stations, the Naval Base Commission, headed by Rear-Admiral John M. Helm, is to be at Astoria today from Puget Sound. They will be carried aboard the United States Engineer Corps' tug Arago on their trip about the bay and such points upstream as they care to look over.

The Commission was here January 5 and made the run to Astoria on the torpedo-boat destroyer Truxtun, and the following day went over the lower harbor, proceeding thence to Puget Sound, where they have been at work since. Besides Admiral Helm the party includes Chief Constructor W. L. Capps, Civil Engineer H. H. Rousseau, Captain G. W. McElroy and Commander C. L. Hussey.

UNDINE IS TO HELP TAHOMA

Freight for The Dalles Exceeds Capacity of People's Line.

Rush of business on The Dalles-Portland run has prompted the People's Transportation Company to charter the steamer Undine to operate for a few days with the steamer Tahoma, and the Undine leaves Oak-street dock this morning for the middle river. The Tahoma departed yesterday and the dock was jammed with freight, while considerable was refused owing to limited capacity.

The Undine will return tomorrow in time to get away again by night, and two trips by her are counted on to lift the congestion so the Tahoma can care for future offerings. The rush is partly due to increased business, while the closing of the river by ice recently caused commodities to pile up. The Tahoma is the only regular steamer on that run since the withdrawal of the Regulator line service a few weeks ago. The latter fleet will resume shortly.

THORDIS HAD TWO SPONSORS

Tramp Expected Christened With Double Amount of Champagne.

In connection with the recent charter of the new Norwegian steamer Thordis, taken for lumber with the option of Columbia River or Puget Sound loading and which is fully expected to come here, the vessel holds the unique place among the fleet built on the Pacific Coast of having been launched with two sponsors, Miss Eleanor and Miss Mary Scott Martin, of San Francisco, each breaking a bottle of champagne against the steamer's bow.

The Thordis is a sister ship of the Capto, which was loaded here last month with lumber for Bombay. She was originally ordered from the Union Iron Works by George W. McNear & Company, of San Francisco, and purchased on the stocks by C. T. Tonnevald, of Norway. The Thordis is of 7100 tons burden, is 376 feet long with a beam of 53 feet and is equipped with electrical reduction turbine engines.

Marine Notes.

Carrying two Scotch marine boilers that will be delivered at Long Beach, Cal., to be installed in the new steel lighthouse tender Cedar, intended for service in the Alaska lighthouse district, the steamer Bee sailed yesterday afternoon from the plant of the Willamette Iron & Steel Works, where the boilers were built. The vessel also had aboard 600,000 feet of lumber loaded at Raymond, Wash., which is to be discharged at San Pedro.

Partly loaded with lumber for San Pedro, the motorship Sierra left Inman-Poulsen's yesterday, shifting to Municipal Dock No. 1 for water, and last night continued to Rainier to complete her cargo.

Joseph D. Kropp was signed yesterday as master of the tug Chas. M. Greiner, relieving T. D. Cartland. The latter is also shown to have been the previous master of the propeller Geo. M. Simons, on which M. McCrum was signed as skipper.

United States Boiler Inspector John Wynn will officially test the donkey boiler of the new auxiliary schooner Alpha at the yard of the Peninsula Shipbuilding Company today.

To make a fill on the site of the Supple Shipbuilding Company's new yard, foot of East Oak street, the Port of Portland dredge Willamette was shifted there yesterday. There is said to be a mass of telephone and other cables in the vicinity and such care must be exercised in digging that the machine may not operate to capacity. E. W. Wright, manager of the Port, expects the work to be finished in less than 20 days.

Investigation of the sinking recently of the steamer Annie Comings, which struck a rock in Camas Slough, was conducted yesterday by United States Inspectors Edwards and Wynn, and the officials found no one responsible. The steamer is undergoing repairs at the Portland yard.

Repairs having been made to her hull, two holes having been broken in the planking last week on the Cowlitz River, the steamer Chester, of the Kellogg line, left yesterday for Kelso and will resume service when the stage of water in the Cowlitz permits.

BILLS CHANCES ASKED

DEMOCRATIC SENATORS TELL PRESIDENT SOME CANNOT PASS.

River and Harbor, Public Building, Waterpower and Oil Leasing Measures Held Blocked.

OREGONIAN NEWS BUREAU, Washington, Feb. 5.—Democratic Senate leaders who have been consulted by the President during the past two days have told the President that in their judgment no general legislation to which there is serious objection can pass the Senate between now and March 4.

They particularly referred to the river and harbor and public building appropriation bills and to the waterpower and oil leasing bills. A filibuster will be inaugurated in the Senate to defeat the two appropriation bills.

The fact that a deadlock has been reached on the conservation measures means that they have been practically abandoned for the present session.

PET MULE OVERTRAINED

Owner Teaches Animal to Kick and Feels Its Hoofs.

BAKER, Or., Feb. 5.—(Special.)—Stephen Harrer of Long Creek is laid up in bed because of his effective training of his pet mule. He taught the colt to kick and fight and when he took it to water the animal unexpectedly started its programme of accomplishments, one hoof landing on Harrer's knee so that that member is in serious condition.

Frank Mulkey, a neighbor, is now helping feed Harrer's stock, all except the mule.

Physician Prepares to Serve.

Orders were received yesterday by Dr. Earl V. Morrow to prepare for service with the Medical Corps of the United States Army, the threatened hostilities with Germany evidently having made it advisable to enlarge this department of the military service. Dr. Morrow has had much experience in military work as head of the American Red Cross units in Belgium. Since being mustered out last August he has engaged in private practice here.

AMUSEMENTS.

BAKER THEATER Broadway and Morrison

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A gripping drama of intense purpose. Evenings 25c, 50c, 75c; Sun. and Sat. Mats., 25c, 50c; Wed. Mat., 25c only.
NEXT WEEK—"RAFFLES."
City and out-of-town mail orders now received and filled for the coming production of Belasco's "THE GIRL OF THE GOLDEN WEST." (For all performances except Monday night and Wednesday matinee). Opens Feb. 18 at Baker Theater. No advance in prices.

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BEATRICE HERFORD | HARUKO ONUKI
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Miss Leitzel; Hans Hanke; Travel Weekly
Concert Orchestra.
RIGGS AND WITCHIE
MATINEE DAILY 10c-25c-50c
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PANTAGES
MATINEE DAILY 2:30
"THE REDHEADS"
A Great Big Rollicking Musical Comedy.
5—OTHER BIG ACTS—5
Boxes and Loges reserved by phone.
Curtain 2:30, 7 and 9.

MEETING NOTICES.

MASSALO No. 15 I.O.O.F. MEMBERS are requested to attend the funeral services of our late Brother Henry Brockman, which will be held from the home, 696 Tenth street, near Karl, tomorrow (Tuesday) at 2 P. M. Special car will be chartered to convey brothers from residence to Rose City Park Cemetery.
J. Q. ERICKSON, Noble Grand.
F. COZENS, Rec. Sec.

WASHINGTON LODGE, NO. 46, A. F. & A. M. — Special communications tomorrow, Wednesday, Feb. 7, 1 P. M., East 8th and Burnside, to conduct the funeral of our late Brother A. W. France. A full attendance desired. All M. M. invited. The use of your auto will be appreciated. Order W. M.
J. H. RICHMOND, Sec'y.

HAWTHORNE LODGE NO. 111, A. F. & A. M. — Stated communication this (Tuesday) evening at 7:30. One of our Past Masters will deliver an address, subject "Footprints of Masonry," followed by social, refreshments. Visiting brethren welcome.
C. E. MILLER, Sec'y.

PORTLAND COUNCIL NO. 97, O. E. S.—Stated communication Tuesday evening, February 6, W. O. W. Hall, 336 Russell street, in section by worthy grand matron and degrees. By order of worthy matron.
SOPHIE L. HOBSON, Secretary.

A. AND A. S. RITE—OREGON LODGE OF PERFECTION NO. 1—Regular meeting in Memorial Hall, Scottish Rite Cathedral, this evening at 8 o'clock.
By order VEN. MASTER.

IMPERIAL LODGE, NO. 159 —A. F. & A. M.—Special communication Tuesday, February 6th. Work in M. M. Degree. First section 5:30, second section 7:30 o'clock. Visitors welcome (D). W. P. ANDRUS, Secy.

OREGON ELECTRIC COUNCIL, NO. 1582, ROYAL ARCANUM, meets this (Tuesday) evening, Masonic Temple. Visiting brothers welcome.
O. O. HALL, Sec.

PEACE MEETING.

All citizens in favor of maintaining peace are invited to attend mass meeting at the German House, 255 Thirteenth street, Tuesday, February 6, 8 P. M.
(REV.) KARL O. SALZMAN.

EMBLEM Jewelry, buttons, charms, pins. New designs. Jaeger Bros., 131-3 Sixth st.

FRIEDLANDER'S, Jewelers, for Emblems, Class Pins and Presentation Medals. Designs and estimates furnished free. 310 Wash.

TOO LATE TO CLASSIFY.

WANTED—Extractor man at the Consolidated Wet Wash Laundry, 1256 Halsey.

PURSE—Lost on Washington st. $5 reward. H. M. Montgomery. Tel. Bdway. 344.

What Is Rheumatism? Why Suffer From It?

Sufferers Should Realize That It Is a Blood Infection and Can Be Permanently Relieved. Don't Suffer This Winter.

Rheumatism means that the blood has become saturated with uric acid poison.

It does not require medical advice to know that good health is absolutely dependent upon pure blood. When the muscles and joints become sore and drawn with rheumatism, it is not a wise thing to take a little salve and by rubbing it on the sore spot, expect to get rid of your rheumatics. You must go deeper than that, down deep into the blood where the poison lurks and which is not effected by salves and ointments. It is important that you rid yourself of this terrible disease before it goes too far. S. S. S. is the blood purifier that has stood the test of time, having been in constant use for more than fifty years. It will do for you what it has done for thousands of others, drive the rheumatic poisons out of your blood, making it pure and strong and enabling it to make you well. S. S. S. is guaranteed purely vegetable, it will do the work and not harm the most delicate stomach.

Write the physician of this Company and let him advise with you. Advice is furnished without charge. Address Swift Specific Company, 41 Swift Laboratory, Atlanta, Ga.

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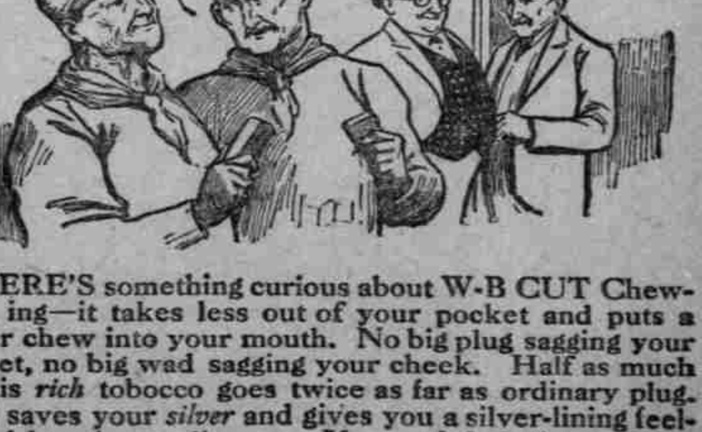

HERE'S something curious about W-B CUT Chewing—it takes less out of your pocket and puts a better chew into your mouth. No big plug sagging your pocket, no big wad sagging your cheek. Half as much of this *rich* tobocco goes twice as far as ordinary plug. W-B saves your *silver* and gives you a silver-lining feeling of happiness all over. You can't help from telling your friends about W-B.

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