PORTLAND-LEWISTON VESSEL TO OPERATE

Grahamona to Be Put on Run by Veteran Rivermen.

SERVICE IS EXPERIMENTAL

If Business Warrants, Sailings Will Be Made Permanent and Boats Added.

Responding to a call from the inland empire for water transportation facilities from Portland, the Oregon City Transportation company, which withdrew from the Portland-Salem-Corvallis route last year after 23 years' service, has decided to inaugurate a Portland-Lewiston service with the steamer Grahamona. She will operate on a weekly schedule and is to make her first trip about June 1.

The Grahamona is the largest of the fleet controlled by the company, two other steamers of which are the Pomona and Oregona. The Pomona is running between Portland and Upper Willamette points under charter to former employes of the company and, so far as is indicated now, will be continued in that service.

Vessel to Be Refitted.

Captains A. W. and A. B. Graham and Captain Clyde Raabe, who were associated for years in the Oregon City Transportation company, continue in control and they intend to maintain the same name, not wishing to reincorporate until a thorough trial has been given the new route.

The Grahamona is to have additional keelsons put in and the guards sponsoned out, with a few minor changes to fit her for the upper Columbia conditions. She will burn coal, though wood has been used as fuel before. The vessel is fitted with tanks for oil. In pioneering on the Portland-Lewiston route the operators feel that the price of oil is a handicap.

"We will not handle freight between Portland and The Dalles, that section of the route being already well taken care of by lines in operation, so our efforts will be confined to the territory between The Dalles and Lewiston," said Captain A. B. Graham yesterday.

Ample Business Expected.

"There is every reason to expect the Grahamona will receive considerable freight for the interior, but if the service is to be continued we expect shipp there to assist in obtaining consignment for Portland, for a vessel cannot live on one-way business.

"After 23 years on the Willamette river, during which time we have had varied experiences with steamers, we feel that the Grahamona is a vessel best suited to the swift-water conditions of the upper Columbia and Snake, a steamer that can cover the run in low water periods, which, before, has caused the withdrawal of vessels that have made the Snake territory."

COTTERAL TAKES FULL CARGO

Wood Steamer Expected to Handle 1,500,000 Feet of Ties.

That the wood steamer Cotteral will load a tie cargo measuring at least 1,500,000 feet is the guess of Manager Stubbe of the Columbia Pacific Shipping company, who has started the vessel loading at Linnton and will have her shift today to Rainier for more of the railroad material, which is to be dispatched to Philadelphia. The steamer Klamath, which the company loaded on Grays Harbor, got away from there Saturday with 1,352,000 feet of ties, but it is felt that her loading was regulated to a degree by her draft. She was started seaward with 21.6 feet an allowance being made because of low water depths at the entrance to the harbor.

As the wood steamers can be put down to the limit of their marks in the Columbia river it is felt those of the Hough and Ferris type should carry 1,500,000 feet. The Ballin type steamers, such as the Ashburn, cleared last month, loaded in excess of 1,500,000 feet.

LUMBER MAY GO TO EUROPE

Government Solicits Combination Tie and Timber Cargoes.

Combination cargoes of ties and merchantable lumber for Europe may be dispatched from the Pacific coast if lumber manufacturers and brokers care to avail themselves of an offer from the shipping board, which has given out that more of the wood steamers may be taken for tie business to ports across the Atlantic.

C. D. Kennedy, Portland agent for the division of operation, yesterday received the following telegram on the subject:

"Further European tie business is offering which is more suitable for wood steamers. Northern exporters are solicited to offer full cargoes of ties for wood steamers, England or continental ports between Havre and Rotterdam, both inclusive, at $45, with option up to 200,000 feet of lumber of such sizes and lengths as steamer can conveniently handle, at $50 a thousand feet for lumber, all freight prepaid."

OIL ENGINES FOR NEW SHIPS

Hulls to Be Sold May Be Given Motorship Equipment.

Investigations are being carried on by manufacturers of heavy oil engines with a view to their installation in some of the wood hulls built by the emergency fleet corporation, which were intended originally as steamers, but that are now being offered for sale in an uncompleted state. Bids are to be opened at Washington May 26 for the fleet in the water and on the stocks, and it is believed some will seek to purchase with the idea of converting a few into motor vessels.

The emergency fleet corporation has decided to equip two hulls of the Peninsula type with twin engines, each of 750 horse power, though the rig of the vessel will be changed so as to give them the tophamper of a schooner, the machinery serving as auxiliary power.

STEAMER ALLEBEN LAUNCHED

Emergency Fleet Vessel Product of McEachern Yards.

ASTORIA, Or., May 12.—(Special.)—The hull of the emergency fleet steamer Alleben, a Hough type craft, was launched at the McEachern yards today. Mrs. Clay Williams, wife of the chief caulker at the yard, acted as sponsor and christened the vessel as it slid down the ways. She was presented with a handsome gift from the company as a memento of the occasion. The Alleben is 100 per cent completed and will be taken to the Astoria Marine Iron Works to have her machinery installed.

Two other hulls are practically ready for launching at this yard, and one of them will be placed in the water in about ten days.

TUALATIN DOES RECORD WORK

Port Dredge Handles Sand at Rate That Is Unexpected.

Pumping straight sand from the bed of North Portland harbor proved such easy work for the Port of Portland dredge Tualatin yesterday that part of the space she was expected to fill in 10 days may be covered in three. The dredge was sent there at the solicitation of the Peninsula Industrial company in connection with a fill of 250,000 cubic yards to be made on the site of the forthcoming exhibition of the Pacific Livestock association, as the dredge Sandy, an 18-inch machine, sprung a leak and sank.

The Tualatin is a 30-inch dredge and it was arranged that her main discharge pipe be connected with four shore pipes of the size used by the Sandy, the shore lines being on trestles. In half a day's run yesterday the Tualatin made most unexpected progress and, unless the character of material changes, she will finish the task in three-fourths of the time estimated.

WOOD SHIP DUE FOR FLOUR

Government to Move Last of Substitutes Product From Coast.

Notice has been definitely given by the United States food administration grain corporation that wood stemers available here will not be used for general flour cargoes, though one is being negotiated for to "clean up" about 3000 tons of old flour that is lying at Portland and on Puget Sound.

The flour is part of that gathered last year, when the government called on all having reserve stocks to contribute toward a general pool, which was made up to assist in relieving distress abroad.

SHIPBUILDING KEEPS ITS PACE

American Yards Turn Out 204 Steamships Since January 1.

WASHINGTON, May 12. — Shipbuilding this year has continued the fast pace set during the war. The shipping board announced today that from January 1 to May 7 American yards turned out 204 steamships of 781,980 gross tons, all except 39 of which were of steel construction.

April was the banner month, the total deliveries being 93 ships of 320,820 gross tons, an increase of 57,000 tons over the record set last October.

Triangular Run Arranged.

SEATTLE, May 12.—Within the next week the 3800-ton steel steamer Glorieta is due at Seattle to start the triangular run between Seattle, Honolulu and San Francisco of the Matson Navigation company. Four vessels will be maintained on the route, with a sailing every ten days. In command of the Glorieta will be Captain John A. OBrien, veteran master, who has navigated Alaskan waters for 24 years.

More Japanese Ships Coming.

SEATTLE, May 12.—Two new Japanese freighters shortly will appear on the Puget Sound-orient trade route, according to announcements made today. The 12,000-ton Yagao Maru, nearing completion in Japan for Suzuki & Co., is expected here June 20. The 10,100-ton Yomei Maru of the Ocean Transport company, is due here next week to inaugurate that company's monthly service to the orient.

Tacoma Ship Movements Reported.

TACOMA, May 12.—Ninety-five deep-sea vessels, carrying a total of 116,392 tons, entered this port during April, according to the report of Harbormaster W. G. Rowland, given out today. There were 97 deep-sea departures carrying 118,161 tons, the report stated.

Movements of Vessels.

PORTLAND, May 12.—Sailed at 6 A. M. —Steamer El Segundo, for San Francisco. Sailed at 9 A. M.—New steamer Flavel, for sea trial trip. Sailed at 5 P. M.—Steamer Daisy Matthews, from Westport, for San Pedro. British auxiliary schooner Malahat left up from St. Helens, for Portland, at 4 P. M.

ASTORIA, May 12.—Arrived at 5 A. M. —Steamer Halco, from San Pedro. Arrived down at 6:30 A. M.—Barge No. 93, from Portland. Arrived at 1:10 P. M. and left up at 4:05 P. M.—Steamer Rose City, from San Francisco.

SYDNEY, May 6.—Arrived—Schooner W. H. Marston, from Columbia river.

SAN FRANCISCO, May 12. — Sailed — Steamer W. F. Herrin, towing schooner Monterey, for Portland.

SAN FRANCISCO, May 11.—Sailed at 3 P. M.—Steamer City of Topeka, for Portland, via Eureka and Coos Bay.

SAN PEDRO, May 12.—Sailed last night—Steamer Santiam, for Columbia river.

PHILADELPHIA, May 12.—Arrived—Musketo, from Seattle.

TIEN-TSIN, May 1.—Arrived—Acme, from San Francisco.

KOBE, May 6.—Arrived — Empress of Japan, from Vancouver, B. C.; Hyleisan Maru, from Seattle.

VLADIVOSTOK, May 12.—Arrived—Stanley Dollar, from San Francisco.

SYDNEY, N. S. W., May 3.—Arrived—Coolgardie, from San Francisco

NAGASAKI, May 3.—Sailed—Buyo, for San Francisco.

YOKOHAMA, May 2. — Sailed—Ecuador, for San Francisco.

SAN FRANCISCO, May 12.—Arrived—Steamer Oleum, from Tacoma. Sailed—Steamers W. F. Herrin, barge Monterey, for Portland; Oridono Maru (Japanese), for Dublin.

ILO ILO, May 1.—Arrived—Rangoon Maru, from San Francisco.

SHANGHAI, May 3.—Arrived—Colombia, from San Francisco.

SEATTLE, Wash., May 12.—Arrived—Steamers Manila Maru, from Manila; Admiral Rodman, from Southeast Alaska; Governor, from San Diego; schooner Bainbridge, in tow of Tyee, from Honolulu. Sailed — Steamer Alaska, for Southeast Alaska.

TACOMA, Wash., May 12.—Sailed—Quadra (British), for Vancouver, B. C.; Brookhave, for Poughkeepsie, N. Y.; Admiral Schley and Jacona, for Seattle; Davenport, for San Francisco via Everett; tugs Fearless and Fairchild, towing hull Electra, for Seattle.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

EL SEGUNDO, towing barge 3508 to Richmond, 568 miles north of Richmond.

MOFFETT, Seattle for San Pedro, 890 miles north of San Pedro.

FRANK H. BUCK, Everett for San Pedro, 268 miles south of Everett.

HORACE X. BAXTER, Eagle Harbor for San Francisco, 577 miles north of San Francisco.

RAINIER, San Francisco for Seattle, 908 miles from Seattle.

QUEEN, Wilmington for San Francisco, 109 miles from Wilmington.

PRESIDENT, San Francisco for Wilmington, 21 miles south of Point Sur.

REDWOOD, Seattle for San Pedro, 192 miles from San Pedro.

ATLAS, Point Wells for Richmond, 785 miles from Richmond.

RICHMOND, with barge 93 in tow, San Pedro for Seattle, 55 miles from Seattle.

STEADFAST, San Francisco for Portland, 41 miles south of Columbia river at 9 P. M.

Tides at Astoria Tuesday.

High.	Low.
1:24 A. M...7.0 feet	7:30 A. M....0.1 feet
9:57 P. M...8.8 feet	7:23 P. M....2.8 eet

Columbia River Bar Report.

NORTH HEAD, May 12.—Condition of the bar at 5 P. M.: Sea, moderate; wind, southwest, 12 miles.

Phone your want ads to The Oregonian. Phone Main 7070, A 6095.

TEN-MILL CITY TAX WILL BE ASKED FOR

Voters to Pass on Bond Measures Totaling $1,657,000.

COUNCIL PREPARES BALLOT

Measures to Be Submitted Explained Fully by Mayor and City Commissioners.

An amendment to the city charter seeking authority for a 10-mill levy by the city instead of 9, as at present, and bond measures totaling $1,657,000 will be presented to the voters of Portland by the city council at the special reconstruction election June 3. In addition, one measure authorizing a simplification in the procedure necessary to extend streets and another authorizing the annexation of a small piece of property owned by the Peninsula Lumber company will be on the ballot at the special election.

The city council in presenting the measure authorizing a 10-mill levy, it was explained, does so in order to secure necessary money with which to increase salaries of city employes where it is necessary and to provide the means of increasing some city departments to secure the proper efficiency.

Ten-Mill Levy Needed.

The city is allowed to make an 8-mill levy under its present charter and is securing an additional levy through the authorization by the people one year ago. This extra 1-mill levy cannot be made after next year, and it is explained by members of the council that unless authority can be secured to levy 10 mills no increases of salaries can be given nor can various departments which are now short of labor be allowed to expand to handle the business which arises.

Mayor Baker has presented the largest programme of reconstruction measures. The measures presented by him call for bond issues totaling $1,107,000. They include authorization for a new police telephone system, two additional police sub-stations, money with which to acquire property for additional parks and playgrounds, money with which to build community houses, comfort stations in various parts of the city and also make necessary improvements in various parks.

East Side Playgrounds Wanted.

Under the plan for new parks, it is proposed, should the bond measure of $500,000 presented in this connection carry, to establish parks or playgrounds in the Central East Side, Albina, Lents, St. Johns, Alberta, Irvington, and Rose City park districts. A survey has been made and a report submitted to Mayor Baker by a representative committee recommends parks or playgrounds for these sections as soon as it is possible to establish them.

A total of $527,000 in a bond issue is sought in order to build the community houses and comfort stations as well as make improvements in the already established parks. Mayor Baker desires $80,000 to install and equip a new police telephone system, to replace the present system, which he states is inadequate. Under the present plan, Mayor Baker says that it is impossible to keep a proper check on the police officers and a new system will tend to increase the efficiency of the department. A bond issue for $100,000 is presented by Mayor Baker to be used in acquiring land and the construction of two new sub-police stations.

Remodeling City Hall Planned.

Remodeling of the city hall is the plan of City Commissioner Perkins, who has presented a measure to the voters seeking the authority for a bond issue of $250,000. The expenditure of this money, according to Commissioner Perkins, will enable the city to use the present municipal building for 15 or 20 years and should the people fail to authorize this bond issue, a new building would be necessary within a very short time. Many of the departments lack space, although a large amount of space is being wasted because of the present arrangement of the building.

Commissioner Bigelow presents a measure for a bond issue of $200,000, which if passed will be used to construct eight new fire stations in various parts of the city, two new fire-boat piers and two stations for the fire-boat crews. The buildings which are to be replaced, according to Commissioner Bigelow, are in danger of collapsing and are insanitary in several instances.

Property to Be Annexed.

Commissioner Barbur has presented no measures which require an expenditure of money but is availing himself of the opportunity of presenting two measures which he deems of necessity. One is a concurrent measure annexing property owned by the Peninsula Lumber company to the city. The last legislature authorized this annexation and, although this property is surrounded by the other city property, and derives all the benefits of city property, it has never been included in the corporate limits of Portland.

The other is a measure which, if passed, would authorize a change in the present plan of extending streets which Commissioner Barbur claims is too complicated. The measure which he presents in this connection failed to pass several years ago when presented, but Commissioners Barbur and Bigelow both said it was a measure of worth and should be presented and approved.

The city council yesterday approved the measures which will be before the people at the special election and will meet today to pass ordinances and resolutions necessary to put the measures on the ballot.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., May 12.—(Special.)—The steamer Adria, launching of which from the Grays Harbor motorship yards was postponed Friday night on account of the fire in that yard, was launched at 11 o'clock Saturday. This is the twentieth ship launched from the motorship yards.

The steamer Helene arrived Sunday morning at 9 o'clock and is loading cargo at the Aberdeen Lumber & Shingle company's mill.

ASTORIA, May 12.—(Special.) — Coming to load lumber at the Hammond mill, the steam schooner Halco arrived at 6 o'clock this morning from San Pedro.

The steamer Rose City arrived at 1 o'clock today from San Francisco with freight and passengers for Astoria and Portland.

After discharging fuel oil at Astoria and Portland, the tank steamer El Segundo, with barge No. 93 in tow, sailed for California at 2:35 this afternoon.

The Emergency Fleet steamer Flavel crossed at 5 o'clock this afternoon on her 24-hour trial run at sea.

The Emergency Fleet steamer Steadfast is due from San Francisco, en route to Portland to load flour.

The Puget sound tug Sea Eagle put into port at 2:50 today after fuel.

SEATTLE, May 12. — (Special.)—Coming to give every help in his power to advance the shipbuilding interests of Washington and Oregon, H. M. Frick, the new Northern Pacific district manager of the Emergency Fleet corporation, arrived in Seattle this morning and immediately went to work in the district headquarters in the Securities building.

With nearly 300 passengers and a cargo of general freight and supplies, the Alaska Steamship company's liner Alaska sailed from Seattle this morning for ports in southeastern and southwestern Alaska. The vessel has on board 100 cannery men for the plants of the Carlisle Packing company, Cordova, the San Juan Fishing & Packing company, Seward, the Alaska Sea Food company, Cordova, and the Eyak River Packing company. The Alaska also has employes of the Copper River & Northwestern railway bound for Cordova.

SAN FRANCISCO, May 12.—(Special.)—The Chinese bark Chin Pu, formerly the Dutch bark Barendine Osiris, en route from Manila for San Francisco with a cargo of cocoanut oil cake, has been beached near Nagasaki on account of fire, according to advices received today by the marine department of the chamber of Commerce. It is believed that the vessel and cargo will be a complete loss. The crew was saved. The vessel was under charter to take a full cargo of barley from this port to the United Kingdom. The Chin Pu was turned over to the Chinese owners several months ago.

Carrier pigeons placed on outgoing steamers will carry messages from passengers on the vessels to friends on shore, under an arrangement made by Eddie McCarthy, lookout for the Marine Exchange on Meiggs wharf. For a fixed charge a passenger may secure one or more of three dozen birds now in the service. On the arrival of the pigeon at Meiggs wharf the message will be telephoned to its destination.

A big consignment of Chinese wood oil, which arrived here from the orient on the shipping board steamship Cadaretta, Captain Watts, is now being lightered from the ship. This is one of the largest shipments of this class of oil that has ever been brought here. Many huge consignments of cocoanut oil have come in. The wood oil arrived here in barrels and the lightering concern is emptying the fluid into tank cars, in which the oil will be dispatched to the east.

The American concrete steamship Faith, which was constructed here and owned by Comyn, Mackall & Co., has been sold to the French-American line at New York, it was announced today. The price is said to be $450,000. The Faith is the first big ship of this type ever constructed, although there have been numerous smaller vessels built in the past and others are to be built. Two others, 7500 tons deadweight each, are now being poured at the plant of the San Francisco Shipbuilding company here, and the first launching is expected to take place within 60 days.

The Koera Maru of the T. K. K. is scheduled to arrive from the orient via Honolulu tomorrow, according to wireless received by the company.

COOS BAY, Or., May 12.—(Special.)—The steam schooner Aurelia, which appeared off the bar at noon, coming from San Francisco, was unable to negotiate the crossing owing to rough water.

The steamer G. C. Lindauer, laden with lumber from the Bay Park mill, sailed for San Pedro last night at 8 and will call to deliver passengers at San Francisco.

The Macleay gasoline schooner Tramp arrived last night with fish from Rogue river.

The port of Coos Bay, which contemplated the purchase of a tug, has arranged with the port of Bandon to use their port tug Klihyam. Bandon is about 20 miles by sea and the arrangement will be entirely serviceable, the two bodies assert.

TACOMA, Wash., May 12.—(Special.)—There is a distinct brightening in the outlook for marine business out of Tacoma for the next few months. One of the pleasing features is an improvement in oriental trade inquiry and resumption of Atlantic coast and Australian business. Two full cargoes will be loaded this week for the east coast, about 18,000 tons, while there is about 900 cars of freight on the Milwaukee docks for the orient and an average of 400 tons per day being received.

With lumber for Poughkeepsie, N. Y., the wooden steamer Brookhaven sailed during the night. This is the second lumber cargo out from here for New York ports.

It is expected that the Eldina, with flour cargo for the east, will sail tomorrow noon.

The Manila Maru, with fire in her number five hatch, is due here tomorrow morning. This hatch has not been opened and downsound reports say the cargo is still smoldering.

Marine Notes.

The schooner Wm. H. Marston, which sailed from Astoria March 4, reached Sydney, May 6, according to a message received yesterday by the Merchants' Exchange. The vessel carried a full lumber cargo and her time is rated better than the average.

Kruse & Banks, of North Bend, will deliver their last Ferris ship to the government next month, making a total of four of that type completed, while the plant also turned out six Hough steamers for the emergency fleet corporation. Of the total number contracted for two were cancelled.

Bringing a full list of cabin passengers and capacity cargo, the liner Rose City made her berth at Ainsworth dock shortly after 10 o'clock last night. She departed from San Francisco at 1 o'clock Saturday afternoon. The vessel is scheduled to leave here on the return at 3 o'clock Thursday afternoon.

Both the West Cherow and West Totant are to go on trial trips today, the former from the yard of the Northwest Steel company and the later from the plant of the Columbia River Shipbuilding corporation.

The Port of Portland tug Oneonta, which was released by the navy last week after being in service at the Bremerton navy-yard more than a year, is at the drydock for minor work and the last of the week will relieve the tug Wallula at the mouth of the Columbia for a few days.

Of two cargoes of ties to be loaded on the Columbia river during May, material to fill them will be worked at Westport, Wauna and Prescott mills.

Work of overhauling lightvessel No. 88 is about finished and she should return to her station off the mouth of the Columbia the last of the week. Captain Jacob Nielsen, who was master of the vessel for a lengthy period but was given a commission in the navy reserve force soon after the outbreak of the war, has returned from France.

Changes of masters recorded at the custom house include T. T. Fuller being signed on the gas packet Columbian, replacing J. Parker; Ponas Prindlebury on the steamer West Cobalt, vice Andrew Patterson, reported from New York; B. J. Larson on the Cotteral, replacing H. Z. Haskins, and H. T. Groves on the Chas. M. Greiner, in lieu of J. H. Dart.

Flour was started aboard the new steamers West Nohno and Cokesit yesterday and both will get away this week.

DAILY METEOROLOGICAL REPORT.

PORTLAND, May 12.—Maximum temperature, 60 degrees; minimum, 44 degrees. River reading at 8 A. M., 10.8 feet; change in last 24 hours, 0.1 foot rise. Total rainfall (5 P. M. to 5 P. M.), 0.18 inch; total rainfall since September 1, 1918, 38.65 inches; normal rainfall since September 1, 40.88 inches; deficiency of rainfall since September 1, 1918, 2.23 inches. Sunrise, 5:42 A. M.; sunset, 8:32 P. M. Total sunshine May 12, 6 hours, 24 minues; possible sunshine, 14 hours, 50 minutes. Moonrise, 6:38 P. M.; moonset, 4:23 A. M. Barometer (reduced to sea-level) at 5 P. M., 30.16 inches. Relative humidity at noon, 45 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	36	50	0.00		W	Cloudy
Boise	42	58	0.00		NW	Pt. cloudy
Boston	42	50	0.12	12	NE	Rain
Calgary	34	60	0.00		SW	Cloudy
Chicago	54	66	0.00	12	N	Clear
Denver	42	74	0.00	14	NW	Pt. cloudy
Des Moines	52	64	0.00		SE	Cloudy
Eureka	44	54	0.00	20	N	Clear
Galveston	66	78	0.34		N	Clear
Helena	40	50	0.60	18	W	Cloudy
Juneau	42	*60	0.28		E	Rain
Kansas City	52	58	0.56	12	E	Cloudy
Los Angeles	54	72	0.00	16	SW	Clear
Marshfield	38	60	0.14	10	NW	Clear
Medford	34	64	0.00		NW	Clear
Minneapolis	42	70	0.00		S	Cloudy
New Orleans	76	78	1.24		SE	Cloudy
New York	44	54	0.00	14	NW	Rain
North Head	44	52	0.08	12	SW	Pt. cloudy
North Yakima	34	64	0.00		W	Pt. cloudy
Phoenix	60	96	0.00		W	Clear
Pocatello	50	58	0.00	24	SW	Pt. cloudy
Portland	44	60	0.18		E	Pt. cloudy
Roseburg	38	64	0.00		NW	Clear
Sacramento	52	78	0.00	10	NW	Clear
St. Louis	50	64	0.00	10	E	Cloudy
Salt Lake	50	70	0.00		N	Pt. cloudy
San Diego	56	66	0.00		W	Clear
San Francisco	50	70	0.00	16	W	Clear
Seattle	44	54	0.01	14	S	Rain
Sitkat		52	0.00			Cloudy
Spokane	38	56	0.10	12	W	Pt. cloudy
Tacoma	42	52	0.10	16	W	Cloudy
Tatoosh Island	42	52	0.40	10	SW	Cloudy
Valdez†	28	*56	0.00			Clear
Walla Walla		60	0.00		SW	Pt. cloudy
Washington	52	60	0.00		N	Clear
Winnipeg	48	64	0.00	20	S	Pt. cloudy

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Fair; light to heavy frost; gentle westerly winds.

Oregon—Fair; light to heavy frost; gentle westerly winds.

Washington—Probably showers west portion, fair east portion; light to heavy frost east portion; gentle southwesterly winds.

Idaho—Fair; light to heavy frost in the morning.

EDWARD L. WELLS, Meteorologist.

LAND COMMISSION ORGANIZES FOR WORK

Farm Home Unit Plan Will Be Put Into Operation.

W. L. BOISE PRESIDENT

Facilities for Settlement of Logged-Off Lands Presented by McCormick Lumber Co. Superintendent.

Organization of the Oregon land settlement commission as a corporation was completed at a meeting of the members of the body appointed by Governor Olcott, held yesterday at the Chamber of Commerce, in preparation for beginning the active work in pursuance of the law by which it was created. Work will be vigorously prosecuted in the completion of the first of the farms under the farm home unit plan recommended by Professor H. D. Scudder, head of the farm management department of the Oregon Agricultural college, on the 62-acre tract near Independence.

In organization of the corporate body Whitney L. Boise was elected president, Emery Olmstead vice-president, and the board of directors is made up of these with the other three members, Robert N. Stanfield, of Stanfield; G. H. Baker, of Bend; and Charles Hall, of Marshfield. The session began at 10 A. M., and continued throughout the afternoon and evening, taking a recess only for the luncheon hour during the meeting of the members' forum of the Chamber of Commerce. W. H. Crawford was appointed secretary and manager, and Professor H. D. Scudder general superintendent of field work, investigation and construction.

Logged-Off Land Discussed.

Charles L. Wheeler, of St. Helens, superintendent of the McCormick Lumber company, appeared before the commission to discuss the problem of logged-off lands. He presented a comprehensive statement regarding the character, present condition, soil and values of these lands, and declared that what is now a liability in lands of this sort may be turned into an asset more cheaply than other lands not now in shape to settle.

Statements as to the general soil conditions and characteristics of large areas of this land and also as to practicability of working out a feasible plan for their preparation for settlement were confirmed by Professor Scudder, and the commission appointed a sub-committee to make full investigation and report to the commission. This sub-committee is composed of Charles L. Wheeler, chairman; Ray Simpson, Charles T. Early, Mr. Everson, and Professor H. D. Scudder.

Fair Plan To Be Worked Out.

Mr. Wheeler said that, in his opinion, a plan could be worked out that would enable the settlement of these lands in co-operation with the timbermen on a basis that would be fair to the purchasers and give an equitable return of their value to the owners.

During the afternoon session the commission went carefully into the farm home unit plan, with a view to its application to probably five projects in different sections of the state. The first will be that on the 62-acre tract already tentatively selected near Independence. The others will probably be located, one in southern Oregon, one in the coast district, and one in eastern Oregon. Definite locations have not been made for these, except the one mentioned. Vice-President Olmstead and Manager Crawford were instructed to proceed with closing up the details for the first, in order that actual work may begin at the earliest possible date.

FIRE IN SHIP STILL BURNS

Japanese Liner Reaches Seattle in Safety—Passengers Remain Calm.

SEATTLE, May 12.—Fire was burning in the hold of the Japanese liner Manila Maru when she arrived here today from the Orient with about 200 passengers and a cargo estimated worth about $2,000,000. The trip was made in 13 days. When the liner tied up to her dock here smoke was issuing from her hold and portions of her decks and bulkheads were warm.

Passengers aboard the Manila remained calm, her officers said, when the fire was discovered last Monday while the ship was about 1000 miles from Cape Flatttery. Passengers were told a wireless call for help would be sent if the fire gained headway.

For two days and nights the officers and crew fought the fire with steam and water. Holes were cut in the bulkheads and streams turned in on the flames.

No estimate was made of the fire loss, as the burning hold will not be opened until the steamer reaches Tacoma, where preparations are being made to put out the flames. The cargo in the hold consisted of rice, peanut oil and matting.

TRAVELERS' GUIDE.

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DAILY CITY STATISTICS

Marriage Licenses.

SOUZIE-LEWIS — Jack M. Souzie, 21, Hawaii, and Gladys Lewis, 19, 321 North Seventeenth street.

CURRAN-WISEMAN—Mathew Curran, 28, Pendleton, Or., and Myril L. Wiseman, 20, Rainier hotel.

BROAD-IRVIN—James C. Broad, legal, Spokane, Wash., and Wanda I. Irvin, legal, Imperial hotel.

SECHRIST-SEARS—John J. Sechrist, 23, Ballston, Or., and Carrie L. Sears, 24, 600 Second street.

DEVEREOUX-HARVEY—Merrill T. Devereoux, 34, Keoma, Canada, and Mary Genevieve Harvey, 25, New Perkins hotel.

GILLETT-LIAS — Charles D. Gillett, 28, Oregon hotel, and Harriett Isabel Lias, 20, Portland hotel.

BURGERS-PARSON—Arthur T. Burgers, 27, Lenox hotel, and Ella Parsons, 19, Manx hotel.

LYNN-HOLLINGSWORTH—Robert Lynn, 22, 534 Commercial court, and Fern Hollingsworth, 18, 1020 East Main street.

BENDER-WELTY—Frank B. Bender, 32, The Dalles, Or., and Elizabeth Welty, 29, 613 East Twenty-fifth street.

GOFF-HUNT—James A. Goff, 34, Newberg, Or., and Lizzie Hunt, 35, 390 Russell street.

NEIS-BASSERT—Kola Neis, legal, Cambrian apartments, and Ida Katinka Bassert, legal, Congress hotel.

Vancouver Marriage Licenses.

ADOLFSON-MAUDE—Oscar Adolfson, 23, of Brush Prairie, Wash., and Miss Myrtle Maude, of Brush Prairie, Wash.

STENGER-SEELY—John Stenger, 23, of Woodburn, Or., and Edna Seely, 19, of Woodburn, Or.

MORGAN-ALEXANDER—Grover Morgan, 33, of Portland, and Viola Alexander, 21, of Vancouver, Wash.

SIPOLA-HEMMIG — Ed. Sipola, 30, of Portland, and Miss Lanni Hemmig, 30, of Portland.

MAYHEW-COSGROVE—Fred Mayhew, 30, of Portland, and Margaret Cosgrove, 24, of Portland.

WALKER-CLARKE — Robert Walker, legal, of Portland, and Helen Clarke, legal, of Portland.

Hood River to Greet Veterans.

HOOD RIVER, Or., May 12.—(Special.)—Hood River will greet five 91st men, veterans of the Argonne Forest, this week, when the men return home from Camp Lewis, where they will be mustered out. They are: Harold Hershner, Louis J. Bronaugh, Robert Bragg, Ivan Dakin and Earl Woodman. Mr. Hershner, who will return to his place as assistant cashier of the Butler Banking company, was the first sergeant of the 364th field hospital company. While in New York City, just after their arrival from France, the men of the company presented Mr. Hershner with a handsome gold watch.

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