

# ELEVATOR SETTING TO BE INVESTIGATED

## Board of Engineers Will Make Exhaustive Inquiry.

### PORTLAND MEN ARE CHOSEN

#### Recommendations Are to Be Made for Correcting Defect in Building at St. Johns Terminal.

Three Portland civil engineers, with two more to be selected from among engineers of national prominence, are to serve as a committee in investigating causes responsible for the setting of the municipal grain elevator, at the St. Johns terminal, and make recommendations as to corrective measures.

The Portlanders are to be George W. Henschke, formerly chief engineer of the W. R. & N. C. Mason, who has been identified with a number of big undertakings here, and W. R. Phillips, who was retained by the Union Meat company when the packing plant on North Portland harbor showed signs of settling a few years ago.

The matter of installing automatic sprinklers on pier No. 3, at St. Johns, was left to Chairman Moore and Chief Engineer Hegardt, with power to act. Mr. Hegardt filed a report in which it was shown that the lowest bid for installing fire hydrants and the sprinkler system was \$24,964, the portion covering the sprinklers being \$12,900. The insurable value of the pier without sprinklers is estimated at \$200,000 and with sprinklers \$43,784, also that with the sprinklers insurance was obtainable for a three-year policy could be obtained.

### PORT BILL CONTAINS JOKER

#### Shake-Up in Personnel of Commission Is Main Idea.

STATE CAPITOL, Salem, Or., Feb. 20.—(Special.)—A shake-up in the personnel of the Port of Portland commission is made in a bill offered by Senator Moser. The bill names as members of the commission George H. Kelly, Captain W. H. Patterson, Captain E. W. Spencer, R. D. Inman and R. E. Menefee. The remaining two commissioners are to be named by a majority of the Multnomah delegation. All except Menefee are now commissioners.

This leaves Captain Shaver, Archie Pease and D. C. O'Reilly in the jacket from which the remaining two are to be drawn. Ostensibly the bill simply provides that the terms of the commissioners begin June 1 and run for four years, but it is said to really be aimed at the elimination of O'Reilly.

The three men eliminated by the bill, Captains J. W. Shaver, head of the Shaver Transportation company; Captain Archie L. Pease, pilot for the San Francisco & Portland Steamship company, and D. C. O'Reilly, president of the Diamond O. Fishery, are said to be drawn. Ostensibly the bill simply provides that the terms of the commissioners begin June 1 and run for four years, but it is said to really be aimed at the elimination of O'Reilly.

When the commission held a joint meeting with the commission of public docks and the port committee of the Chamber of Commerce two weeks ago the subject under discussion being the proposed merger of the two port bodies, Mr. Moser remarked that terms on the Port of Portland commission were perpetual and that is one reason accepted for him having introduced the bill providing for terms of four years.

Mr. Inman, Mr. O'Reilly and Captain Patterson are now in California.

### DRYDOCK FACILITIES NEEDED

#### General Black Inquires About Portland's Future Plans.

Permanency of the port and harbor facilities commission of the shipping board is assumed here to be indicated through the appointment of W. M. Black, brigadier-general, corps of engineers, United States army, as chairman. A communication was received yesterday by the Commission of Public Docks from General Black, in which he wrote that he had read newspaper reports of discussions relative to the advisability of the commission proceeding with the construction of a 12,000-ton drydock and asked that he be informed of the present status of the matter.

General Black quoted from a letter reaching him from the division of operation of the shipping board as follows:

"The division of operations is of the opinion that repair facilities for American ships in the United States are still so inadequate that it is to be regarded as very unfortunate that any project for a drydock and repair yard is abandoned simply because the war has come to an end."

### ORIENTAL LINE GETS CARGO

#### Steamer Has 2500 Tons Booked for Early April Dispatch.

Up to last night 2500 tons of far eastern cargo actually had been booked at the Portland office of the Admiral Line that is intended for shipment on the 8000-ton steamer West Marchant, which is to be dispatched early in April as the first of the new service to cross the Pacific. Most of the bookings are for transcontinental freight, with some in the lot that originates in the Portland territory.

Frank O'Connor, Portland agent for the Admiral Line, yesterday said that with only about one-third of the cargo assured the outlook was far from dismal, yet he emphasized the need of more and the fact that the business hereafter must be continuous in order to take care of steamers following.

C. E. Tyle, general freight agent for the line, is in the city from Seattle and is meeting shippers interested in the new connection.

### Steel Ship Status Unchanged.

J. B. Bowles, president of the Northwest Steel company, returned last night from Philadelphia, where he went two

weeks ago on business connected with the suspension of steel ship contracts and the proposed construction of larger carriers in their stead. He said last night there were no new developments in the situation.

### MOORING BUOY AT CAPE GONE

#### Aid Goes South Instead of Following Usual Northern Route.

That the Cape Flattery mooring buoy, used principally by lighthouse tenders when delivering supplies at the station, has gone adrift and was heading down the coast, being last reported about a mile south of the Umatilla reef light-vessel, was news flashed to the headquarters of the 17th lighthouse district yesterday.

Dick Hart, in charge of the office, opines that things have changed, since the runway buoy for discharging all precedent and is floating southward, while in the past, he says, in spite of weather conditions being opposite, buoys leaving that neighborhood have traveled north. Mr. Hart says the same applies to runaway navigation aids at the entrance to the Columbia river, many of which he can recollect that headed south.

### LAUNCHING DATE IS DELAYED

#### Coast Will Leave Ways at Standstill for Plant Thursday.

Determining yesterday to advance the completion of the 5500-ton hull Coaset to its present stage, the G. M. Standifer Construction corporation announced a postponement of the launching of tomorrow morning until 11 o'clock Thursday morning. It was stated that the preliminary drawings had been issued for the initial dip of the big ship tomorrow and they have simply been extended.

The Coaset is the second of the steel hulls to leave the ways at the Vancouver plant, the first having been the Colaket, which was floated December 31. The latter is soon to be ready for service and machinery and general equipment is ready for the Coaset, so that some time in the near future she is alongside the fitting out dock.

### Many Mariners Shipped.

Cleveland Bigelow, supervisor of agencies of the sea service bureau, United States shipping board, has issued the following report covering number of men placed in leading ports of the United States through the sea service bureau: New York 1134, Norfolk 528, New Orleans 523, Philadelphia 506, Boston 493, Seattle 474, San Francisco 446, Portland 225, Baltimore 119.

### Marine Notes.

George J. McCarthy of Vancouver, B. C., agent there for the Admiral Line, is among the Rotarians attending the Portland convention.

All shipyards in the Oregon district will be closed tomorrow in observing the anniversary of Washington's birthday, which is one of the holidays officially stipulated to be observed in the Macy scale of last year.

To permit the joiner work to be finished and have other details of her completion attended to by the original hull contractor, the new steamer Columbia was shifted yesterday from the plant of the Pacific Marine building company.

The steamer Providence is due to proceed to sea today with a full lumber cargo for Seattle.

### U. S. Naval Radio Reports.

BRONCHO, from Honolulu for San Francisco, 1160 miles from San Francisco; February 19.

ECLIPSE, from San Francisco for Yokohama, 1259 miles from San Francisco; February 19.

ROTORIA, from Honolulu for San Francisco, 1090 miles from San Francisco; February 19.

CAJAH, from Honolulu for San Francisco, 962 miles from San Francisco; February 19.

LURLINE, from Honolulu for Manila, 319 miles west of Honolulu; February 19.

LOKNO, from Hills for San Francisco, 150 miles from San Francisco; February 19.

BENJAMIN BREWSTER, from Talara, Peru, for Vancouver, B. C., 555 miles south of Cape Flattery.

BARGE 91, in tow of Standard No. 2, from San Pedro for Richmond, 70 miles from Richmond.

HORACE BAXTER, from Vancouver, B. C. for San Pedro, 555 miles north of San Pedro.

EL SEGUNDO and barge 93, from San Francisco for Seattle, 60 miles north of Richmond.

YAMHILL, from San Francisco for San Juan, 12 miles south of San Francisco.

D. BAXTER, from San Pedro for Honolulu, 583 miles from San Pedro.

OLIVIA, from San Francisco for Portland, 497 miles from Astoria.

LUCAS, from Richmond for Powell harbor, 485 miles north of Richmond.

WEST COBUM, from Portland for San Pedro, 294 miles south of Columbia river lightship.

WILLAMETTE, from San Pedro for San Francisco, 190 miles from San Francisco.

KIAMATH, from San Francisco for Seattle, ten miles east of Cape Flattery.

WYANDERINA, from Everett for San Pedro, 50 miles north of Columbia river.

LANIER, from Seattle for San Francisco, 104 miles from Seattle.

YOSMITH, from San Francisco for Seattle, 25 miles from Seattle.

ANTOX, towing Beroda, from Portland for canal zone, 265 miles south of Columbia river.

QUEEN, from Seattle for Seattle, 250 miles north of San Francisco.

ARNDSON, from Point Orient for Portland, 248 miles north of San Francisco.

RHEEM, from Fort San Luis for Seattle, 60 miles north of Point Arena.

ATLAS, from Seattle for Richmond, 105 miles from Richmond.

### Movements of Vessels.

NEW YORK, Feb. 20.—Arrived—Cruz, from Seattle.

NORFOLK, Feb. 20.—Arrived—Edgewood, from Tacoma.

### MR. FESS OUT OF CONTEST

#### REPRESENTATIVE DROPS FROM SPEAKERSHIP FIGHT.

Withdrawal of Candidate Leaves the Field Open to Representatives Mann and Gillett.

WASHINGTON, Feb. 20.—Representative Fess, chairman of the republican congressional campaign committee, tonight announced his withdrawal from the republican contest for the speakership of the house in the next congress. His action left the race between Representative Mann of Illinois and Gillett of Massachusetts.

"In the interest of party solidarity dependent upon continued harmony which now characterizes the party," said Mr. Fess' statement, "I have withdrawn from the speakership contest, and hereby release my friends from any and all pledges in support. My action is wholly based on my sense of duty to the party, which is paramount to every other consideration."

Supporters of Mr. Gillette declared that Mr. Fess' withdrawal made the election of the Massachusetts representative a certainty, but partisans of Mr. Mann refused to concede defeat.

Mr. Fess' announcement was made after a conference with Will H. Hayes, chairman of the republican national committee and members of the Indiana and Ohio delegations in congress. Mr. Hayes was said to have canvassed the race between the three men and urged Mr. Fess' withdrawal in the interest of party harmony. With Mr. Fess' withdrawal it was said that the canvass at today's conference showed Mr. Gillette leading Mr. Mann by about 20 votes.

### Read The Oregonian Classified Ads.

# Carnation is Home Again



## —for your coffee

The Great World made large demands on America. It commanded the very best we had in men and materials, nothing less would do. Its drain on our first quality food products was very great indeed for the simple reason that our two-fisted fighting men required highly nourishing and sustaining food. Of course Carnation Milk was commandeered and we're proud of it.

combination has a flavor all its own. Remember Carnation is only pure whole, cows' milk, nothing else. It is the milk par excellence for every purpose. Hundreds of thousands of Good Housekeepers consider it an essential to the best cooking. It adds to the nutritive value of buns, biscuits, cakes, creamed soups, etc., and enhances the reputation of every home cook who uses it consistently.

Certainly you have missed it in your coffee because there are just two things to an excellent cup of your favorite breakfast beverage—first class coffee and Carnation Milk. The

Carnation is back home. You can buy it in any desired quantities at most any grocery store thruout United States and Canada.

Standard Quality for 20 Years in the Northwest

**FOR COCOA AND CHOCOLATE**

4 even teaspoonfuls cocoa, 4 teaspoonfuls sugar, 1 cup boiling water, 1 cup Carnation Milk 1 teaspoonful salt. Mix cocoa and sugar in a cup. Have water boiling. Heat cocoa pot by allowing hot water to stand in it for a few minutes. Heat Carnation Milk by steaming. Pour a little boiling water into cup of cocoa and sugar to dissolve same. Pour into cocoa pot, add remainder of water, sugar, salt, then the hot Carnation Milk and salt. Serve at once. —FOR CHOCOLATE, use two or three times as much chocolate as cocoa.

GUARANTEED BY  
**CARNATION MILK PRODUCTS COMPANY**

*From Contented Cows*

**FOR MILK PUNCH**

A delicious, refreshing drink may be made by diluting cold Carnation Milk with cold water in equal proportions. Sweeten with sugar, flavor with vanilla and a dash of rummer. Lardy, add the beaten white of an egg. Sweetened fruit juice may be used in place of the vanilla. Mix well before serving.

### CHANNEL OPENING ADVISED

#### ANNUAL REPORT OF HARBOR MASTER SPEIER FILED.

#### Harbor Patrol Active in Guarding Waterfront Industries From Damage by Enemies of Country.

Active measures for the opening of the Willamette river channel west of Swan island as a benefit to the port of Portland and to make available the use of lands along the west shore of the river for dockage purposes are recommended by Jacob Speier, harbor master, in his annual report submitted to Mayor Baker yesterday.

The opening of the west channel of the river, he argues, would be of immense benefit to the port and would directly contribute to the port's tonnage.

The Willamette river, through the work performed by the United States engineers' corps and the Port of Portland, is now of sufficient depth to accommodate all ships of large draft and the day that Portland was handicapped as a port because of bar and river conditions is past, he states.

The harbor patrol launch has traveled 14200 miles in the performance of the many duties of the department during the past year. Harbor master Speier was absent from the city during the major portion of the fiscal year, having been given a leave of absence to enter the military service of the country.

### Pacific Coast Shipping Notes.

SAN FRANCISCO, Cal., Feb. 20.—(Special.)—The T. K. L. line Stev Mari, captain M. Jim, which arrived from Norfolk recently with a cargo of coal for the United States government, has been returned to the agency lines. The steamer was accompanied today the American flag being hauled down and the Japanese emblem raised in the presence of the officials of the shipping board and of the T. K. L. The Stev will sail for Kobe and other Japanese ports with general cargo to the total

of 5500 tons and upon arrival in the far east will resume the regular service to South America, via this port. The United States shipping board steamer Yamhill, which left the harbor yesterday for her trial trip up the coast, returned with the government inspectors today, and, after a few hours in port, put out on her voyage to New York via Porto Rico with a cargo of rice and wine.

The steamer Stanwood cleared today for Seattle with a cargo of lumber and general freight, under charter to the Charles Nelson company. She was formerly in the South American lumber trade.

Foreign steamship concerns operating between San Francisco and the Orient have cut the ocean rate on merchandise to Japanese and Chinese ports to \$8 a ton deadweight. This is \$4 a ton less than the last low rate, put into effect by the shipping board and is accepted as an indication that the foreign concerns, especially the Japanese, are determined to control all business possible and that there may be no limit to the cuts that may be made in the future, according to local shipping men. The low rate was made on a large shipment of steel. It is pointed out, however, that the Japanese concerns do not at this time possess the tonnage needed to carry the shipments upon which the rate was made. American shipping concerns point to the fact that, owing to the present scarcity of bottoms of all nations, there was no necessity for the shipping board to make a drastic cut in the rates until an abundance of ships caused competition.

ASTORIA, Or., Feb. 20.—(Special.)—After discharging fuel oil in Portland, the tank steamer William E. Herrin, sailed at 10 o'clock this morning for San Francisco.

Laden with lumber from Rainier and Portland, and three boilers which she took on at the latter place, the steam schooner Joan Poulsen shifted last night to Westport, where she will complete her cargo of lumber.

The emergency fleet steamer Cotteral from Portland arrived at 6:40 this evening on her 24-hour trial run at sea.

DOOS BAY, Or., Feb. 20.—(Special.)—The steamer C. A. Smith arrived off the coast this afternoon, but came too late to enter port. The ship is here to load lumber at the C. A. Smith mills.

Captain A. Carlson of the steam schooner Yellowlegs, en route to Grays Harbor, believes the Yellowlegs will return to her regular transport business delivering lumber from the North Bend Mill and Lumber company plant following her trip to San Pedro.

The gasoline schooner E. L. Smith, awaiting a cargo here for delivery at Gold Beach, will be beached and undergo repairs to eliminate leaking seams.

GRAYS HARBOR, Wash., Feb. 20.—(Special.)—The harbor has been clear of ships for two days, save for the Chehalis, loading

at the American mill. The Chehalis will sail tomorrow for the south.

Auxiliary schooner Janet Carruthers, ashore on North Beach, is to be abandoned, so far as any efforts to get the vessel into deep water are concerned. The underwriters, it is stated, will advertise the bulk and other property for sale to the highest bidder, which means that the schooner will be broken up by a possible bidder and disposed of in parcel lots.

### PRESIDENT SENDS THANKS

#### PORTLAND LEAGUE OF NATIONS RESOLUTIONS APPRECIATED.

#### Ex-President Taft Raps "Small Americans" in Senate Who Are Opposing League Covenant.

SAN FRANCISCO, Feb. 20.—A wireless message from President Woodrow Wilson conveying his thanks for the resolutions adopted by the Northwest congress for a league of nations, held by the League to Enforce Peace in Portland, was received here today by William H. Short, secretary of the League to Enforce Peace, and an official in the Pacific coast congress for a League of nations, now in session here.

"Characterizing as 'small Americans,' members of the United States senate who are opposing the covenant for a league of nations, former President William H. Taft made an especial appeal to the women of the Pacific coast to bring their influence to bear on the senate in behalf of ratification of the league plan at a luncheon tendered here today by the San Francisco Center, a women's organization.

"I do not use the term 'small Americans' in an invidious sense," said Mr. Taft, "but to imply that these gentlemen have brought their influence to bear on the senate in behalf of ratification of the league plan at a luncheon tendered here today by the San Francisco Center, a women's organization.

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Dr. Henry Van Dyke, former min-

ister to The Netherlands, and Professor George Grafton Wilson of Harvard, who addressed the congress yesterday, departed for Salt Lake to address the Mountain congress for a league of nations which opens there tomorrow.

### ALARMIST REPORTS DENIED

#### American Commander in Russia Advises War Department.

WASHINGTON, Feb. 20.—Colonel George F. Stewart, commanding the American troops in northern Russia, called the war department today that "alarmist reports of the condition of troops in northern Russia" were not warranted by the facts.

"The health of the entire command is excellent, Colonel Stewart's report said, the sick and wounded are well cared for and 'the allied command is capable of taking care of itself against the whole bolshevik army.'"

### Marriage Licenses Issued.

TACOMA, Wash., Feb. 20.—(Special.)

### FOR SALE

#### BRITISH AUXILIARY MOTOR SHIP.

#### "Janet Carruthers"

Tenders are requested for the sale for account of whom it may concern of the British Auxiliary Motor Ship "Janet Carruthers" including machinery and equipment, as she now lies on the beach near Point Brown, Washington, and of the cargo of lumber on board. Tenders must be made on vessel and cargo separately. Right reserved to reject any and all bids.

Certified check for 10 per cent of amount of tender must accompany bid, balance payable on acceptance of tender.

Tenders will be received up to Wednesday, February 25, at 3 P. M., at office of F. Griffin & Co., 216 Colman building, Seattle, Wash., and should be addressed to William Cairnes, Master.

### Land Opening Is Urged.

OREGONIAN NEWS BUREAU, Washington, D. C., Feb. 20.—Petitions for Rosenberg for the opening of the Oregon & California grant lands were presented to the interior department representative Hawley today with request for information as to why the government is doing nothing to dispose of these lands.

Phone your want ads to the Oregonian. Phone Main 7079, A 6095.

### ANNOUNCEMENT

We are pleased to announce that we have purchased the entire stock and structural business of the Northwest Steel Company and are prepared to furnish all classes of fabricated and structural material, bolts and rivets. We hope to give all orders, both large and small, the same careful attention and excellent service of which our predecessors have been so justly proud.

NORTHWEST BRIDGE & IRON COMPANY  
P. O. Box 888, Portland, Or.

### SIBERIA

WANTED—Party with \$10,000 to incorporate export and import business between Portland and Siberia. Will control services of two Russian-speaking seamen, with product of 20 American houses. Big returns. Best references. Seattle will get the business if Portland stays asleep.

ADDRESS 0 171, OREGONIAN.