LINNTON SUFFERS BY JITNEY TACTICS

Fares Raised at Rush Hours, Business Man Declares, and Relief Is Sought.

COUNCIL SESSION HEATED

Cases of Violators Brought Up and Mr. Daly Wants All Dismissed. Mr. Moulton's Conduct Displeases—Hearing Postponed.

LINNTON RESIDENTS ASK RELIEF.

People of Linnton asked the City Council yesterday to take steps necessary to allow Stephen Carver to establish his bus service over the Linnton route at once to replace the service of the Jitney Drivers' Union.

"Let me tell you what this Jitney Drivers' Union has done for the working people of Linnton," said L. M. Mills, a Linnton business man. "We are supposed to have a 10-cent jitney fare. When the Linnton mills close at night 60 working people who live in Portland are charged a fare of 25 cents to get home. Let me say that Linnton has had its experience with jitneys and at the city election our 2500 voters will support the City Council in its efforts to regulate the jitneys."

Commissioner Dieck recommended to the City Council yesterday the revocation of the licenses of 13 jitney drivers, charged with all kinds of offenses and, bingo! another of the old-time Council-manic fights was on.

Commissioner Daly rushed to the rescue of the drivers; A. I. Moulton, jitney attorney, launched his usual line of insinuations and personalities and was threatened by Mayor Albee with debarment from the Council chamber; Commissioners got angry and made insinuations against neighbor Commissioners, and the whole business came to naught, the cases at issue being continued for hearing until Tuesday morning at 10 o'clock.

Among charges against each of the 13 drivers were violations of provisions of the ordinance under which the jitneys have evaded regulation in the guise of taxicabs. Commissioner Daly moved right off the bat to dismiss every one of these cases. His motion got no second and the Council went ahead with the case of Carl Allard. He was charged principally with minor violations and his case was dismissed.

R. A. Hill Under Fire.

Then the case of R. A. Hill was considered. He was charged with various offenses, including seven Police Court cases, three conviction for speeding and other traffic violations, two other cases continued for sentence and two cases in which warnings were given. He had been also in two collisions.

Commissioner Daly moved for dismissal of these charges. His motion received no second. The case was not decided, being put over until Tuesday.

In the Allard case Mr. Moulton made a strong fight on the ground that insufficient notice of the charges had been given. His statements and actions aroused the ire of both Mayor Albee and Commissioner Bigelow. "We want to hear Allard," said Commissioner Bigelow. "I object to Mr. Moulton taking his place as a witness. That sort of play doesn't go with me."

Mr. Moulton continued to fight and talk in a way that angered Mayor Albee. "Mr. Moulton," said the Mayor, "we have been decidedly patient with you; unless you see fit to discontinue those insinuations and that sneering I shall ask the Council to bar you."

"My idea," said Commissioner Baker, "is that if this Council passes a law it should be either respected or repealed. All there is to this proposition is whether the city is big enough to regulate the jitney. You can sidestep the issue if you wish, but it is purely a question of whether we force these people to obey the law or wash our hands of it and let them go unregulated.

Subterfuges Are Admitted.

"As the case stands now we have said to Stephen Carver, we give you a jitney franchise on certain conditions. Then we let someone else have the same rights without those conditions. This is a subterfuge and nothing more."

"Yes," said Mr. Moulton, "we are scraping to keep alive. We are busy constantly thinking up subterfuges, if you please. We are going to submit to the voters at the June election whether they are going to let another institution be built up in Portland such as the Portland Railway, Light & Power Company. That is what this Carver jitney franchise amounts to."

"We have an ordinance on the books," said Commissioner Dieck, "and it is purely a question of whether we are going to enforce it."

"Yes," said Mr. Baker, "we are here representing the whole city of Portland and not the jitneys. The people said at the last election that the jitneys should be regulated and that is what we are trying to do. We know it is wrong to let any common carrier roam the streets unregulated and we have tried to regulate you, but you have outwitted us by subterfuges. I am not going to get personal with my fellow Commissioners, but I will say you have had plenty of help in your subterfuges."

Jitney Unfairness Asserted.

Mr. Moulton launched forth in a statement about the demand the people are making for the jitneys and that all they want is a chance to vote on the subject.

At this point L. M. Mills, a business man of Linnton, got the floor and asked that the Council take what action is necessary to allow Steven Carver to put his jitneys on the Linnton run to replace the present service of the Jitney Drivers' Union.

"Let me tell you," he said, "what the Jitney Drivers' Union is doing for the working people. We have about 60 working people at Linnton who live in Portland. The jitneys are supposed to have a 10-cent fare. They have advanced their rates after the closing time of the shops so that these working people have to pay 25 cents to get a ride to Portland. Let me say that as far as the voters are concerned, Linnton has had its experience with jitneys and there are 2500 votes there that will be used to support this Council."

CLAYWORKERS TO MEET

Oregon Association Will Hold Session at Eugene March 15-16.

EUGENE, Or., March 9.—(Special.)—The third annual meeting of the Oregon Clayworkers' Association will be held in Eugene, March 15 and 16. The meeting will start in the afternoon to give members an opportunity to leave home the same day.

The Osburn Hotel will be official headquarters, but the meetings will be held in the large meeting room of the Chamber of Commerce.

Meeting place, Chamber of Commerce, Eugene.

First session—Thursday afternoon, March 15, 1917, at 2 P. M.: President's call to order; address of welcome by W. A. Bell, Mayor of Eugene; industrial address, by Frank Jenkins, president Chamber of Commerce; President Harold S. Smith's report; report of secretary and treasurer, S. Geijsbeek; election of officers; report of committees; unfinished and new business.

Papers—"Clay Products for Farmers' Use," by W. E. Wilson, Salem Tile & Mercantile Company, Salem; "Geology and Clay Formations," by Professor Warren D. Smith, University of Oregon.

Informal dinner—At 6:30 P. M. an informal dinner will be given with the compliments of the Fairmount Brick & Tile Company, W. E. Field, president, at the Osburn Hotel.

Second session, Thursday evening March 15, at 8 P. M.—Papers: "The State Bureau of Mines and the Oregon Clayworker," by Professor H. M. Parks, director, Corvallis; "Co-operation Among Clayworkers and the Benefits Derived," by T. S. Mann, Pacific Stoneware Company, Portland; report of committees.

Third session, Friday morning, March 16, at 9:30 A. M.—Papers: "Cost of Manufacturing Clay Products," by O. K. Edwards, Pacific Face Brick Company, Willamina; "What Eastern Clayworkers Are Doing for Their Business," by S. Geijsbeek, Geijsbeek Engineering Company, Portland; Visit to the University of Oregon campus and buildings.

Fourth session, Friday afternoon, March 16, at 1 P. M.—All members will assemble promptly and take cars for Springfield to visit the large establishment of the Booth-Kelly Lumber Company.

$1000 IS SENT BELGIANS

FUND FOR RELIEF OF STARVING NOW IS $2197.

Children of Schools to Be Asked to Go Without Meat and to Give Money Saved to Cause.

A second contribution of $1000 will be forwarded today by the committee of the Progressive Business Men's Club to H. C. Hoover, United States Commissioner for Belgian Relief, in New York. This will bring the total donations sent from Portland up to $2250.

The plan for a "meatless day" to add to the funds for the Belgian relief will be launched through the public schools of the city Monday.

The actual amount of donations reported in yesterday brings the total to $2197.28, but there are other heavy contributions in sight which will make it considerably higher today.

The people at the Mallory Hotel have contributed again to the Belgian Fund. Some time ago a dance was held which netted $144 for the fund. Now the friends of the Belgian children report having held a military whist party and have sent S. L. Eddy a check for $32. The committee hopes that the residents of the other fashionable hotels will be stirred into similar action and will contribute to the fund for the starving little ones.

The largest single contribution of yesterday was from the Bethlehem Norwegian Church, which collected on Belgian Children Sunday $28.07. Others follow:

C. D. Kenmore	$ 2.50
F. A. Binford	5.00
Zina Wood, Hillsboro	5.00
H. E. Plummer	2.00
George L. Keeler	3.00
G. H. Elmer and family, Halfway, Or.	5.00
Pupils Eastmoreland School	1.00
Margaret Bradshaw	2.00
Jessie E. Farrell	10.00
Pupils Hudson School	4.27
Edith M. Alderman	2.00
M. Skillman, Clackamas	5.00
Bethlehem Norwegian Lutheran Ch.	28.07
Mrs. Perry Rosenstein	10.00
Mallory Hotel military whist party	32.00
Butte Creek Grange, No. 224	5.00
E. L. Kniskern	1.00
Day's total	$129.84

CRUISE SET FOR SUNDAY

NAVAL MILITIA WILL TAKE TORPEDO CRAFT DOWN RIVER.

Men Will Be Assigned to Stations and Familiarized With Operation of the Vessel.

The first of a series of weekly cruises to be taken aboard the torpedo-boat Goldsborough, recently brought here for the use of the Oregon Naval Militia, is scheduled for Sunday, when the little warship will be taken down the river as far as St. Helens.

About 60 men will make the trip. The remainder of the members of the naval militia will be given an opportunity to make a similar trip a week from Sunday. The men will be stationed on the ship, and some minor drills will be carried out, the principal plan being on the first two trips to accustom the men to the vessel and to familiarize them with the workings of the engines and machinery and teach them the art of getting under way and anchoring. Later on it is planned to make longer trips and give the men target practice and other drills.

The men of the naval militia are to be divided into two watches, and one watch will make a trip one Sunday and the other the next.

The Goldsborough will be in command of Commander George F. Blair on Sunday's trip. Adjutant-General White will make the trip with the citizen soldiers.

The vessel is expected to get away between 9 and 10 o'clock Sunday morning, and the return will be about 5 o'clock in the evening.

MRS. BOOTH CONFESSES

ACCOMPLICE IN HUSBAND'S MURDER GETS 1 TO 15 YEARS.

Plea of Guilty to Manslaughter Charge Is Allowed Rather Than Go Into Third Murder Trail.

M'MINNVILLE, Or., March 9.—(Special.)—Mrs. Anna Booth, who was jointly indicted with William Branson for the murder of her husband, William Booth, at Willamina in October, 1915, pleaded guilty to the crime of manslaughter today in Judge Belt's court and immediately got an indeterminate sentence of from one to 15 years in the penitentiary.

Mrs. Booth was first tried with the co-defendant, Branson, the jury failing to agree. She was later convicted of murder in the second degree at a separate trial, the case, with Branson's, being remanded for a new trial. Branson was convicted last week and is now serving a life sentence, and the woman indicted with him has been allowed to plead guilty to the lesser crime instead of standing trial for the third time.

Maxwell Victor's Suit Thrown Out.

OREGON CITY, Or., March 9.—(Special.)—The $10,000 libel suit of Maxwell Victor against the Oregon City Enterprise was thrown out of court today by Circuit Judge Campbell. The suit was brought after the Enterprise exposed an alleged ruse on the part of Victor, then Democratic candidate for Sheriff, to discredit the incumbent administration.

LOYALTY IS THEME AT D. A. R. SESSION

Every Oregon Chapter Is Represented at Eugene—Patriotism Runs High.

COLONEL HAMMOND SPEAKS

Mothers Are Told Their Help Is Needed in Urging Preparedness. Support of President in Crisis Is Acclaimed.

EUGENE, Or., March 9.—(Special.)—Loyalty to country, support of President Woodrow Wilson in the present international crisis, and preparedness were the resounding themes of the first session of the Oregon conference of the Daughters of the American Revolution today.

Every patriotic utterance of the speakers was applauded to the echo by these mothers of Oregon boys and girls, whose enthusasm for American ideals and the preservation of American rights reveals that they still possess the spirit of their ancestors of '76. Colonel Creed C. Hammond, commander of the Coast Artillery Corps, delivered an address.

"Sherman was right in what he said about war, but it is better than everlasting unrest, as David Starr Jordan would have us have," he told the women. "We must not lose a minute in preparedness. The mothers must help us in this hour of need. They can go to the schools and instill patriotism. Patriotism is synonomous to preparedness.

Mothers' Help Needed.

"We need more Washingtons and fewer Bryans, more Wilsons and fewer Lanes. The mothers must encourage enlistment in the National Guard and failing in this they must help us get compulsory military training. They would do well to help the girls who are forming the National honor guard. The younger generation must be made to realize that our lives belong to our country. When it calls these young men and women must respond."

Throughout the session patriotism ran high, and it was apparent that the strong resolutions pledging the President's support from these Oregon women would be adopted before adjournment tomorrow. An unusual feature of the conference is that every delegate from the seven chapters of the organization in the state is in attendance. The visiting delegates and members, numbering 59, arrived in a special coach on the Coos Bay train, southbound, at noon. The Southern Pacific Company had arranged to show them special consideration. The cars had been decorated with the National colors and a small American flag had been placed in each window.

Mrs. Datson Gives Welcome.

Mrs. Edna Prescott Datson, regent of Oregon Lewis and Clark Chapter, welcomed the visitors and made a plea for greater patriotic effort "for the preservation of American ideals and the protection of international law." Mrs. John F. Beaumont, honorary state regent, made the response.

Mrs. Isaac Lee Patterson, of Salem, state regent, presided at the session. Reports were made by officers of the conference as follows:

Mrs. F. M. Wilkins, of Eugene, vice-regent; Mrs. Hubert Ferris, of Tigard, recording secretary; Mrs. Anna Flinn Hunt, of Albany, treasurer; Mrs. J. Clara Thornburn Ross, of Portland, historian; Miss Amy Dunn, of Eugene, auditor; Mrs. James K. Weatherford, of Albany, consulting registrar.

Reports were made by regents of various chapters of the state society as follows:

Mrs. Mary Barlow Wilkins, Multnomah, of Portland; Mrs. Edward A. Beals, Willamette, of Portland; Mrs. Levi E. Tracy, Linn, of Albany; Mrs. Edna Prescott Datson, Oregon Lewis and Clark, of Eugene; Mrs. J. G. Heltzel, Chemetka, of Salem; Mrs. Joseph E. Sibley, Sarah Childress, Polk, of Dallas; Mrs. C. J. Crandall, Quenett, The Dalles.

About 300 persons attended the reception to the conference tonight.

LIQUOR CARGO GROWS

423 QUARTS TAKEN OFF BREAKWATER AND MORE SUSPECTED.

Four Plead Guilty to Charges of Buying Whisky From Vessel and Hold Is to Be Examined Later.

Four men pleaded guilty to receiving contraband liquor from the steamer Breakwater and 423 quarts of excellent whisky were confiscated on the boat by raiders from the office of Sheriff Hurlburt yesterday. Investigation of those who may be responsible for the infraction of the Webb-Kenyon law has been turned over to the Federal authorities.

All day long a careful watch was kept over the unloading of the vessel. About 123 quarts were seized during the night and probably 25 cases were thrown overboard by members of the crew while the deputy sheriffs were making their raid. Shortly before noon yesterday 300 more quarts were uncovered in staterooms of the ship. The staterooms had been searched before and found quite empty. While the officers watched in the hold some of the ship's men smuggled cases into the staterooms and concealed them under berths.

That there is still more liquor in the bottom of the hold, beneath the cargo, is believed by Sheriff Hurlburt.

Two deputies met the boat at Astoria and came up the Willamette with it Thursday night. They were met by a squad at the wharf. Those engaged in the search were Deputies Phillips, Ward, George Hurlburt, Christofferson, Rexford and Leabo.

Joe Bove, O. Mathison, F. V. Forbes and Carl Nelson were arrested coming from the ship with packages.

KLAMATH FALLS IS LOYAL

WILLIAM GOLDMAN RETURNS HOME AFTER TRIP SOUTH.

Southern Part of State Prefers to Trade With Portland But California Is Only 48 Hours Away.

Praise for the optimism and loyalty of the Klamath territory was voiced yesterday by William Goldman, state manager for the National Life Insurance Company, of Vermont, following a fortnight's trip through Klamath, Siskiyou, Josephine, Jackson, Douglas and Linn counties.

"I was astonished at the enthusiasm of the Klamath Falls people over the proposed new Strahorn railroad and their happiness over the prospect of being brought 200 miles nearer Portland," said Mr. Goldman.

"Despite the fact that little attention is paid them by Portland people the residents of Klamath County have a most kindly feeling for Portland. It takes them 10 days to get merchandise from Portland and only 48 hours from California, but they prefer to trade with Portland.

"Klamath Falls has one of the finest hotels for a city of its size in America yet for every Portlander who registers there are 20 Californians.

"The spirit of Klamath Falls is shown by the fact that they raised $375,000 to hasten the construction of the Strahorn road, which they already regard as a certainty. There is no car shortage trouble in that locality, and the Klamath Falls people attribute the rush of cars their way to the prospect that a competing railroad is about to enter that territory."

T. B. WILCOX IS SUED

NORWEGIAN SHIP BROKER WANTS $300,000 DAMAGES.

Proceedings Brought by Christoffer Hannevig in Connection With Sale of Annette Rolph.

T. B. Wilcox was made the defendant in a $300,000 damage suit filed yesterday in the Federal Court by attorneys for Christoffer Hannevig, of Hannevig & Johnson, ship brokers, of Christiania, Norway.

It is alleged in the complaint that more than a year ago Mr. Wilcox, through R. H. Spencer, his New York agent, began negotiations with Mr. Hannevig for the sale to the latter of a vessel under construction at the yards of the Union Iron Works in San Francisco. The preliminary contract was entered into December 27, 1915, and Mr. Hannevig was to purchase the steamer Annette Rolph from Mr. Wilcox, who claimed title to the vessel from the Rolph Navigation & Coal Company, its builders, for $1,050,000.

Upon the arrival of Mr. Hannevig in New York, the complaint declares, it was discovered that the part of the contract that had been forwarded him was not the true contract and that certain eliminations had been made in the copy that appeared in the true contract.

The vessel was later sold by Mr. Wilcox to Mayor Rolph, of San Francisco, from whom she originally was purchased, and later was disposed of to others at a price reported to be $1,600,000.

Marconi Wireless Reports.

(All position reported at 8 P. M., March 9, unless otherwise designated.)

HYADES, Portland for San Francisco, 1814 miles from San Francisco, March 8.

ACME, San Francisco for Orient, 3090 miles from San Francisco, March 8.

SCOFIELD, San Francisco for Orient, 3035 miles west of San Francisco, March 8.

ATLAS, Kahului for Richmond, 1856 miles from Richmond, March 8.

MATSONIA, Honolulu for San Francisco, 1596 miles from San Francisco, March 8.

MINNESOTAN, Honolulu for San Francisco, 1200 miles from San Francisco, March 8.

WILHELMINA, San Francisco for Honolulu, 1224 miles from San Francisco, March 8.

GREAT NORTHERN, San Francisco for Honolulu, 969 miles from San Pedro.

CELILO, with steamer E. H. Meyer, Astoria for San Francisco, 25 miles south of Arena.

STANDARD ARROW, San Francisco for Calcutta, 67 miles from San Francisco.

MOFFETT, Honolulu for San Francisco, 220 miles from San Francisco.

KILBURN, Eureka for San Francisco, barbound in Humboldt Bay.

MULTNOMAH, San Francisco for Portland, 40 miles north of Blunts Reef.

ADELINE SMITH, Coos Bay for San Francisco, 300 miles north of San Francisco.

SENATOR, San Francisco for Seattle, 65 miles north of Cape Blanco.

YOSEMITE, San Francisco for Puget Sound, 20 miles north of Northwest Seal Rocks.

BEAVER, San Francisco for Portland, 230 miles south of the Columbia River.

TOPEKA, San Francisco for Eureka, barbound off Eureka.

Wapama, 45 miles north of Cape Blanco.

CURACAO, Seattle for Alaska, off Bellenas Island.

PRESIDENT, Seattle for San Francisco, 42 miles from Victoria.

RICHMOND, and barge 93, Point Wells for Richmond, 18 miles from Point Wells.

Asuncion, Richmond for Portland, five miles from Astoria.

SENATOR, San Francisco for Seattle, 65 miles north of Cape Blanco.

CORONADO, Grays Harbor for San Pedro, 513 miles north of San Francisco.

PENNSYLVANIA, San Francisco for Balboa, 160 miles north of Acajutla at 8 P. M., March 8.

HILONIAN, San Francisco for Chile, 2080 miles south of San Francisco at 8 P. M., March 8.

BARGE 91, in tow tug Standard No. 2, El Segundo for Richmond, 247 miles from Richmond.

WILLAMETTE, San Pedro for San Francisco, anchored six miles west-southwest of Point Huenome.

KLAMATH, bound to assist Willamette, off Santa Barbara.

J. L. Luckenbach, Vancouver for Antofagasta, 970 miles south of San Francisco.

SANTA CRUZ, San Francisco for South America, 1119 miles south of San Francisco.

U. S. Naval Radio Reports.

ALAMEDA, Latouche for Valdez, off Eliamar, March 8.

WATSON, at Latouche, loading, March 8.

STARR, anchored 60 miles south of Cape Clair, March 8.

DORA, off Mill Bay Rock, eastbound, March 8.

WINDBER, discharging at King Cove, March 8.

ESSAY CONTEST IS OPEN

Oregon High School Students Eligible for Peace League Medal.

UNIVERSITY OF OREGON, Eugene, March 9.—(Special.)—High school students of the state of Oregon have an opportunity to compete in the gold medal essay contest this Spring under the direction of the American School Peace League, of which William H. Taft is president.

The subject selected for this year is "The Influence of the United States in a plan for permanent peace." The Oregon High School Debating League will name the committee of judges and will select from the best essays submitted by each school the three best. The authors of these three will deliver their essays at Portland during the week of the National Education Association convention, July 7-14.

PACIFIST BULLETIN BARRED

Mails Are Closed to Postcard Mailed in Large Numbers.

WASHINGTON, March 9.—A pacifist postcard headed "American University Bulletin" mailed in large numbers in New York has been barred from the mails by the Postoffice Department under the sections of the criminal code prohibiting anything tending to incite arson, murder, anarchy or assassination and anything bearing an inscription detrimental to the character of anyone.

American University officials here complained the card was not issued by the university and they had no knowledge of it.

Dutch Informed of Safety Zone.

THE HAGUE, via London, March 9.—The Dutch government has been notified by Germany that from March 15 absolute safety can be assured for shipping through the North Sea channel west of Denmark, through which trans-Atlantic traffic must pass.

Read The Oregonian classified ads.

TRAP PROTEST MADE

Steamer Interests Object to Price Island Locations.

MAJOR JEWETT CONSIDERS

Danger to Navigation During Frequent Fogs Is Basis of Complaint—Revocation of Permits Is Requested.

Objection to salmon fishing traps being located along Price Island, between the upper and lower Skamokawa lights, on the Lower Columbia River, has been made to Major H. C. Jewett, Corps of Engineers, U. S. A., by river pilots, masters of river steamers and heads of operating lines, in the form of a petition filed yesterday. Major Jewett said he had not decided what his action would be.

The petition prays that any permits issued be revoked and that no others be granted, reciting that the channel over that stretch follows close to the shore of Price Island, and that it can be navigated at low water by vessels of 25 feet draft, but that during times when there is dense fog, which is averred to be frequently the case there, vessels having to go well in toward the beach would be in danger if traps were permitted.

It is said five permits have been issued for traps there, the first bearing date of a few years ago, and has not been taken advantage of, while it is understood the work of driving piling for another is about to be undertaken.

The policy of the War Department is to safeguard navigation at every hand. Commercial pursuits along waterways are considered, and it is desired that such ventures be fostered and encouraged, but not to a degree that would place their importance above safe movement of vessels. A few months ago there arose a question of permitting additional fishtraps to be driven inside of the north jetty, at the mouth of the river, objectors pointing out that they would be in the way of life-saving crews operating their boats in the vicinity, so privileges were made in permits not actually used by the holders.

Also, at the entrance to the Columbia River, a restricted zone was established by the War Department covering the entrance channel, in which the use of seines is prohibited because vessels in the past have entangled their propellers in nets.

COMPANY TO SAIL MARGARET

Andersen & Co. Have Different Corporation for Each Schooner.

Margaret Shipping Company is the name of another marine corporation formed by A. O. Andersen & Co., which is intended for the operation and control of the four-masted auxiliary schooner Margaret, launched a week ago at Astoria, and which will be ready for a lumber cargo in another month. The Viking Shipping Company controls the schooner Astoria, which left the river early in the week for Port Pirie, on her initial voyage, and the Else Shipping Company has to do with the schooner Else, which is on the way from Port Pirie for San Francisco.

The Astri, of the fleet building at Astoria, will be in the water the last of the month. She has been sold and will be delivered in April. The big wooden plant has not diminished its activity since last season. Winter progress having been even more pronounced than was calculated, and it will be kept busy so long as there is a market or trade for the new carriers.

LOW WATER HOLDS STEAMER

Upper Columbia Service Experiences Setback at Outset.

No change in the stage of water on the Upper Columbia was shown in yesterday's reports, and the unusual condition for this season is disquieting to steamboat men operating there. The steamer Twin Cities, of The Dalles-Columbia line, which left here on her first trip last week for Kennewick and White Bluffs, is reported held at Umatilla, being detained until there is a slight increase in the depth. The Umatilla report yesterday showed there was seven-tenths of a foot above zero and, as to the Snake River, Lewiston advices were that the stage was 2.4 feet above zero, being unchanged also.

The steamer J. N. Teal was to have left Portland Wednesday, but, due to the low stage of water, her first trip has been postponed. It is thought there will be more water shortly and, once the early rise is experienced, it is expected to hold during the season.

HOP WIRE GOES TO TRENCHES

Japan Buys Discarded Material From Willamette Valley Yards.

Lying on Taylor-street dock are 15 tons of galvanized iron hop wire, a mute illustration of the stripping of hopyards in some sections of the Willamette Valley as a result of the "bone-dry" law, and the material is now to be shipped to Japan by way of San Francisco. By some it is assumed that the wire eventually will be worked over and reappear on the Russian front for military purposes, probably with barbs affixed.

One dealer here is said to have contracted for 110 tons of the discarded wire during the past few days and has left again for the Valley to purchase in other districts. Hopyards in some localities are to be continued, while more are being cleared of posts and wire and ploughed for general agricultural purposes.

LAND PLASTER ARRIVING

Interior Growers Receive Supplies for Treating Soil Conditions.

Land plaster, used by agriculturists, composes a large share of the cargo of the steamer Daisy Freeman, which discharged 440 tons at Oak-street dock yesterday. Other shipments she brought from San Francisco were 120 tons of building plaster, 16,000 feet of mahogany for Portland furniture manufacturers, and 100 tons of paint and oil.

Consignments of land plaster to the interior have been heavy during the past few weeks and will continue for a short time. Another steamer in the Parr-McCormick service will discharge at Oak street the last of the month. Soon after increased cement shipments are looked for because of new construction being prepared for here.

Marine Notes.

On being floated from the Oregon drydock today, the schooner Alumna will be towed to Westport, where she loads lumber for Australia. The British schooner David Evans, loading at Knappton, completed her underdeck cargo yesterday and in another week will have her deckload in place. The Henry K. Hall, lumber-laden for Australia, is lying off Astoria, waiting to complete her crew.

It is reported that the next wheat carrier to load on the North Pacific Coast, and which will be given cargo on Puget Sound, is the British steamer Prasilla, now loading from the West Coast. She left Marseilles in January and reached Colon February 11, sailing the following day from Balboa for Valparaiso. She is of 2618 tons net register.

Aboard the steamer Beaver, Captain Mason, which departed from San Francisco at 8 o'clock Thursday night and is due here this afternoon, are 1800 tons of cargo and a number of passengers. The vessel sails on the return to the Golden Gate and Los Angeles Monday.

En route to Valparaiso with a lumber cargo worked here, the motorship Sierra put into San Francisco yesterday to replenish her fuel supply. Messages from the new auxiliary schooner Astoria, bound from Portland for Port Pirie, are to the effect she is making good progress.

Launching of the auxiliary schooner Beta at the Peninsula Shipbuilding Company's plant, which was set for this morning, has been postponed because the river is not as high as desired, the guage yesterday showing 5.1 feet above zero. The vessel is ready for the glide and the delay of a few days will be used to advantage in finishing more deck work.

Repairs to the Vancouver dyke, which were undertaken a few weeks ago by a crew employed in the First Portland District, will probably be completed today.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Breakwater	San Francisco	In port
Northern Pacific	San Francisco	In port
Beaver	Los Angeles	Mar. 10
F. A. Kilburn	San Francisco	Mar. 12
Rose City	Los Angeles	Mar. 16

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. for L.A.-S.D.	Mar. 10
Breakwater	Los Angeles	Mar. 10
Northern Pacific	San Francisco	Mar. 10
Beaver	Los Angeles	Mar. 12
Yale	S. F. for L.A.-S.D.	Mar. 12
Multnomah	San Diego	Mar. 13
Klamath	San Francisco	Mar. 13
F. A. Kilburn	San Francisco	Mar. 15
Celilo	San Diego	Mar. 17
Rose City	San Francisco	Mar. 18

Pacific Coast Shipping Notes.

GRAYS HARBOR, March 9.—(Special.)—The steamer J. B. Stetson arrived from the Columbia River and is loading at the A. J. West Mill.

The steamers Grays Harbor and Nehalem cleared for San Pedro, the former from Anderson-Middleton mill.

The steamer Doris arrived from San Francisco and is loading at the Hulbert mill.

The steamer San Jacinto cleared last night from the E. K. Wood mill for San Pedro.

The steamers Coronado, Avalon and Carlos, which have been barbound for several days, cleared for California ports.

SEATTLE, Wash., March 9.—(Special.)—The transport Dix arrived at 8 o'clock this morning from sea in distress. The vessel came in under her own steam and will go to the Bremerton Navy-yard for repairs to her steering gear, which caused the trouble. She came in under a jury-rigged steering apparatus which was fixed up after the vessel wallowed helplessly for 10 hours at sea. She probably will be delayed two days for repairs.

Bringing a light passenger list and a shipment of fresh fish, the steamer City of Seattle arrived at 2 P. M. from Southeastern Alaska.

Other arrivals were the steamer Queen, from San Francisco and the south, with freight and passengers, at 8:30 A. M., the barge Washtucna, in tow of the tug Goliah, at 2 P. M., from San Francisco; barge Dashing Wave, from Taku Harbor, in tow of tug Richard Holyoke, at 9 A. M., and the steamer Bee, from San Francisco tonight.

Departures today included the steamer Admiral Farragut for Southeastern and Southwestern Alaska at 10:30 A. M., with 224 passengers and full cargo; steamer President, for San Francisco and Southern California, at 11 A. M., with 200 passengers and full load; steamer Curacao, for Southeastern Alaska, at 10:30 A. M., with 50 passengers and a full cargo. The Curacao is making her first trip this season as a freight and passenger vessel in Alaskan service.

The Pacific Steamship Company announced today that the first sailing to Anchorage would be April 1, instead of April 9, as previously announced. The steamer Admiral Farragut will make the first voyage. The ice has gone out of Cook Inlet earlier this year than is usual.

It was reported today that the Ames Shipbuilding & Drydock Company has signed contracts with the Cunard line to build additional freighters. The Ames Company is reputed to have had seven Cunards and two tankers already, thus giving them a total of 15 ships or a building programme for three years. The total value of the contracts is estimated to be in the neighborhood of $15,000,000.

ASTORIA, Or., March 9.—(Special.)—The steam schooner Johan Poulsen arrived during the night from San Francisco and went to Westport to load lumber.

After discharging freight at Portland, the steam schooner J. B. Stetson sailed this morning for Grays Harbor to load lumber.

The tank steamer J. A. Chanslor sailed this morning for California after discharging fuel oil at Portland.

Bringing a capacity cargo of general freight and a fair list of passengers, the steamer Northern Pacific arrived today from San Francisco.

COOS BAY, Or., March 9.—(Special.)—The steamer Adeline Smith sailed at 12:30 for San Francisco, carrying passengers and lumber.

SAN FRANCISCO, March 9.—(Special.)—The bark C. D. Bryant, which started for Eureka this morning in tow of the steam schooner Chehalis, was brought back from the heads after a hawser had parted owing to northwest gales. She will be taken to the Humboldt port tomorrow by the tug Defiance.

The American-Hawaiian freighter Texan, which put to sea late Thursday for Hawaii, returned from the Farallones on account of engine trouble. Repairs were made in the stream and the vessel got away for the Islands again today.

Movements of Vessels.

PORTLAND, March 9.—Sailed—Steamers Daisy Putnam, for San Pedro; Daisy Freeman, for Aberdeen.

ASTORIA, March 9.—Sailed at 5 A. M.—Steamer J. B. Stetson, for Aberdeen. Arrived at 5 and left up at 6 A. M.—Steamer Johan Poulsen, from San Francisco. Arrived at 1 P. M.—Steamer Northern Pacific, from San Francisco.

SAN FRANCISCO, March 9.—Arrived at 1 P. M.—Steamer Westerner, from Columbia River; at 2 P. M., motor schooner Sierra, from Portland, for Valparaiso. Sailed at 8 last night—Steamer Beaver, for Portland.

ABERDEEN, March 9.—Arrived—Steamer J. B. Stetson, from Portland.

Movements of Vessels.

SEATTLE, March 9.—Arrived—Steamers City of Seattle, from Southeastern Alaska; Morning Star and Admiral Schley, from Vancouver, B. C.; Queen, from San Pedro; Bee and barge Washtucna, from San Francisco; United States Army transport Dix, from sea in distress. Sailed—Steamers Alaska and Farragut, for Southwestern and Southeastern Alaska; Curacao, for Southeastern Alaska; President, for San Diego; Georgia, for Vancouver, B. C.

SAN FRANCISCO, March 9.—Arrived—Steamers Colonel E. L. Drake, from Seattle; Governor, from Astoria. Sailed—Steamer Texan, for Honolulu; Chehalis, for Grays Harbor; Yellowstone, for Coos Bay; Standard Arrow, for Calcutta.

Tides at Astoria Saturday.

High.	Low.
1:40 A. M....8.2 feet	8:15 A. M....0.9 feet
1:59 P. M....7.5 feet	8:13 P. M....1.5 feet

Vessels Entered Yesterday.

Daisy Freeman, American steamer, general cargo, from San Francisco.

Breakwater, American steamer, general cargo, from San Francisco, Eureka and Coos Bay.

Vessels Cleared Yesterday.

Daisy Freeman, American steamer, ballast, for Aberdeen.

Breakwater, American steamer, general cargo, for Coos Bay, Eureka and San Francisco.

Columbia River Bar Report.

NORTH HEAD, March 9.—Condition of the bar at 5 P. M.—Sea smooth; wind northwest, 12 miles.

Clearer, Not "Cleaner."

CHEHALIS, Wash., March 9.—(To the Editor.)—In your report of the Jones meeting and resolutions in your issue of March 9 one paragraph in the resolutions says, in speaking of Senator Jones' resignation, "that one of 'cleaner' and broader National vision may be sent to the United States Senate in his stead." This should read "clearer National vision," etc. The committee would like to have your paper change this, as it conveys a wrong impression, and was not meant to reflect on him personally. DAN W. BUSH.

SHIP TAX EXPLAINED

State Tax Commission Interprets New Amendment.

DATE OF EXEMPTION FIXED

New Law Does Not Become Effective Prior to Levy and Collection on Assessments Made as of March 1, 1917.

SALEM, Or., March 9.—(Special.)—Exemption of ships and vessels from taxes other than those levied for state purposes under the ship tax exemption amendment passed by the people at the last general election, does not become effective prior to the levy and collection of taxes on assessments made March 1, 1917. Taxes for all purposes, levied on assessments of such ships and vessels as of March 1, 1916, are subject to collection as heretofore.

This is the information conveyed in an opinion from the State Tax Commission, forwarded by Commissioner Charles V. Galloway today to E. S. Huckaby, chief deputy of the tax collecting department of Multnomah County.

Amendment Is in Effect.

The opinion is in part as follows:

"Article IX, section 1 (b)—'All ships and vessels of 50 tons or more capacity engaged in either passenger or freight coasting or foreign trade, whose home ports of registration are in the state of Oregon, shall be and are hereby exempted from all taxes of every kind whatsoever, excepting taxes for state purposes, until the first day of January, 1935.'

"An amendment to the constitution of Oregon becomes effective on the date of the Governor's proclamation declaring its adoption. (Article XVII, section 1, Constitution of Oregon; Phy v. Wright, 75 Or. 428.) The Governor's proclamation on the amendment in question was issued December 5, 1916. Prior to said date assessments of the year 1916 had been made and the rolls had been finally reviewed and equalized.

Statutes Fix Liability.

"The statutes of Oregon fix the liability for the payment of taxes on real property as of the date when the warrant authorizing collection is issued (Sections 3673 and 3684 Lord's Oregon Laws). But the liability for taxes on personal property applies as of the assessment date. Ships and vessels being personal property the liability for the payment of taxes thereon for the current year attached on March 1, 1916.

"We are therefore of the opinion that the exemption of ships and vessels from taxes other than those levied for state purposes, under the terms of said ship tax exemption amendment, does not become effective prior to the levy and collection of taxes on assessments made as of March 1, 1917; that taxes for all purposes, levied on assessments of such ships and vessels as of March 1, 1916, are subject to collection, as heretofore."

Yellowstone Trail Tour Planned.

MINNEAPOLIS, March 9.—A tour of the Yellowstone trail by a party which will include Governors of the states through which the trail passes is planned for this year by the Yellowstone Trail Association, according to an announcement made today.

Hyderabad Aids Britain.

LONDON, March 9.—The Nizam of Hyderabad, ruler of the largest and most populous of the international states of India, has sent to the government £100,000 for use in anti submarine campaign.

Read The Oregonian classified ads.