RELIEF IS ASSURED

Movement of Coal, Still Slow, Is Proceeding.

RAILROADS ARE HAMPERED

Relief Reported at Some Points in East and Zone System of Distribution Is Expected to Improve Situation.

WASHINGTON, Jan. 24.—Continued demoralization of railroad transportation throughout the East today prompted the railroad and fuel administration officials to hasten plans for developing a zone distribution system for coal, and it was stated that some definite announcement might be expected within a few days. The principal features of the plan will be put into effect immediately, and it will be improved as fast as new short routes can be developed and details worked out for the proper balancing of loaded and empty car movements.

Coal distribution and apportionment for the country was put in charge by the fuel administration today of J. D. A. Morrow, a practical coal expert, who recently organized the National Coal Association, of which he has been secretary. Mr. Morrow will supervise all pooling and transportation arrangements and will be given charge of the zoning system.

Officials today expressed the belief that the proposed system will prove so effective in eliminating long and cross-hauls as to render another serious coal shortage this Winter impossible.

Movement Speeded Up.

With an embargo on general freight still in effect for Eastern trunk lines and the effect of the restriction extending westward, railroads were able to intensify efforts to move coal and food and to increase the supply of these commodities to most parts of the East. Many industries felt the effects of the Fuel Administration's order giving preference to the more essential manufacturing plants.

Louis F. Post, Assistant Secretary of Labor, tonight appealed to the householders of the country to employ for "odd jobs" unskilled workers who will be thrown out of work once a week because of the Monday closing order.

"Make Monday 'odd job Monday,'" said Mr. Post.

"Nearly every householder in the industrial sections most affected doubtless can offer odd jobs to these men and women, whereby they may earn something on the closed days. If each householder should during this period arrange to have all odd jobs, such as the removal of ashes, repairing, cleaning, etc., performed on Monday, employment would be given to many.

"Such an arrangement furthermore would be a great benefit to householders, who of late have had great difficulty in obtaining help for such casual work. The same plan might be well adopted by municipalities and private concerns who similarly have found it difficult to obtain casual labor.

NEW YORK, Jan. 24.—Pooling of anthracite coal at New Jersey terminals was decided upon at a conference here today of coal operators and railroad officials, subject to the approval of the Federal Fuel Administration. Previous requests for the pooling of anthracite, made by A. H. Wiggin, State Fuel Administrator, were denied by Administrator Garfield.

Harbor Situation Relieved.

The shortage of bunker coal which a few days ago was seriously hampering the fueling of vessels in New York harbor, "has been entirely relieved," according to a statement today by J. E. Parsons, detailed by the United States Shipping Board to supervise the bunkering of ships at this port.

CHICAGO, Jan. 24.—The fuel situation in Illinois had improved to such an extent tonight that the state fuel administration issued an order annulling recent instructions to coal producers to ship 10 per cent of the daily output to Chicago. Tonight's order throws the control of coal distribution back to the producers after it had been in the hands of the Federal fuel administration for several days. The order is effective at midnight Friday.

POLITICAL STORM BREAKS

(Continued From Page 9.)

stamp in the discharge of my duty I shall get out of the Senate and of public life and let somebody more subservient than my disposition could be, take my place.

"This charge by our distinguished President has not been hurled at the Senate; it is hurled at my devoted head. I am only one of 96; I am only a unit in this body; but above and over it all is a great principle that the Senate, Democrats and Republicans, and the country at large ought to resent.

"I insist that this body as a co-ordinate branch of the Government has a right to speak as it pleases as to conditions.

"The Senate can investigate any man or any set of men that it sees fit to investigate, and do it at its own sweet will without suggestion and without let or hindrance.

Senate Action Urged.

"If the Senate will only do that once, then we will not be troubled with conditions very often in the future. The Senate ought to assert its dignity and its part and parcel in this great Government machine.

"The old establishment has the President at the top, the Council of National Defense next, the War Industries Board next, the clearance committee next and then comes the Army.

"In other words, they have injected between the President of the United States and the Army three voluntary organizations without a single bit of statutory power. The Council of National Defense is simply an advisory body, that is all; it has no executive power. Those are the boards that are to take charge of and handle the proposed new organization.

"I say, instead of having these three voluntary organizations between the President and the Army, they ought to have one strong man between the President and the Army to handle this whole situation and to utilize whatever organizations are in the department that he wanted to use. I merely call your attention to the fact that we have done some good."

French Crisis Calls for Haste.

In closing Senator Chamberlain said:

"Frequently I have followed my colleagues and followed the President on matters of policy when I thought they were all wrong; but I did it just the same.

"However, whenever it comes to a question where a principle is involved and my conscience is enlisted, I follow no man; I follow my conscience. I am doing that today, my colleagues, when I am undertaking to call the attention of the country to the dangers that confront America.

"In God's name, are we going to get over to France?

"If we do not get there, and get there quickly, it may be too late to go.

"You Senators know that there are men along the Atlantic seaboard that ought to have gone to France six weeks or two months ago. They do not go. Why is it?

"At Mineola there are a lot of Oregon boys who went from a Southern encampment to that bleak and barren place, where they practically slept on the ground, and where some of them were kept for over a month in cold, bleak weather, not sufficiently clad, and without the comforts that camp life ought to have furnished them, waiting to get over. There must be something wrong somewhere.

Speed-Up Call Sounded.

"If America is going to play any part in this war she will have to get at it pretty soon. France is asking us and the other allies are asking, and it seems to me, my friends, that the only way to speed up our preparations, the only way to get 'over there' is to arouse America to the necessity of the time and the danger of the crisis.

"When once aroused I have no fear but that America will rise in her might and make an example of sacrifice, of courage and of patriotism that will make the brightest pages of our old history pale into insignificance as compared with the fighting of our boys on foreign soil.

"You can realize that my reputation is all I have and the love that my friends have for me at home.

"With that reputation destroyed and that love gone, life has no other attractions for me; but with my reputation assailed, with my country in danger and my appeal made only in behalf of my country, I know that you will excuse me for having trespassed so long on your time and patience.

"Believe me when I tell you that there is no man here today and there is no man in America who would go to the relief of President Wilson more quickly than I, and show a deeper interest in all that he is trying to do, than I, who feel I have been so grossly maligned by him in that public statement."

PRESIDENT WRITES SENATOR

Objections to Proposed Munitions Ministry Set Forth.

OREGONIAN NEWS BUREAU, Washington, Jan. 24.—President Wilson's letter to Senator Chamberlain, under date of January 11, marked "Personal," reads as follows:

"The White House, Washington, January 11, 1918.

"My Dear Senator—When you and Senator Hitchcock were at the White House the other evening we were discussing various suggestions of co-ordination and means of speeding up the military programme and among other things you told me that you had in mind a bill for the creation of a munition ministry.

"That, of course, set my mind to work on that particular suggestion, and I feel that I ought to say to you, now that the matter is clear in my mind, that I hope sincerely no such re-co-ordination will be attempted. For one thing, it would naturally include the Navy as well as the Army and would, so far as the Navy is concerned, bring about, I fear, a dislocation of activities which would cause delay where there is none that is avoidable; and in regard to the Army, I think that nothing substantial would be accomplished. Indeed, I believe that delay would inevitably be produced by such a measure.

"I have had in the last few months a great deal of experience in trying to co-ordinate things, and upon every fresh co-ordination delay inevitably results, and not only delay, but all sorts of cross currents of demoralization, which are very serious impediments to the effective conduct of business.

"Rather intimate information from the other side of the water convinces me that the munitions ministers which have been set up there have not fulfilled the expectations of those who advocated them, and the structure of the government is so utterly different from our own that we could not if we would, create any such parity of power and influence between the head of such a bureau and the heads of the permanent departments as can be created under such political arrangements as the French and English.

"In short, my dear Senator, my judgment is decidedly that we would not only be disappointed in the results, but that to attempt such a thing would greatly embarrass the processes of co-ordination and of action upon which I have spent a great deal of thought and pains, and which I believe are more and more rapidly yielding us the results we desire.

"I feel that I ought not to keep you in ignorance of what had been going on in my mind with regard to this important matter.

"Cordially and sincerely yours,

"WOODROW WILSON.

"Hon. George E. Chamberlain, United States Senate."

PAYROLL IS $1,387,000

BEND SAWMILLS PUBLISH REPORT OF 1917 OPERATIONS.

Increases of Wages and Addition of a Fourth Band Will Boost 1918 Disbursements.

BEND, Or., Jan. 24.—(Special.)—The total payroll disbursements of the two big sawmills here for the year 1917 were $1,387,000, according to statements made today. The completion of the companies' reports on the past year's operations has made the figures available.

Of the total, the Shevlin-Hixon Company payroll was $753,000. Of this $97,981 went to the sash and door factory, $82,532 to the box factory and the rest to other departments, including the sawmill and logging operations. The Brooks-Scanlon figure for the year was $595,000.

Wages have increased several times in the past year and again at the first of this month. These increases, with the addition of a fourth band to the Shevlin plant, which will occur in a few weeks, assure a payroll for 1918 of nearly one and three-quarters millions.

MINING STATES ARE UNITED

Western Operators Urge Price of Dollar an Ounce for Silver.

DENVER, Colo., Jan. 24.—Increased activity of the Western district of the American Mining Congress was urged at a conference today between mine operators of ten Western states with delegates to the fifth annual joint convention of the Colorado Metal Mining Association and the Colorado Chapter of the American Mining Congress.

The object of the movement is to unite all Western mining operators behind proposed legislation. James M. McCarthy, Wallace, Idaho, is a member of the directing committee.

The convention adopted resolutions urging a Government-fixed price of $1 an ounce for silver. Government control of oil and gas wells and mines was opposed.

Douglas County Pioneer Dead.

RIDDLE, Or., Jan. 24.—(Special.)—W. A. Frater, father of George Frater, of this place, died Monday at the home of his daughter, Mrs. L. A. Blackwell, at Gardner. Mr. Frater was 75 years of age and had lived in Douglas County since 1879. He was once County Treasurer and was postmaster at Roseburg for many years. In the Civil War Mr. Frater was a member of Company C, 170th Ohio Volunteer Infantry.

SHIP NAMES GIVEN

Supple-Ballin Steamers to Be Harney and Wallowa.

INLAND COUNTIES HONORED

First Ship of New Portland Yard Will Be Ready for Launching in Two or Three Weeks, Other to Follow Soon After.

Just because all Oregon counties do not border on deepwater is no reason why they will not figure in new ship construction under way, in the interest of the Government's war programme, which is shown in the fact the first two steamers the Supple-Ballin Shipbuilding Corporation will launch are to be named after well known counties of this commonwealth—Harney and Wallowa.

Officially the first ship was designated as No. 226 and the second No. 227, until the receipt of information that they had been assigned names, the task of selecting which has been delegated to Mrs. Wilson, wife of President Wilson. The Harney will be launched in two or three weeks and the Wallowa is to follow her in a month or six weeks.

The only other name so far reported as selected from many available in Oregon is Tillamook, which the Margit, the first steel ship launched by the Albina Engine & Machine Works, has been renamed. The Supple-Ballin plant has eight steamers in all to build for the Emergency Fleet Corporation. They are of a special design which Fred A. Ballin has patented, being principally of wood, but strongly reinforced with steel and having additional strength because of the use of double diagonal planking over the frames.

It is not improbable the Government may take over the Mount Hood and Mount Shasta, two full-powered motorships building at the yard, the hulls of which are built from the Ballin design. While it was not thought at first the Federal authorities would use motorships or auxiliaries, the fact they took the Oregon, built on Puget Sound, for the Pacific Alaska Navigation Company, also the City of Portland and S. I. Allard, of the McCormick fleet, is taken to indicate the Shipping Board may call in other vessels that can be of service in the Pacific trade.

Four turbine engines the Supple-Ballin interests contracted for in the East have been requisitioned by the Government, the first of which will be ready in July, so triple expansion engines will be built to replace them at the plant of the Pacific Marine Iron Works.

OIL SHIPS GO NEXT MONTH

Government Reported to Intend to Take More Carriers for Atlantic.

Reports drifting from San Francisco are that the Government will begin to take over more of the Pacific fleet of oil tankers in February. The Los Angeles, of the Union Oil Company's fleet, is already on the other side and it is fully expected more of the carriers will leave the Pacific next month.

That is believed to be the reason such a large amount of fuel oil has been delivered here during the past six weeks and, until action is taken respecting the tankers, the probabilities are tanks of companies in this field will be used for storage against the time when there will be decidedly limited quantities of the liquid fuel for sale. While the decrease in consumption will no doubt be general ashore, oil will no doubt be provided for railroad and marine purposes, the manufacture of gas and for other public service power plants.

CANNED GOODS MOVE AGAIN

Rose City Brings First Shipments of Consequence This Year.

More than half of the cargo of the liner Rose City, which arrived Wednesday night from California ports, was made up of canned goods and various manufactured products of the Bear State. A lull experienced during the last of 1917 in the movement of such freight has been followed by a resumption of shipping from the south, and it is promised that for a time wholesalers will have considerable stuff moving. At that, it is not expected in all lines the volume will be as great as during 1917, because of war conditions.

The Rose City was discharged by 5 o'clock yesterday afternoon and then longshoremen turned to concerting all efforts on the outward cargo, and that is to be in place so the liner can steam from Ainsworth dock at 8 o'clock this morning.

Cove Drainage Board Organized

COVE, Or., Jan. 24.—(Special.)—The Board of Supervisors of the Grande Ronde drainage district was organized at its latest meeting, January 19, by election of John Wells, of the Lower Cove, president and George T. Cochran, of La Grande, secretary and attorney. Ways and means of improvement were discussed and the sand bar at the mouth of the state ditch east of Alicel, which backs the water as far up as the A. P. Conley place, near the Cove, was shown in profile. Two ways of removing it were suggested—by dredging or by straightening out the curves in the river below. An assessment of 25 cents per acre of the 40,000 acres in the district was levied, to become delinquent in 60 days, for the purpose of defraying preliminary expenses and cost of making ready for actual construction work.

French Schooner Next Launched.

ABERDEEN, Wash., Jan. 24.—(Special.)—The French auxiliary schooner Marie DeRonde, last of the ships being built here under private contract, will be launched Saturday afternoon from the Grays Harbor Motorship Corporation yards. After her launching all three local yards will be given over entirely to the building of ships for the Federal Government. The Marie DeRonde is 290 feet over all and will have a capacity for carrying 2,000,000 feet of lumber.

Pacific Coast Shipping Notes.

ASTORIA, Or., Jan. 24.—(Special.)—The tank steamer J. A. Chanslor that is due from California with a cargo of fuel oil for Portland is understood to be delayed outside by the dense fog.

Carrying a full cargo of lumber from St. Helens, the steam schooner Wapama sailed today for San Francisco.

After discharging fuel oil here and in Portland, the tank steamer Washtenaw sailed for California.

The tank steamer Atlas, with barge No. 93 in tow, sailed early today for California, after discharging fuel oil here and in Portland.

Coming to load a full cargo of lumber at Westport, the steam schooner Johan Poulsen arrived from San Francisco.

The steam schooner Willamette arrived from San Francisco and will load lumber at St. Helens.

The crew of the motor schooner Mount Rainier, which has finished loading lumber at Wauna, has quit and a complete new crew must be signed on before the vessel can sail.

SEATTLE, Wash., Jan. 24.—(Special.)—With an average speed of 7½ knots developed by her motor engines, the new auxiliary powered schooner Ypres, launched for the French government by the Puget Sound Bridge & Dredging Company last Saturday, was given her official trial trip today, and immediately afterwards taken over by her owners, Frank Walker, Northwest agent of the Bureau Veritas, representing the French. The official acceptance of the vessel forms an additional record to that scored when the new ship went on her builder's trials within five minutes of her launching last Saturday.

The Washington Shipping Corporation today announced a contract for the construction of two full powered wooden steamships of 4000 tons capacity of the type now known as the Grays Harbor type, the keels of which will be laid at the Puget Sound Bridge & Dredging Company plant immediately.

Fraser Matthews, of the Matthews Shipbuilding Company, of Hoquiam, today closed a contract for two more wooden auxiliary schooners to be built at his plant for Mons Isaksen, of Norway. The latter was represented in closing the deal by Captain T. U. Aannvig.

United States Naval Intelligence attaches today commenced the catechising of all passengers departing from this port for deep sea or Puget Sound points.

SAN FRANCISCO, Jan. 24.—(Special.)—The purchasing by the Harrison Direct Line of 14 large steamships from Rankin, Gilmore & Co., of Liverpool, to take the place of vessels sunk by German submarines was announced today. The increase in the fleet of the Harrison line means a good deal to this Coast, as the company has been dispatching ships to the Pacific for many years, with Balfour, Guthrie & Co. as agents.

The steamships purchased by the Harrison line are as follows:

Water Front, St. Andrews, 4574 tons; St. Bede, 4940; St. Dunstan, 4422; St. Egbert, 5596; St. George, 5596; St. Hugo, 4952; St. Leonard, 4574; St. Michael, 5796; St. Patrick, 4230; St. Quentin, 5043; St. Ronald, 4387; St. Stephen, 4398; St. Theodore, 4992; St. Ursula, 5011; St. Veronica, 4761, and St. Winifred, 4572.

Leslie Comyn, of Comyn, Mackall & Co., is expected tomorrow from Washington, where he went to confer with officials of the Shipping Board in regard to the construction of concrete ships by the Government. A company of which Comyn is an officer is now building the first concrete ship on the Pacific Coast at Redwood City. It is expected the vessel will be launched March 1.

The steamship Navua, of the Union Steamship Company fleet, which arrived Wednesday night from Wellington, N. Z., by way of Rarotonga and Papeete, began discharging early this morning, as it is planned for her to sail soon on an offshore voyage. The Navua brought 2037 tons of copra and other products of the South Seas. Six passengers came from southern ports in the steerage.

PORT INQUIRY IS URGED

MOVE TO CORRECT VARIOUS SHIPPING ABUSES PLANNED.

Complaints Regarding Discrimination in Service and Charges Held to Justify Full Investigation.

Investigation of terminal facilities at all ports, which will take in service and charges as well, is proposed by a special committee of the American Association of Port Authorities as a means of protecting sections in the trade that is rightfully theirs, and the Commission of Public Docks went on record yesterday as favorable to the move. The members expressed themselves as willing to back the plan with this district's share financially. It is asserted that conditions found elsewhere as to discrimination are similar to those found in Portland.

Edward F. McSweeney, Calvin Tompkins and Robert Bridges, members of a standing committee named at the Cleveland convention in September, 1917, have taken up the matter and suggest investigation by the Interstate Commerce Commission and the United States Shipping Board. Their views are set forth in the following communication to the Dock Commission:

The committee is convinced that there are vital reasons for immediate and conclusive action to force investigation of port terminal facilities, service and charges by the Interstate Commerce Commission and the Shipping Board.

If the ports of the Atlantic and Pacific seaboards and on the rivers every hope to secure the export and import business to which they are entitled by their natural advantages, they must act decisively and without delay.

The action of the President in putting the railroads under Government operation makes it even more necessary that this action be taken. Unless the ports are alive to the threatened danger, many of them will find themselves shut out, not only from immediate participation in the Nation's export business, but from any hope of getting their share of foreign trade in the reconstruction period after the war.

Your standing committee believes that free opportunity to utilize all ports according to their availability and facilities will contribute largely to the success of foreign trade after the war. The viewpoint of the American Association of Port Authorities should be laid dbefore the proper authorities with the proper backing of all the ports. Your standing committee is ready to go ahead with the preparation of this case, but before doing this it must be certain that it has the backing of the members of the association.

DISTRICT MAY BE EXTENDED

Vancouver Citizens Want 30-Foot Channel Zone Carried Upstream.

Vancouver business men are concerned now with a plan to extend the 30-foot channel zone to a point above the interstate bridge, that would probably extend at least to the Vancouver Barracks. A delegation met yesterday with Colonel Zinn, Corps of Engineers, U. S. A., relative to the matter of shifting the easterly boundary of what is known as the Second Portland District, which now terminates at the bridge.

The last rivers and harbors bill provided for a survey of the existing channel to Vancouver with a view to reporting on a 30-foot project, but the bill also carried a provision that surveys were to be made only on approval of the Secretary of War. The survey has not been begun. In the way of new ship construction, Vancouver is concerned mainly with the area below the bridge, where the wooden plant of the G. M. Standifer Construction Company is located, and below the railroad bridge the new steel shipyard of that corporation is being located. In addition the Government is establishing a spruce mill on the reservation, and a 30-foot channel that far would, no doubt, be desirable.

Columbia River Bar Report.

NORTH HEAD, Jan. 24.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest 16 miles.

WORK TO BE RUSHED

Pittsburg Terminal Trestle to Be Built Immediately.

SANDBERG'S BID ACCEPTED

Public Docks Commission Orders Award of Contract as Soon as Preliminaries Are Passed Upon. Steel Already Purchased.

To facilitate the construction of railroad connections to the Pittsburg-street municipal terminal, the Commission of Public Docks yesterday selected the lowest of four bidders for building a pile and timber trestle and certain additions and ordered the contract awarded. The fortunate bidder was Edward Sandberg, $28,000 being the amount of the proposal.

The Portland Bridge & Building Company bid $29,300, the Jacobson Construction Company $30,200 and A. Guthrie & Company $35,000. As soon as the preliminaries are passed upon by City Attorney LaRoche, the contract will be signed and the work rushed. The Commission also authorized Chief Engineer Hegardt to obtain bids on frogs, switches and accessories for the St. John's terminal track connections. Steel for that, as well as the Pitsburg-street terminal work, has been purchased. The Pittsburg-street dock will be made available for the storage of much freight, while the open dock section will be increased by about 50 per cent for the storage of shipments and equipment that weather conditions will not interfere with.

In connection with approval of a revocable permit to the O. W. R. & N. for the construction of a spur track on Bradford street, it was brought out that the City Engineer refused to approve a franchise for the Dock Commission to lay tracks on Alta street, leading to the Pittsburg-street terminal, because "common user" was not stipulated. The latter provision will now be added.

Regarding the proposal of the city to use space beneath the west approach of the Broadway bridge for the storage of material, a petition of the Albers Brothers Milling Company for the same privilege having been denied, except on the payment of rent, a communication was read from the milling interests yesterday, in which it was set forth that the corporation's counsel held that, since the property was condemned for bridge purposes, it could only be used as such. Also, since the bridge was under the control of Multnomah County, the city and Dock Commission had no jurisdiction. The letter was referred to City Attorney LaRoche.

To the Supple-Ballin Shipbuilding Corporation was granted permission to erect buildings already finished at the East Ash-street shipyard. The corporation formally applied for permits yesterday and explained that it had been assumed that no further authority was required to construct the buildings.

Under a resolution adopted by the Commission, the secretary is empowered to call special meetings whenever they are deemed expedient and at least one hour's notice must be given in advance. It is stipulated that telephone notice of such meeting is sufficient.

SITE BOUGHT AT FULTON

Portland Shipbuilding Company Makes New Start Upstream.

Selection of a piece of waterfront property at the foot of Nebraska street, Fulton, 650 feet in length on the river and depth of 400 feet, has been made by Charles M. Nelson, president of the Portland Shipbuilding Company, as the site of the future home of that plant, which will move from the present location at the foot of Meade street, next month. The company transferred its lease on the Meade-street property to the Columbia River Shipbuilding Company, and the latter is to extend its docks and machine shop plant.

Mr. Nelson had decided to locate the new plant alongside that of the Multnomah Box & Lumber Company, on land owned by the O.-W. R. & N., but instead of leasing, determined to purchase outright. The Fulton tract was owned by John G. Edwards, now in France with the American Red Cross, and the purchase price is understood to have been $30,000.

Heavy Shaft Goes Overboard.

When the shaft of a grinder, used at the Camas paper mill and weighing about five tons, crashed through the runways leading from the steamer Annie Comings to the Washington-street dock Wednesday night, one of the chains sustaining the dock slip let go and the slip dropped, but that was only the start of the trouble, for yesterday morning the shaft took another plunge and went into the river. Happily, a steel line had been made fast to the shaft Wednesday night, when the slip broke down, so it was located easily in the water yesterday. A derrick barge was drawn from the Columbia Digger Company's fleet and the shaft hoisted back on the dock. It was sent here to be repaired.

Movements of Vessels.

PORTLAND, Jan. 24.—Arrived—Steamer Willamette, from San Francisco. Sailed—Steamer F. A. Kilburn, for San Francisco; steamer Klamath, for San Pedro.

ASTORIA, Jan. 24.—Sailed at 8:40 A. M., steamer Wapama, for San Francisco. Arrived at 9 and left up at 10 A. M., steamer Willamette, from San Francisco; at 9 and left up at 10 A. M., steamer Johan Poulsen, from San Francisco.

SEATTLE, Jan. 24. — Arrived — Admiral Schley, from Vancouver, B. C. Sailed—Admiral Schley, for San Francisco; Alaska, for Alaska.

SAN FRANCISCO, Jan. 24.—Arrived—Yellowstone, from Coos Bay; Admiral Farragut, from Seattle; Hoqulam, from Aberdeen.

SAN PEDRO, Jan. 24.—Arrived—Steamer Ernest H. Meyer, from Columbia River.

ASTORIA, Jan. 23.—Sailed at 2 P. M., motor schooner Eris, for San Francisco; at 10 P. M., steamer Washtenaw, for Port San Luis.

SAN PEDRO, Jan. 23.—Sailed—Steamer Daisy Putnam, for Portland.

EVERETT, Wash., Jan. 23.—Arrived—Steamer J. B. Stetson, from Columbia River.

TACOMA, Jan. 24.—Arrived—Steamers Skagway, from Alaska; Quadra, from British Columbia.

U. S. Naval Radio Reports.

(All reports made at 8 P. M. yesterday unless otherwise indicated.)

JOHANNA SMITH, San Francisco for Coos Bay, 340 miles north of San Francisco.

LATOUCHE, for Tacoma, 35 miles from Latouche, 8 P. M., January 23.

DORA, off Seal Rocks, 9 P. M., January 23, due Kodiak Friday night.

ADMIRAL EVANS, for Kodiak, 10 miles from Kodiak, 8 P. M., January 23.

Eureka, 8 miles south of Point Arena.

BAJA CALIFORNIA, San Pedro for Puget Sound, 180 miles south of Cape Flattery.

ADMIRAL WATSON, Seattle for San Francisco, 350 miles from Seattle.

W. S. PORTER, San Francisco for Everett, 502 miles north of San Francisco.

AMUSEMENTS.

Tickets Now Selling

HEILIG Broadway at Taylor. Main 1 and A 1122.
Tonight, 8:15 TOMORROW NIGHT.
SPECIAL PRICE
Mat. Tomorrow 2:15
HENRY W. SAVAGE OFFERS
MITZI
IN THE COMIC OPERA
POM-POM
SPLENDID CAST. CHORUS, ORCHESTRA.
Eve's $2 to 50c. Sat. Mat. $1.50 to 50c

BAKER ALCAZAR PLAYERS
All Week—Matinee Saturday.
Most powerful and gripping drama of modern times.
"ON TRIAL"
With the double revolving stage.
Evenings—25c, 50c, 75c. Sat. Mat., 25c, 50c.
Next week—"It Pays to Advertise."

WAPAMA, St. Helens for San Francisco, 10 miles south of Yaquina Head.

ATLAS, towing barge 93, Portland for Richmond, 475 miles north of Richmond.

Tides at Astoria Friday.

High.	Low.
0:15 A. M....7.2 feet	6:08 A. M....8.5 feet
11:34 P. M....8.9 feet	6:46 P. M....-0.5 foot

WARM REPLY DRAFTED

PUBLIC SERVICE BODY TO "ROAST" PORTLAND COMMISSIONERS.

Resolution Sent by City Officials Asking State Board to "Back-Track" on 6-Cent Fare Resented.

SALEM, Or., Jan. 24.—(Special.)—The Public Service Commission finally has decided to "come back" at the Portland City Commissioners for the last resolution sent in by them to the Commission asking that body to "back-track" on its action in the Portland Railway, Light & Power Company 6-cent fare case.

When the resolution first arrived Chairman Miller was alone in the office and he informed Secretary Wright that the resolution was in the nature of an insult to the Commission and personally he felt as though it should simply be acknowledged with the advice appended that it had been placed on file in the Commission's archives.

Commissioners Buchtel and Corey, however, appeared on the job a short time later from hearings being held outside of the Capital and the Commission decided to take a new tack.

The answer to the resolution is now in the course of preparation. Just how strong the Commission plans to go is still undivulged. The chances, are, however, that the letter will be toned down considerably from the first rough draft, which in some spots, rumor states, should have been written on asbestos paper to remain in a state of good preservation.

Whatever it contains, it is certain the Commission has no intention of backing up on its 6-cent fare order and will so inform the Portland Commissioners.

FAIR CIRCUIT IMPROVED

EXPANSION REGARDED AS AID TO LIVESTOCK EXHIBITORS.

First Show Will Start at Vancouver August 19 and End at Boise October 5 Under New Schedule.

SALEM, Or., Jan. 24.—(Special.)—A. H. Lea, secretary of the Oregon State Fair Board, who returned from New Westminster, B. C., today, where he has been attending the annual meeting of the North Pacific Fair Association, declares that this year will present the finest circuit for livestock exhibitors in the history of the Pacific Northwest.

The acquisition of the Idaho State Fair at Boise, Idaho, as a member of the circuit, Mr. Lea declared was one of the greatest boosts for the livestock men and racing enjoyed by the association in a number of years. In addition to Boise, Puyallup, Walla Walla, Gresham and Grays Harbor all joined the association at the New Westminster meeting.

The Boise show will follow the Oregon State Fair at Salem and as a result this year livestock men will be able to start exhibiting August 19, at Vancouver, B. C., and have a continuous round of exhibits until the close at Boise on October 5. Under the arrangement all the moves will be short shipments. As now arranged the stockmen can ship from Vancouver, B. C., to Chehalis, from there to Grays Harbor, from there to Spokane, from there to North Yakima, from there to Salem and then to Boise. Walla Walla and New Westminster and Puyallup will hold their fairs the same week as Boise and Canby and Gresham the same week as North Yakima.

SHERIFF HAS LONG CHASE

San Francisco Bootlegger Followed to Portland and Captured.

OREGON CITY, Or., Jan. 24.—(Special.)—In an exciting game of "hide-and-seek" with a bootlegger aboard a northbound train from San Francisco, Sheriff Wilson finally landed his man late Wednesday night, and turned him over to a policeman at the Union Depot in Portland.

The bootlegger gave the name of Thomas S. Lydon, of 2139 Golden Gate avenue, San Francisco, and admitted the ownership of two big suitcases full of whisky. He was taken to the city police station and put up $200 bail to appear for trial.

640-Acre Farm to Be Improved.

GOLD HILL, Or., Jan. 24.—(Special.)—H. A. Vogal, of Newall, Iowa, and Dick Straus, of Gold Hill, have received a shipment of three cars of drain tiling, consisting of 18,000 feet, from one of the local factories, to be installed on their 640-acre farm in Sams Valley. This improvement was made on the recommendation of County Agent C. C. Cate, after making extensive surveys of the soil. Much of this land will be planted to alfalfa this Spring, a thoroughbred dairy herd is being assembled and silos and many other improvements are under way on this farm.

IMPORTANT NOTICE!

Before you go to the closing-out sales or selling-out sales, just step into Factory Sample Shop, 288 Morrison street, between Fourth and Fifth, next to Corbett Building, for a genuine clearing sale, and you will save money and time and go no further for Dresses, Suits, Coats, Skirts and Waists.

AMUSEMENTS.

SUN MON TUES WED AFTERNOONS 10c to 50c — PHONES MAIN 6 A5555 — Orpheum SUPERIOR VAUDEVILLE — SUN COMB TUES WED NIGHTS 10c to 75c

EMMA CARUS & LARRY COMER
Bernie & Baker; Adelaide Boothby; "LOVE THY NEIGHBOR"; Selma Braatz; Claude M. Roode & Estelle France; STAN STANLEY.
EXTRA! SHOW WEDNESDAY NIGHT

PANTAGES
MAT. DAILY 2:30
WILSON'S LIONS,
The Act That Startled Broadway.
Six Other Big Acts.
Three performances Daily. Night Curtain at 7 and 9.

LYRIC MUSICAL STOCK
Matinee Daily at 2:30. Nights at 7:30.
Dillon & Franks
"THE NIGHT OWLS."
A regular joyfest in three scenes—30 people.
CHORUS GIRLS' CONTEST TONIGHT

HIPPODROME VAUDEVILLE
THURSDAY, FRIDAY, SATURDAY.
DOROTHY DESCHELLE & CO.
Presenting
"HEARTS ARE TRUMPS"
Dedic Velde & Co.
Charlie Chaplin Capers in the Park
4--Other Big Acts--4
OLIVE TELL
in
"HER SISTER"
10c—Week Day Mats.—10c
Any Seat

CONCERT
PORTLAND SYMPHONY ORCHESTRA INCORPORATED
SUNDAY, JAN. 27TH
AT THE
AUDITORIUM
Prces $1.10, 85c, 55c, 30c, 20c
SEATS SELLING AT
SHERMAN, CLAY & CO.

CLASSIFIED AD. RATES

Daily and Sunday.

	Per line.
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad six or seven consecutive times	50c

The above rates apply to advertisements under "New Today" and all other classifications, except the following:

Situations Wanted—Male.
Situations Wanted—Female.
For Rent Rooms—Private Families.
Board and Rooms—Private Families.
Housekeeping Rooms—Private Families.

Rates on the above classifications are 7 cents a line each insertion.

Serious errors in advertisements will be rectified by republication without additional charge, but such republication will not be made where the error does not materially affect the value of the advertisement.

The Oregonian will accept classified advertisements over the telephone, provided the advertiser is a subscriber to either phone. No price will be quoted over the phone, but bill will be rendered the following day. Whether subsequent advertisements will be accepted over the phone depends upon the promptness of payment of telephone advertisements. "Situations Wanted" and "Personal" advertisements will not be accepted over the telephone. Orders for one insertion only will be accepted for "Furniture for Sale," "Business Opportunities," "Rooming-houses" and "Wanted to Rent."

MEETING NOTICES.

LINCOLN GARFIELD POST, NO. 3, G. A. R.—Comrade Captain Powell has passed on. Funeral services will be held in the First Methodist Church, Twelfth and Taylor, tomorrow (Saturday) 2 P. M. All comrades are invited.

AL KADER TEMPLE, A. A. O. N. M. S.—Stated session Saturday, January 26, at Masonic Temple, West Park and Yamhill streets, at 8 P. M. Visiting nobles cordially invited. By order of the potentate.
HUGH J. BOYD, Recorder.

ALBERT PIKE LODGE NO. 162, A. F. AND A. M.—Special communication this (Friday) evening, Jan. 25, at 7:30 o'clock. M. M. degree; refreshments. Visitors welcome. By order of E. R. IVIE, Sec.

SELLWOOD LODGE, NO. 131, A. F. AND A. M.—Stated communication this (Friday) evening at 8 o'clock. Work, E. A. degree. Visitors welcome. By order of W. M.
J. H. BUTLER, Sec.

MYRTLE CHAPTER, NO. 15, O. E. S.—Regular meeting this (Friday) evening in Masonic Temple at 8 o'clock. Degrees. Visit of the worthy grand master. By order W. M.
JENNIE H. GALLOWAY, Secretary.

HASSALO No. 15 I.O.O.F. WILL meet this (Friday) evening at 7:30 o'clock at 226 Alder street. Work in the third degree. Visitors welcome.
E. M. WARDLE, N. G.
F. COZENS, Rec. Sec.

HASSALO LODGE, I. O. O. F.—Brothers are notified to attend the funeral of the wife of our brother, James Lotan, to be held at St. Mary's Cathedral, Fifteenth and Davis streets, at 9 A. M. today (Friday).
FREDERICK COZENS, Rec. Sec.
E. M. WARDLE, N. G.

THE SOCIAL CLUB OF PORTLAND CHAPTER, NO. 97, O. E. S., will give a shirtwaist party this (Friday) evening, January 25, 1918, in their hall, 334 Russell street. Cards and dancing, 8:30. Admission, 25c.
EVA J. JAMESON, Sec.

WEBFOOT CAMP NO 65, WOODMEN OF THE WORLD, meets every Friday night at W. O. W. Temple, 128 11th street. All members welcome. Kum to Kamp Friday night.
H. L. BARBUR, Clerk.
L. S. DE YOUNG, Act. Consul Commander.

EMBLEM Jewelry, buttons, charms, pins. New designs. Jaeger Bros. 131-3 6th st.

FRIEDLANDER'S for lodge emblems, class pins and medals. 310 Washington st.