OREGON DELEGATION WILL PROTEST DEAL

Klamath Reclamation Plan Is Strongly Opposed.

LAW DECLARED VIOLATED

Proposal to Give Contractor Use of Land 30 Years Held Contrary to Government Purpose.

(Charles C. Hart is in charge of The Oregonian News Bureau in Washington. His office is at 822 Riggs building.)

OREGONIAN NEWS BUREAU, Washington, Dec. 15.—The Oregon delegation in congress, with the exception of Senator Chamberlain, who left for Chicago this afternoon to deliver a speech, will go before Secretary Lane tomorrow morning to urge that he enter into no contract with Doak & Brown, San Francisco contractors, for the reclamation of marsh lands at the head of Upper Klamath lake. The proposal is one by which the contractors would have the use of the land for 30 years to compensate them for the cost of reclamation.

Both the state organization of the Loyal Legion in Oregon and Klamath Falls posts have objected to the plan. "We will urge that such a contract is in violation of the act by which the land was ceded by the state of Oregon to the federal government," said Representative Sinnott tonight. "This land was ceded to the United States for a general reclamation project with a proviso that no individual should receive more than 160 acres, which is contrary to the contract which the interior department is now about to execute."

* * *

Delay of a delegation from Reedsport, Or., which is on the way here to urge the board of army engineers for rivers and harbors to recommend improvement of the harbor at the mouth of the Umpqua river, was explained by a telegram reaching Representative Hawley today from Rawlins, Wyo. The telegram said the delegation was snowbound and that arrival here was indefinite. No communication so far received discloses the name of any member of the delegation.

* * *

Herbert Nunn, state highway engineer of Oregon, who left here Saturday night for his home at Salem, is to investigate the cost of constructing the proposed Roosevelt memorial highway as a military road, and report to Representative Hawley. Mr. Hawley represented to a committee of congress that the road could be constructed as a military highway at a cost of $10,000,000, including the $5,000,000 which the state of Oregon is spending and the $2,500,000 in bonds voted by the state to be matched by the federal government. Recently he had information that such a highway as could be constructed for $10,000,000 would be suitable for military purposes and that a much larger amount would be necessary to bring it up to that standard.

* * *

Lieutenant Kenneth F. Hawley, son of Representative and Mrs. Hawley, who served with the engineer corps in France and was discharged several months ago, has been appointed in a civil capacity as engineer inspector of signal service stations in the eastern part of the United States. Lieutenant Hawley had charge of several searchlight divisions at the front in France during the war, and in this connection was compelled to study the French and English systems of installing searchlights.

Lieutenant Cecil F. Hawley, another son of Representative and Mrs. Hawley, was due to sail yesterday from France for the United States. He will visit his parents here and then go to Salem, Or., to see his wife and children, who have been living in Salem since he went to war. His family will accompany him back to Europe, where he is employed by a large contracting concern in rebuilding the war-devastated country of northern France.

* * *

Civil service examinations were announced today to qualify postmasters for the following important postoffices in Oregon: Tillamook, salary $2400; Burns, $1800, and Hermiston, $1100.

* * *

Dr. R. C. Coffey of Portland, Or., who was to have arrived here today, telegraphed Representative Summers of Washington that he was detained in New York by the sudden illness of his son Robert, who is accompanying him. Dr. Coffey and Representative Summers were classmates at college 27 years ago.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Dec. 15.—(Special.)—The motorship Advance, which caught fire in the harbor here last Friday, and afterward appeared in danger of sinking when her hold became partly flooded, was still afloat today and seemed to be out of peril. The Advance was towed completed as to hull and house, work on the vessel having been abandoned with the suspension of the government's wooden shipbuilding programme.

The sailing schooner Columbia, on her way from Hawaii to Seattle, will load a cargo of lumber on the sound, probably in Tacoma, for Valparaiso under charter as Balfour, Guthrie & Co. The vessel has been chartered for January loading. She will carry between 700,000 and 800,000 feet of lumber.

Brought back in irons from Kobe, Japan, by order of the American consulate in that port, L. Smith, a seaman, was turned over to the Seattle police this afternoon by the steamship Segovia, one of the shipping board vessels operated and managed by Struthers & Dixon. The vessel arrived in Port Townsend this morning and later arrived here. In Kobe, Captain Lunsen, master of the Segovia, accused Smith of taking blankets from the ship and selling them ashore. He haled the seaman before the American consulate for a beating, with the result stated. This is the first time in years that an American seaman has been sent back to Puget sound in irons.

With a full cargo of beans, peas, vegetable oils and other oriental products, the new 9500-ton steel steamship Eastern Moon, built for the shipping board by the Kawasaki Dockyard company, Limited, of Kobe, is due in Seattle at the end of next week. Advices to this effect were received today from Japan by the Inter-Ocean Trading company, agents for the vessel's cargo. The advices also stated that another big Japanese-built carrier will leave Japan January 1 for Seattle for delivery to the shipping board.

SAN FRANCISCO, Cal., Dec. 15.—(Special.)—The initial sailing of one of the Pacific Steamship company's vessels to the lower coast today was a big success. The Senator left with all the freight that could be jammed in the holds and nearly 250 passengers. In addition, the steamer will call at San Pedro to take on additional travelers and there will be about 160 all told. H. B. Brittan, assistant general passenger agent, said that he is more than pleased with the passenger showing and Fred E. Barry, assistant general manager, said that he is certain the service will be a decided success, both in the handling of freight and passengers.

Members of the Pacific-American Shipowners' association and the Shipowners' Association of the Pacific announced today they will seek to have their organizations appeal to the United States shipping board to retain the former German sailing ships to be used as training vessels. The shipping board announced some time ago that the vessels would be sold, but the matter now is held in abeyance pending settlement of the legal phase at Washington. The shipping men believe that the sailing ships should be filled with regular freight and that, manned with good officers, some regular sailors and numerous youths of the right kind, regular trade voyages should be engaged in for the government account. The apprentices should serve at least one year or until the vessel returns to an American port.

The shipping board steamer West Selene is loading a cargo of case oil at Port Orient for Chinese ports. Captain Dick Connell is the commander.

George Eggers, formerly head of the steamship department of W. R. Grace & Co., has been appointed assistant director of operations for the shipping board. It is said that most of the chiefs of the shipping board are from the west.

The gasoline schooner Alaska, Captain Gaidezke, sailed for Unga, Alaska, today for the Alaska Codfish company.

The Reiph steamer Joan of Arc, Captain Andersen, arrived from Seattle today and after finishing loading here will sail for Valparaiso. It was announced ten vessels arrived at Cristobal today and six sailed. This indicates a considerable increase in the movement of ships through the Panama canal.

The British motorship Culburra, Captain Neyman, arrived at midnight last night with 2714 tons of coal, loaded at Newcastle, Australia.

To finish loading coast products here for the south seas, the British steamer Wairuna arrived today with a part cargo from Union.

The army transport Sheridan departed this afternoon for Manila via Honolulu with supplies and the usual number of replacement soldiers.

The Standard Oil company this afternoon dispatched the British steamer Tascaluna, Captain Gores, for Calcutta with oil products.

TACOMA, Wash., Dec. 15.—(Special.)—Word received here this afternoon stated that the steamer Nile was on the ways over from the builders' yards and will load here for the east coast. The Nile is under the management of Frank Waterhouse & Co. With the Nile in port, Tacoma has the Gaffney, West Henshaw and Jadden loading. The Gaffney may get to sea tonight, bound for the east coast.

James W. Jarvis, deputy United States shipping commissioner, who died at Port Townsend yesterday, was well known to mariners on this coast. Mr. Jarvis acted in his official capacity here at times.

Reports received by Albers Brothers, say that the Rainier will be withdrawn from the Tacoma-San Francisco route and placed in the San Francisco-Central America trade. The present voyage of the vessel will be her last one north. She will go in drydock in San Francisco before going on her new run.

Captain J. Drotning has been appointed master of the Nile, succeeding Captain L. F. Halls, who has been acting as temporary commander of the Nile. Captain Drotning was formerly in the Abrigadn.

The Stanwood, loading lumber here for California ports, is expected to get away tomorrow. The Port Angeles is loading at the local mills for California.

The steamship Port Angeles after discharging her Tacoma cargo at the Baker dock last night shifted to the St. Paul docks to load for her California voyage.

The W. R. Grace & Co. steamer Stanley, which recently returned from her first voyage to the orient, is due at the Puget sound mills to take on a cargo of about 4,000,000 feet of lumber.

The Alameda with 1200 tons of ore arrived at the smelter and after discharging shifted up sound. The Quadra arrived at the plant today to discharge.

The steamship President of the Pacific Steamship company will arrive at the Commercial dock some time Thursday morning to load. There is about 1000 tons of freight at Tacoma docks for shipment south.

PORT TOWNSEND, Wash., Dec. 15.—(Special.)—With a full cargo of oriental products, the steamer West Segovia arrived early this morning from ports in the far east, proceeding to Seattle to discharge. The West Segovia was built on the Columbia river, sailing from Portland for the orient with a cargo of lumber. After discharging she will enter the service of the Matson Navigation company on the triangular run from Puget sound to Honolulu and San Francisco.

From Newcastle, England, via Newport News, the British steamer Walawa arrived early this morning with a cargo of coal for the Puget sound navy yard. She proceeded to Bremerton to discharge.

The Norwegian auxiliary power schooner Kirkelind, which underwent a satisfactory trial test Saturday, will begin loading lumber in a few days for Barsa, Peruvia. The Kirkelind is a wooden vessel and has a carrying capacity of 3000 tons deadweight. She was built at the plant of the Elliott Bay Shipbuilding company.

ASTORIA, Or., Dec. 15.—(Special.)—The steam schooner Frank D. Stout, which sailed for Grays Harbor yesterday, was unable to buck the floating ice in the lower harbor as she was light forward. She dropped anchor until 1:30 last night, when she returned to the Standard Oil dock. After taking on fuel oil, she sailed at noon today for Grays Harbor.

After discharging her cargo here, the steam schooner Ernest H. Myers sailed tonight for Grays Harbor.

The steam schooner Nome City, which arrived from San Francisco Sunday with freight and passengers for Portland, received orders tonight to discharge her cargo here and proceed to Puget sound.

After breaking ice in the Columbia as far as Goble, and releasing a number of steamers which were frozen in, the coast guard cutter Algonquin returned last night. She reports that at Oak Point on Saturday the mercury was 2 degrees below zero.

After discharging a portion of her fuel oil cargo here, the tank steamer Atlas sailed at 8 o'clock today for Portland. She returned to Astoria at 3:30 tonight.

The steamer Rose City arrived from San Francisco at 4:05 this afternoon with freight and passengers for Astoria and Portland.

GRAYS HARBOR, Dec. 15.—(Special.)—Three McCormick & Co. lumber steamers, unable to get up the Columbia river because of heavy ice floes, will come into Grays Harbor tonight and tomorrow to load lumber here for southern California ports. The vessels transferred from the Columbia to Grays Harbor for cargoes are the Frank B. Stout, Wapama and Willamette.

Captain E. L. Carpenter, of the dredge Michie has reported a depth of 24 feet at low water at the bar entrance from soundings taken from the dredge.

The steamer Hoquiam arrived at 8 o'clock yesterday morning from San Francisco and is loading at the Wilson mill, Aberdeen.

The steamer Daisy Gadsby cleared at 8 o'clock yesterday afternoon for San Pedro from the Blagden mill.

The steamer Daisy Matthews cleared yesterday afternoon at 5 o'clock for Honolulu from the National mill.

COOS BAY, Or., Dec. 15.—(Special.)—The gasoline schooner Tramp arrived this morning at 2:15 from Wedderburn for a freight cargo.

The steamer Curacao came into port last night from San Francisco and Eureka at 6:30 and sailed for Portland this morning at 11:30.

The steam schooner Centralia arrived this evening at 4:40 from San Francisco for a lumber cargo.

DON'T NEGLECT A COLD IN THE HEAD

It May Lead to Influenza or Other Serious Illness

Never neglect a cold in the head. It is a trouble so common that we are apt to treat it as of little consequence. But it is only a step from a cold to Grippe and the possibility of acute trouble in the throat—pleurisy—pneumonia—is always there if it is neglected.

This year there is a special danger as the is about and the first symptoms of this disease are similar to a cold in the head. So don't, under any circumstances, neglect a cold.

In its early stages a cold yields quickly to proper treatment. Grip Fix, a combination of the drugs which relieves the system in such cases, gives remarkable results. It relieves a cold in a night and even Grippe yields to it in 48 hours.

There is nothing in Grip Fix but that would be approved by your family physician, and the ingredients are stated on each box. It comes in capsule form and is a safe preparation for use in the home. Its action keeps the system open to throw off the systemic poisons created by the cold, reduces the feverish conditions and allays the pains in the head and muscles.

Grip Fix is for sale by all druggists at 35 cents per box or three boxes for $1.00. Be sure that you get the genuine Reid's Grip Fix as there is no substitute which deals so promptly and effectively with colds, grippe and kindred troubles.—Adv.

COLUMBIA RIVER ICE DELAYS OIL TANKER

Drift Freezes and Atlas Cannot Make Passage.

CUTTER ASKED TO ASSIST

Cargo of Atlas to Be Discharged at Astoria and Marshfield; Passenger Vessels Due.

Though two oil tankers and one steel steamer succeeded in smashing their way Sunday through the ice jam blocking the Columbia river to navigation, the drift froze again yesterday into a solid mass, and the tanker Atlas, owned by the Standard Oil company, after trying vainly to make her way up the river yesterday afternoon, returned to Astoria. She will discharge a part of her oil cargo at Astoria, it was learned last night, and the remainder at Marshfield, and will not again attempt the passage of the Columbia under present conditions.

Three steam schooners, the Wapama and E. H. Meyer of the Parr-McCormick fleet and the Nome City of the Charles Nelson line, arrived at Astoria yesterday with freight for Portland, but according to their operators in this city, will discharge there instead of trying to come to Portland. The Klamath, another of the Parr-McCormick vessels, is reported to be fully loaded at San Francisco, but will remain there until she receives word that the Columbia is navigable before starting up the coast for Portland.

Passenger Liners to Try.

The passenger liners Rose City and Curacao were also reported to have arrived at Astoria yesterday, and will make an attempt to come to Portland today. No vessel can move at night in the river because all lights marking the channel have been extinguished and cannot be reached by members of the lighthouse service and relighted.

The oil tanker William F. Herrin left down from her dock at Linnton at 8 o'clock yesterday morning and was reported as passing Goble at 1 o'clock yesterday afternoon. As the worst part of the ice jam is now below Goble, it was supposed last night that she was resting somewhere in the stream, waiting for daylight to guide her further movements in the battle against the ice.

Telegrams requesting the further assistance of the coast guard cutter Algonquin in breaking up the ice were sent to her commander, Captain Wiley, yesterday by the port of Portland, the Columbia River Pilots' association and the Portland Chamber of Commerce. Captain Wiley replied by telephone from Astoria to the chamber of commerce that he will start up the river at 9 o'clock this morning if the services of the Algonquin still are necessary.

Cutter Attacks Ice.

When the steamers Brookwood and Manham were caught in the jam Saturday, they requested the assistance of the Algonquin, which came up the river and cracked the ice about them. Witnesses of the encounter of the Algonquin with the floe described it as nothing less than heroic. At her full speed of 30 knots an hour, the little cutter drove her narrow prow into the mass, sending ice flying high in all directions, then backed off and hit again repeatedly.

After being released, the steamer Manham led the procession to Portland, followed by the tankers Chanslor and Oleum. Her master, Captain Fred Warner, was trained in the best means of ice breaking as commander of the steamer Victoria, running from Seattle to Nome, and applied his knowledge of far northern waters to the Columbia ricer. Flooding his after ballast tanks, he raised the bow of the vessel until her fore keel was flush with the water, and then drove ahead.

The ice jam in the Columbia is constantly being added to by frozen matter drifting down that river and the Willamette, and it is believed by mariners that even if the mass is broken up, it will be several days before it will be cleared out sufficiently to make navigation of the river safe for wooden vessels.

DIABLO REPAIRS COMPLETED

Freighter Takes Cargo of Flour to Atlantic Port.

Repairs to the 9500-ton steel steamer Diablo, which came here from San Francisco for an overhauling of her machinery, were completed yesterday by the Pacific Marine Iron works, and the big freighter dropped down to the Pacific Coast Coal company's dock to take on dunnage lumber. She will start loading this morning at the Portland Flouring mills. She is under operation for the emergency fleet corporation by the Pacific Steamship company.

Captain Edward L. Skog, former commander of the wooden shipping board steamer Okiya, has been appointed master of the Diablo. She will carry flour to New York for orders.

COAL VESSELS STILL STUCK

Effort of Coast Guard Cutters to Float Ships Fail.

VINEYARD HAVEN, Mass., Dec. 15.—Repeated attempts by the coast guard cutters Acushnet and Gresham today to pull afloat the steamers North Wind and Lake Crystal, stranded on Naushon island, were unsuccessful.

The steamer Fairfield also remained fast aground tonight on Martha's Vineyard.

The three vessels are carrying more than 10,000 tons of bituminous coal.

Grounded Steamer Floated.

SYDNEY, N. S. W., Dec. 15.—The American steamer Lake Galewood, which went aground on Port Hood island during the gale last week, has been refloated, according to advices received here today. The steamer Lake Elmdale, also blown aground at Harbour au Bouche, is expected to be refloated this week. Both steamers are owned by the United States shipping board and were being brought out from Great Lakes shipyards on their maiden trips.

Marine Notes.

Loading of the 9500-ton steel steamer Montague was started yesterday morning at the Clark-Wilson mill. She is operated by the Pacific Steamship company in the oriental service.

Repairs to the steam schooner Multnomah were finished yesterday in the port of Portland drydock. The steel steamer Siletz will be lifted today for examination and repairs.

The oil tanker Wasntenaw will attempt to get out to sea today.

Longshoremen were working late last night loading the steamer Centaurus at municipal dock No. 1, and it was expected her cargo would be completed by morning. She is carrying lumber and box shooks to the west coast of South America for the Green Star line.

The steamer Circinus of the Green Star line will move this morning from the dock of the Columbia River Shipbuilding corporation to the Standard Oil dock to take on fuel oil, and will then start loading at St. Helens. She is to take a full cargo of lumber to Australia, to be loaded at St. Helens, Westport, Knappton and the Hammond mill at Astoria.

Loading of the schooners Else and Inca is continuing and will probably be completed in a few days.

Tides at Astoria Today.

High.	Low.
8:18 A. M....8.7 feet	2:05 A. M....2.9 feet
9:15 P. M....6.4 feet	3:26 P. M....1.6 feet

Columbia River Bar Report.

NORTH HEAD, Dec. 15.—Condition of the bar at 5 P. M.: Sea, smooth; wind, southeast, 24 miles.

FLOOD IS NOT EXPECETD

RIVER WOULD RISE ONLY IN CASE OF WARM RAIN.

Steamer Captains and Weather Man Agree There Is Little Danger of Sudden Rise.

But one thing can cause a serious freshet in the Willamette at this time, in the opinion of Edward L. Wells, district weather prophet. That is a heavy, warm rain. The ordinary Oregon rain for this time of year will cause a rise in the river, but not one of serious proportions. Even a sudden change to warm weather will not result in a flood, according to Mr. Wells, because the snow throughout the Willamette valley, unless suddenly washed out by a heavy, warm rain, will act as a sponge in absorbing the water and allowing it to drain off slowly.

Typical of the attitude of the ancient mariners is that of Captain Al Shaver of the Shaver Transportation company.

"If this snow all goes off at once," said Captain Shaver, "the river will come up with a bang. She'll come up anyhow, but not enough to hurt anything unless the snow goes suddenly. We have had several heavy falls of snow here, and in my memory only one serious winter freshet. The weather is likely to be warm and cold again by spells, allowing the snow to melt a little at a time."

Acting Harbormaster Karl Prehn has warned all dock operators, houseboat dwellers and others vitally affected by the behavior of the river to be prepared for a serious freshet.

Schooner Defender Chartered.

The schooner Defender, a sailing vessel of 382 net tons, owned by Hind, Rolph & Co. of San Francisco, has been chartered by Wolff, Kirchmann & Co. to take a cargo from the Columbia river to the Hawaiian islands, according to the Guide. The Defender is now on her way from Port Gamble to Honolulu.

U. S. Naval Radio Reports.

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

LANSING, Prince Rupert for Port San Luis, 760 miles from Port San Luis.

CURACAO, Marshfield for Astoria, 80 miles south of Columbia river.

WILLAMETTE, San Francisco for Grays Harbor, 75 miles south of Grays Harbor.

RAINIER, Eureka for Bellingham, 173 miles from Bellingham.

TRAINING SHIP BROOKDALE, Honolulu for Seattle, 240 miles from Seattle.

EL SEGUNDO with barge 93 in tow, Richmond for Point Wells, 352 miles north of Richmond.

JOHANNA SMITH, Coos Bay for San Francisco, 119 miles north of San Francisco.

FRED BAXTER, Eagle Harbor for San Francisco, 442 miles from Eagle Harbor.

MAUIA, San Francisco for Honolulu, 445 miles west of San Francisco.

LURLINE, Honolulu for San Francisco, 480 miles west of San Francisco December 14, 8 P. M.

CHINA, Orient for San Francisco, 730 miles west of San Francisco December 14, 8 P. M.

LATOUCHE, off Fraser river, southbound.

PRESIDENT, San Francisco for Seattle, 10 miles from Seattle.

WAHKENA, Grays Harbor for San Pedro, off Piedras Blancas.

HARTWOOD, San Francisco for San Pedro, 222 miles south of San Francisco.

ENGLAND, 160 miles south of San Francisco for Seattle or New York.

AVALON, San Francisco for Grays Harbor, seven miles from San Francisco.

NEWPORT, San Francisco for Balboa, ten miles south of San Francisco lightship.

SPOKANE, San Francisco for Wilmington, 45 miles from San Francisco.

SENATOR, San Francisco for Corinth, 40 miles from San Francisco.

WEST CHESWALD, Port Arthur for China, 2506 miles northwest of Panama.

WHITTIER, Eureka for San Luis, 75 miles from San Luis.

BLLOBO, San Francisco for Payta, Peru, 445 miles south of San Diego.

BRADFORD, Talara for Vancouver, 702 miles southeast of San Francisco lightship.

J. A. MOFFETT, Seattle for Richmond, 250 miles north of Richmond.

QUEEN, Seattle for San Francisco, 25 miles north of Cape Blanco.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 15.—Maximum temperature, 29 degrees; minimum, 13 degrees. River reading at 8 P. M., 1.5 feet; change in last 24 hours, 0.8 foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1919, 14.07 inches; normal rainfall since September 1, 15.52 inches; deficiency of rainfall since September 1, 1919, 1.45 inches. Sunrise, 7:47 A. M.; sunset, 4:26 P. M. Total sunshine December 15, 6 hours; possible sunshine, 8 hours, 39 minutes. Moonrise, 1:21 A. M.; moonset, 12:35 P. M. Barometer (reduced to sea level) at 5 P. M., 30.39 inches. Relative humidity at 5 A. M., 93 per cent; at noon, 51 per cent; at 5 P. M., 46 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	-8	14	0.00	..	SE	..
Boise	-4	16	0.00	..	W	Pt. cloudy
Boston	20	30	0.00	16	W	Clear
Calgary	-8	..	0.00	..	..	..
Chicago	4	8	0.16	16	W	..
Denver	24	50	0.00	..	SW	Clear
Des Moines	-4	0	0.00	..	E	Clear
Eureka	44	54	0.00	..	NW	Clear
Galveston	34	50	0.00	..	N	Clear
Helena	12	26	0.00	..	SW	Pt. cloudy
Juneau	22	*30	0.54	..	SE	Snow
Kansas City	18	38	0.00	..	N	Clear
Los Angeles	48	70	0.00	..	W	Pt. cloudy
Marshfield	..	52	0.02	..	NW	Clear
Medford	-6	32	0.00	..	NE	Clear
Minneapolis	*14	2	0.00	..	SW	Cloudy
New Orleans	34	48	0.00	..	NW	Clear
New York	18	26	0.00	26	NW	Clear
North Head	34	44	0.02	24	SE	Cloudy
N. Yakima	-10	12	0.00	..	SE	Pt. cloudy
Phoenix	40	66	0.00	..	E	Cloudy
Pocatello	-6	16	0.00	..	NW	Pt. cloudy
Portland	13	28	0.00	..	E	Cloudy
Roseburg	24	40	0.00	..	NW	Clear
Sacramento	32	50	0.00	..	N	Pt. cloudy
St. Louis	20	38	0.00	12	NE	Clear
Salt Lake	6	20	0.00	..	NW	Clear
San Diego	50	62	0.00	..	NW	Pt. cloudy
San Franc'o	42	54	0.00	..	NW	Clear
Seattle	28	38	0.00	..	S	Cloudy
Sitka*	34	38	0.84	..	SE	Cloudy
Spokane	-4	14	0.01	..	NW	Cloudy
Tacoma	22	38	0.00	..	SW	Pt. cloudy
Tatoosh Isl'd	36	38	0.46	24	E	Rain
Valdez†	2	*16	0.00	..	N	Clear
Walla Walla	-10	4	0.00	..	SW	Cloudy
Washington	20	34	0.00	20	NW	Clear
Winnipeg	-26	-16	0.00	..	SW	Clear

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

FORECASTS.

Portland and vicinity—Snow, probably turning to rain; not so cold; increasing southeasterly winds.

Oregon—Fair in the east portion, rain or snow in the west portion; not so cold; increasing southeasterly winds.

Washington—Rain in the west portion, snow in the east portion; not so cold; moderate southerly winds increasing to gale forces along coast.

Idaho—Fair in south, snow in north portion; not so cold.

WOMAN TELLS HOW LUCAS INVOKED AID

Telegram Libel Suit Livened by Court Demonstrations.

REPORTER CONFERS "V. D."

Paper Admits It Stands for "Voodoo Doctor"—Patient Describes Vocational Chart Making.

Veiled assertions in the columns of the Portland Evening Telegram from which Alsamon Ira Lucas drew the inferences that the newspaper had called him a "voodoo doctor" and a negro, meant exactly what he thought they did, conceded the defense yesterday in the $50,000 libel suit which has been in progress in the court of Circuit Judge Tucker for the past 10 days.

One of the articles on which the suit is based related incidents at a meeting held in a hall at East Sixth and East Alder streets, last March, in which Lucas admitted the truth of many Telegram allegations. It was a whimsical comment on impressive stage effects utilized, the conduct of Lucas, and his admissions or denials of Telegram accusations. Arthur Caylor, former Telegram reporter now on the Winnipeg, Canada, Tribune, writer of the article, was on the witness stand most of the afternoon. "V. D.," a degree conferred on Lucas by the Telegram reporter in addition to several Lucas had assumed, was admitted to stand for "Voodoo Doctor."

"Vitalization" Is Staged.

An illuminating demonstration of the method of vitalization used by Lucas was staged by Mrs. Anora Morris with the assistance of Attorney Harrison Allen, who with Cassius R. Peck represents the Telegram. Mrs. Morris is a Portland woman who began a course prescribed by the "healer" with the aim of becoming a teacher and helping humanity, but who testified that she left Lucas because he asked that she spy on another woman. Mr. Allen had to hold his breath and think of any desired "plexus."

"Think of the plexus," commanded Mrs. Morris.

Mrs. Morris said that in taking Lucas' spiritual treatment the patient was told to lie on a couch, Lucas standing behind her.

"The spirit was supposed to come to you through him," explained the witness. "You were to close your eyes and he would make you feel the spirit of God come to you, through him." Mrs. Denlinger that Lucas had made any suggestive remarks to her during such treatments.

Spy Duty Refused.

Mrs. Morris introduced a letter in which Lucas asked her to tell a Mrs. Anelia Anderson, who was about to get a divorce, that she should go back to her husband for a time.

"He wanted me to spy on Mrs. Anderderson, and I'm no spy for anyone," declared Mrs. Morris.

By looking at Victor H. W. Flach, draftsman, over a table, Lucas could tell that his kidneys were "superior," other organs "excellent," "good," "fair" or "superior," according to Flach's testimony concerning an examination he underwent at which Lucas made out a vocational chart. The chart was introduced in evidence.

4 TENDER CONTRACTS LET

Reed Engineering Company of Vancouver to Build Craft.

VANCOUVER, Wash., Dec. 15.—(Special.)—The Reed Engineering company of this city has obtained contracts for the building of four cannery tenders.

One 65-foot craft will be built for the Canoe-Pass Packing company of Alaska; an 85-foot craft for the Sanborn Cutting company, and two 65-foot craft for the Alaska Packing company.

The Reed Engineering company is the re-incorporated Motorship Motor company of this place.

Movements of Vessels.

PORTLAND, Dec. 15.—Sailed at 8 A. M., steamer W. F. Herrin, for Gaviota. Arrived at 6 o'clock last night, steamer Oleum, from San Francisco.

COOS BAY, Dec. 15.—Sailed at noon, steamer Curacao, from San Francisco for Portland.

ASTORIA, Dec. 15.—Arrived at 5 P. M., steamer Rose City, from San Francisco. Sailed at 9:45 o'clock and returned at 2:45 P. M., lighthouse tender Manzanita. Steamer Atlas, which started up the river this morning at 8:05 A. M. was stalled and had to return at 5:30 P. M., will pump some more oil here and proceed to Marshfield to pump out the rest.

COOS BAY, Dec. 14.—Arrived at 4:15 and sailed at 2:10 P. M., steamer City of Topeka, for San Francisco, via Eureka.

POINT REYES, Dec. 15.—Passed at 10 A. M., steamer Tiverton, from San Pedro for Columbia river.

BALBOA, Dec. 13.—Arrived, steamer J. R. Gordon, from Portland for Sabine, Texas.

SEATTLE, Wash., Dec. 15.—Arrived—Steamers West Segovia, from Manila; Argyll, from Port San Luis; Princess Ena, from British Columbia ports; President, from San Diego.

Departed—Steamers W. S. Porter, for San Pedro; Ketchikan, for Southwestern via Southeastern Alaska.

SAN FRANCISCO, Dec. 15.—Arrived at 5 o'clock last night, steamer Captain A. F. Lucas, from Portland.

TACOMA, Wash., Dec. 15.—Arrived—Steamer Nile, from Seattle.

Sailed—Steamers Gaffney, for Norfolk; Alameda, for Seattle.

SHANGHAI, Dec. 7.—Sailed—Steamer Eilhorn, for Seattle.

SAN FRANCISCO, Dec. 15.—Arrived—Steamers Wairuna (British), from Union Bay; Yosemite, from Portland; Gamble, Joan of Arc, from Seattle.

Departed—Steamers Phyllis, for Seattle; U. S. S. Sheridan, for Manila; Newport, for Balboa; Tuscalusa (British), for Calcutta; Marshfield, for Kahului.

SHANGHAI, Dec. 15.—Arrived—Steamer Brave Coeur, from Seattle for Manila; December 8, steamer Javary, from Tacoma and Seattle.

LIVERPOOL, Dec. 12.—Arrived—C31, from Phalsburg, Vancouver.

HONGKONG, Dec. 9.—Sailed—Steamer Slavic Prince, for United States Pacific ports.

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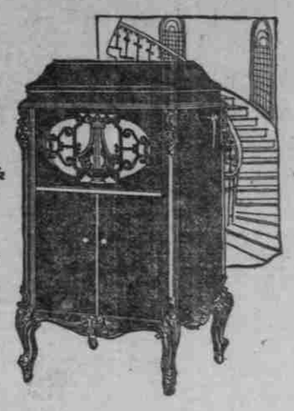

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