

WATER SUPPLIES OF FREIGHT URGED

Independent Line May Take Off Steamers if Patronage Does Not Improve.

MERCHANTS ASKED TO AID

Chamber of Commerce Issues Appeal to Portland Residents to Use Steamers for Shipping Goods so as to Keep Craft on Run.

"Ship your freight by water" is the demand which the Portland Chamber of Commerce is making upon all merchants of this city, in an attempt to retain the steamship lines now operating to this city and to encourage others to enter the field.

W. D. B. Dodson, executive secretary of the chamber, was spurred into starting the campaign by a telegram Saturday from Thomas Crowley, of San Francisco, president of the Independent Steamship Company, saying, "We will be compelled to discontinue our steamers running to Portland if we cannot get better support from the merchants of Portland. The heavy expenses incurred by reason of dock rents, wages, etc., make it impossible for us to meet expenses incurred in operation as a whole."

Action is Promised.

"Cannot you see your way clear to take this matter up with your merchants with the end in view of obtaining the support necessary for us to continue our service?"

In response to this message, Mr. Dodson telegraphed to Mr. Crowley as follows:

"In regard to your telegram today, we will go the limit to have this community give proper support to your steamship line. Will take immediate and vigorous measures for encouragement of traffic offering both ways.

"It seems an almost unending complaint," said Mr. Dodson, commenting on the declaration made by the president of the Independent Steamship Company yesterday.

"Unless Portland furnishes adequate traffic, we will never maintain steamer service," he continued. "We go after additional service, and are confronted by the prejudices held against the entrance to the mouth of the river, the reputation of this port for furnishing water traffic, or something else. Then when a company enters the field we are constantly told that the amount of traffic offered a steamer line is all out of proportion to the business obtained from ports of similar size elsewhere.

Organization Deemed Remedy.

"This complaint must end sometime. I see no other way for eliminating it than organizing ourselves to furnish water traffic. There should be sufficient sentiment here to compel proper support of fair steamer service. Unless we can develop such sentiment, we can never get or hold adequate water transportation. With us today, facing so many difficulties, it is of the utmost importance that we have a steamer line if given, if it were offered remunerative traffic at once, the greatest possible incentive would be had for other lines to enter the service. This alone would be worth much to us, perhaps obviate the necessity of the community having to embark steamship ownership and operation."

"Even though we own our own vessels, if they are not able to get good traffic offerings, they will not pay and will not continue. It is up to Portland to develop the idea that water service is to be encouraged in every way possible and that every business man will look for an opportunity to act up rather than wait to be dragged into the movement."

Use of Water Lines Urged.

"All the advantages of a seaport depend upon using the water. Water-coupled rail rates cannot be secured otherwise. Low commodity rates for great industrial and commercial expansion cannot be had through any other agency. This is the one advantage of a seaport, which is lost unless made effective. Natural position, deep channels, docks, all facilities, etc., become ineffectual unless water lines are used, and the water lines will come or stay unless they are used fairly."

Willamette Leaves for South.

The steamer Willamette, carrying lumber and passengers, left San Francisco and San Pedro, left yesterday from St. Helena. The steamer J. A. Chandler left Astoria for San Francisco early yesterday morning.

Pacific Coast Shipping Notes.

COOS BAY, Or., Jan. 27.—(Special.)—The tug C. A. Smith, which had been awaiting favorable weather to launch the 350-ton steamer J. A. Chandler for San Francisco in tow of the tug Samson at 11:23.

The tug Fearless lies in the lower bay with her barge Johanna Smith, unable to launch the tug with a lumber cargo for San Francisco.

ASTORIA, Or., Jan. 27.—(Special.)—After discharging fuel oil in Portland (the steamer J. A. Chandler) sailed today for California.

This was the quietest Sunday in shipping that the Columbia River has seen in months and only two vessels crossed out.

Carrying a cargo of lumber from Westport, the steam schooner Johan Poulsen sailed today for San Francisco.

SAN FRANCISCO, Jan. 27.—(Special.)—A consignment of 100 tons of South Seas has been suggested by masters of schooners in the corps trade, who fear that their men will demand more wages on the strength of the risk of capture by German pirates. The raider risk, according to ship captains, is nil, but the stir that has been made in the newspapers about possible raids will be used by the men to force skippers almost February 1 to pay a bonus similar to that paid on the Atlantic on vessels crossing the war zone.

Details of the fire on board the Dutch steamer Veenstreek last September, which caused \$100,000 damage to the vessel and cargo, were related by Captain Stephens today when his vessel arrived here for bunkering on the way from Batavia to an Atlantic port.

The schooner Wawaona arrived here today, returning from this in sail. The Wawaona runs out of Seattle as the Captain, who was recently chartered to make a single trip to the islands with a cargo of timber.

For the first time since her good name was besmeared by her pro-German activities under charter to Fred Jensen, when she won world-wide notoriety as the "mystery ship" of the Hindu revolt, until her official career was ended by the customs officials of Honolulu, who seized her cargo of arms and ammunition, the schooner Annie Larsen arrived in port this morning in distress. Northwest gales encountered on her trip from Port Allen to Astoria broke her rudder and strained her rigging. The water tanks ran dry Saturday, so Captain Larson decided to run in here for repairs.

The Dutch steamer Cerin, here since November 18, last, is bunkered and ready to sail for Batavia on receiving permits from Washington, which is expected early tomorrow. Under the embargo act, the Cerin was held until her owners contracted to bring a return cargo to an American port.

Tides at Astoria Monday.

High. 1:58 A. M., 7.8 feet; 9:04 A. M., 7.6 feet; 1:52 P. M., 8.6 feet; 3:17 P. M., 8.1 foot.

SCENES SNAPPED BY OREGONIAN STAFF PHOTOGRAPHER YESTERDAY AT LAUNCHING OF STEEL VESSEL WESTGATE, WHOSE DESTRUCTION WAS THREATENED BY ENEMY AGENTS.



Above, the Westgate, riding at anchor after her glide into the river. The Paloma is preparing to move the new steel vessel to the dock. Below, Mrs. W. B. Beebe, sponsor of the Westgate.

NAMES GIVEN SHIPS

Portland-Built Steamers to Be Point Loma and Point Arena.

MANY CHANGES ARE MADE

Smaller Ships Designated by Names of Well-Known Headlands and Larger Vessels in "West" Class, as West Shore, Etc.

Names of two landmarks on the California coast, known to every mariner who has sailed the Pacific shore of the United States, Point Loma and Point Arena, have been selected for two 3500-ton steamers the Albina Engine & Machine Works has floated, the Point Loma having launched as the Margit and then her name was changed to Tillamook, and the Erling, second of the fleet to "go overboard" there, is to be the Point Arena.

Then the big 8800-ton steamers building in South Portland have come in for new names. The War Ally, the sixth carrier the Northwest Steel Company floated, is to be the Westchester. She took the water January 13, and the same day the Santiam went down the ways at the plant of the Columbia River Shipbuilding Corporation, and she, too, is to have a new title, despite the fact that Santiam is a well-known Oregon appellation, for her official cognomen is Westbrook.

The War Archer, as the hull has been known which the Columbia River plant launched at noon yesterday, is to be christened the Westgate. The War Star, the first completed by the Columbia Shipbuilding Corporation, is now the Westward Ho. The Westward Ho is the name of one about completed at the Willamette Iron & Steel Works and which will be given her trial this week, while the first of the Government fleet now at sea is the Westland.

Names for the new merchant marine fleet of the Shipping Board are selected by Mrs. Wilson, wife of President Wilson. In the case of the Tillamook and Westward Ho, it was felt there would be no change, as the impression prevailed that for vessels built in this state names would be chosen that have to do with Oregon.

At Point Loma and Point Arena being included in the list, one explanation here is that those ships, being smaller, may be designated under names of well-known coast headlands, also those to follow at the Albina yard, which are to be of 3500 tons, and the 8800-tonners will be continued in the "West" class.

The first wooden ships for which names have been received are the Hanesey and Wallowa, after Oregon counties. They are building at the yard of the Supple-Balitt Shipbuilding Corporation.

SHIP SAVED BY GUARD

WOODEN VESSEL AT NORTH BEND TARGET FOR INCENDIARY.

Home Guardsman Discovers Intruder Trying to Start Fire Beneath Hull—Shots Miss Villain.

NORTH BEND, Or., Jan. 27.—(Special.)—An attempt to burn one of the wooden vessels under construction for the Emergency Fleet Corporation was frustrated today at the Kruse & Banks shipyard here.

Sergeant Canfield, of the Elks' Home Guard, was on duty at the time and heard a noise near one of the ways.

He made his way to the place and came to the conclusion that some one was scraping chips and shavings into a heap beneath the vessel, which is nearing completion. As he approached he called on the intruder to come out from the light, but the man took to flight.

Sergeant Canfield fired four shots from his automatic at the microvaut, but failed to hit him. A pile of shavings was found on the ways under the vessel, proving that an attempt to burn the craft had been contemplated, although the authorities do not believe it would have been possible, owing to the damp nature of the material. No arrests have yet been made.

TEACHERS PLAN MEET

RE-EDUCATION OF WOUNDED AFTER WAR TO BE CONSIDERED.

Executive Committee of State Association Decides on Special Subjects for Annual Convention.

SALEM, Or., Jan. 27.—(Special.)—The question of the re-education of the wounded after the war will be one of the big problems to be grappled with at the next annual meeting of the State Teachers' Association to be held in Portland some time during the holiday season in December of this year. This was decided upon at a meeting of the executive committee of the association

MRS. EMPRICH COMES

Worker for Armenian and Syrian Relief Is Here.

CAMPAIGN TO BE AIDED

Public Meeting to Be Addressed at Auditorium Wednesday Night.

Plans for Drive for Funds Are Going Ahead.

Much interest attaches to the arrival in Portland from San Francisco tomorrow of Mrs. R. S. M. Emrich, chairman of the California division of the American committee for Armenian and Syrian relief. Mrs. Emrich has canceled a number of important engagements in California to come to Portland for a preliminary campaign for the \$75,000 drive which opens in this city one week from today.

Mrs. Emrich lived for 11 years in Mardin, Turkey, and knows the country and the people thoroughly. She returned to this country after the war broke out, coming through Mesopotamia and Syria. Her addresses are said to be replete with personal experiences and observations of the horrible sufferings of the outraged people of that country at the hands of the Prussian influence.

She is a graduate of Pratt Institute and was engaged in teaching for four years in New York City, where she organized extensive classes in lace-making among Armenian women.

Mrs. Emrich will address a public meeting at the Municipal Auditorium Wednesday night at 8 o'clock, and it is expected that thousands of people will take advantage of this opportunity to inform themselves on the conditions existing in certain sections of Asia, and of the atrocities committed on the thousands of women and children and the wholesale slaughter of the men.

Plans for the Portland campaign are going ahead satisfactorily. The preparation of the lists and the filling out of the cards is well in hand, the arrangement of the cards being in the hands of Mrs. Eddie Orr Dunbar, who, through successful Red Cross seal campaigns, has gained valuable knowledge which stands her in good stead at this time.

Mrs. Julius L. Louissou, colonel of the women's division, has selected Mrs. Edmund C. Giltner as her assistant in gathering together 10 captains and organizing the teams. Mrs. Giltner will be remembered as one of the successful captains in the recent social and recreational war work fund.

Merrill Woman Dies.

KLAMATH FALLS, Or., Jan. 27.—(Special.)—Mrs. T. A. Blake, of Merrill, died Thursday, according to word just received here. Rheumatism and heart disease were the cause of her demise. She is survived by a widower and four children, W. A. Blake, of this city, Glen Blake, Mrs. Clyde Van Meter and Mrs. A. J. Joy, all of Merrill.

Columbia River Bar Report.

NORTH HEAD, Jan. 27.—Condition of the bar at 3 P. M. smooth; wind, northwest, 20 mph.

TRAVELERS' GUIDE.

Independent S. S. Co.
Direct for San Francisco
First-Class Meals and Berth Included.
S. S. BREAKWATER
Sailing 6 P. M., Monday, Jan. 28
Columbia River, Near Broadway Bridge.
Tickets for Sale at Dock and 124 Third Street.
Phone, Broadway 520, A 5422.

S. S. BEAVER
Sails 3 P. M. Wednesday, JANUARY 30
FOR SAN FRANCISCO AND LOS ANGELES
The San Francisco & Portland S. S. Co., Third and Washington streets (with O-W-R & N. Co.). Tel. Broadway 4500, A 6121.

Pacific Steamship Co.
ALASKA
Ketchikan, Wrangell, Juneau, Douglas, Haines, Skagway, Corvallis, Valdez, Sitka, Kodiak, Astoria, Seattle, Tacoma, and Anchorage.
CALIFORNIA
via Seattle or San Francisco to Los Angeles and San Diego direct. Largest ships, unequalled service, low rates, including berth and meals. Make reservations.

FRENCH LINE
Compagnie Generale Transatlantique
NEW YORK—BORDEAUX—PARIS
Direct Route to the Continent.
WEEKLY DEPARTURES.
Fugate, Biron, Pacific Coast, Alesia, 109 Cherry St., Seattle, or any Local Agents.

AUSTRALIA
NEW ZEALAND AND SOUTH SEAS
Via Tahiti and Rarotonga. Mail and passenger service from San Francisco every 26 days.
UNION S. S. CO. OF NEW ZEALAND, 230 California St., San Francisco, or local steamship and railroad agencies.

BIG SHIP LAUNCHED

Westgate Glides into River Without Mishap.

PLANT IS UNDER GUARD

Threat of Enemy Agents Keeps Crowds Away From Yard—Vessel Third Built by Columbia River Shipbuilding Corporation.

(Continued from First Page.)

places of vantage near it on the plant side of the river, could not imagine why they were turned back at the main gate by police under command of Sergeant Wade.

Even on the East Side, opposite the scene of launching, precautions were taken, Sergeant of Police Robson being detailed in and near the plant, with five sticks of dynamite on hand, and a story industriously circulated throughout the city yesterday.

"Having heard this rumor, we have endeavored to trace it to its source," said Chief of Police Johnson, "but thus far without success. It is believed to be entirely false, as no one in authority knows of such a plan, but we are still working to learn its origin."

DYNAMITE RUMOR, THOUGHT FALSE, BEING RUN DOWN.

The Federal authorities had run down and arrested a man claiming to be French, but in reality a German, and that five sticks of dynamite had been found in his locker at the plant of the Columbia River Shipbuilding Corporation's plant, was a story industriously circulated throughout the city yesterday.

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children, eager to witness the big event, were blocked and turned away from the vicinity. Some were able to go to other places and see the launching, but large numbers were unable to do so.

They will know for the first time this morning why this all happened; there was no means of informing them before.

The forces co-operating along the water front, comprising the State Guards, policemen and special watchmen, plain clothes men and inspectors from police headquarters swarmed about the immediate vicinity, keeping the closest possible lookout for suspicious characters.

Governor Withycombe, Mayor Baker and Sheriff Hurlburt are co-operating in the matter of river front protection as a war emergency matter, so that from one end of the harbor to the other, day and night, every vital point is closely guarded.

Precautionary Steps Doubled.

No chances whatever are being taken and, since the receipt of special warnings from high Government sources within the past few days, there has been a doubling of precautionary measures all along the water front.

Mayor Baker has given Chief Johnson unlimited authority, so far as the city end of the business is concerned, to organize the forces on the river front and to say how many men are necessary to make it as safe as it can be from attacks of any kind. As a result, to date, there have been no explosions, no fires and nothing in the line of enemy mischief wrought within the city.

Pupils to Be Examined.

ALBANY, Or., Jan. 27.—(Special.)—Physical examination of public school students in Albany will begin on February 2. The Board of Education recently determined to establish a system of physical examination in the local schools, similar to that in vogue in Portland, and Dr. G. E. Higgs, city health officer, will be in charge of the work. He will inspect one room at a time and the work will probably require several weeks.

Phone your want ads to The Oregonian: Main 7076, A 6995.

The Bank of California

National Association
Portland Branch
Third and Stark Streets

Capital Paid in Gold Coin.....\$8,500,000
Surplus and Undivided Profits..... 8,431,115

TRANSACT A GENERAL BANKING BUSINESS
Issue Commercial Letters of Credit, covering importation of merchandise, as well as Letters of Credit for use of travelers throughout the United States and Foreign Countries.

Interest Paid on Time and Savings Deposits

department of Justice, and took charge of the forces co-operating in the matter of protection there at 11:45 A. M., remaining until after the Westgate had been swung into position in the stream without the slightest mishap.

In addition to the uniformed State Guards, policemen and special watchmen, plain clothes men and inspectors from police headquarters swarmed about the immediate vicinity, keeping the closest possible lookout for suspicious characters.

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MORRIS BROTHERS, INC.

Established 25 years.
Railway Exchange Building,
Portland, Oregon.
\$82,000

Greater Winnipeg Water District

5% Gold Bonds

Dated 1st February, 1918 Due 1st February, 1923
Interest Payable
1st August and 1st February

Principal and Interest Payable in Gold at Bank of Montreal in Toronto, Montreal, Winnipeg and New York City
Coupon Bonds in Denominations of \$1000
Legal Opinion of Messrs. Malone, Malone & Long

These bonds are direct obligation of the Greater Winnipeg Water District, a corporation constituted by Special Act of the Manitoba Legislature, with powers to construct and operate a water-works system to serve Greater Winnipeg. The District comprises the City of Winnipeg and its more important suburbs, with a total area of 91.79 square miles and a combined population of, approximately, 220,000. The bonds are a direct charge on all taxable land within the District, the assessed valuation being in excess of \$225,000,000. The taxes levied by the District rank equally with all taxes raised for other municipal purposes, and are collected at the same time and in the same manner.

PRICE: 92.68 and Interest, Yielding 6.75.
Circulars furnished upon request. Telephone

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Guaranty Trust Company of New York

140 Broadway

FIFTH AVE. OFFICE MADISON AVE. OFFICE LONDON OFFICE PARIS OFFICE
415 Ave. & 43rd St. Madison Ave. & 60th St. 32 Lombard St., E.C. Rue des Halles, 1 & 3

Condensed Statement, December 31, 1917

RESOURCES

Real Estate (140 Broadway, 66 Liberty Street, 25 East 60th Street)	\$5,000,000.00
Bonds and Mortgages	1,644,600.00
U. S. Government Certificates of Indebtedness	5,631,500.00
Liberty Bonds	22,198,734.62
Public Securities	36,457,920.10
Other Securities	56,825,066.03
Loans and Bills Purchased	308,291,315.43
Cash—On Hand and in Banks	75,199,801.21
Exchanges for Clearing House	34,226,703.12
Foreign Exchange	64,361,651.60
Credit Granted on Domestic and Foreign Acceptances	47,625,688.04
Accrued Interest and Accounts Receivable	3,282,315.89
	\$660,745,296.04

LIABILITIES

Capital	\$25,000,000.00	
Surplus Fund—required by law	5,000,000.00	
Additional Surplus— not required by law	20,000,000.00	\$50,000,000.00
Undivided Profits		1,159,905.47
Dividend Payable December 31		1,250,000.00
Outstanding Treasurer's Checks		8,511,330.17
Accrued Interest Payable		1,187,690.44
Reserve for Taxes and Expenses		222,845.93
Foreign Accounts		4,943,565.17
Domestic and Foreign Acceptances		47,625,688.04
Notes and Bills Rediscounted with Federal Reserve Bank		11,562,295.32
Deposits		534,281,975.50
		\$660,745,296.04