ONE PORT BODY IS ASKED IN PORTLAND

City and State Combination Urged Locally.

HARBOR WELFARE SOUGHT

Future Development of Marine Shipping Thought Best Assured by Having but One Commission.

Consolidation of the Port of Portland commission and the commission of public docks to form a single administrative body responsible for all the maritime activities of the port is the recommendation of the committee of 15, according to a communication from J. B. Kerr, chairman of this committee, read at a meeting yesterday of the port commission.

The committee of 15, appointed by the city council to make recommendations for the future welfare of the city, particularly in regard to industrial and commercial development, has decided that the consolidation of the two port administrative bodies is for the best interests of Portland, according to Mr. Kerr's letter, and will take the matter up with the 1921 session of the state legislature or place it in the form of an initiative petition upon the ballot in the 1920 election.

News Writers Are Excluded.

The communication to the port commission was for the purpose of determining the views of that body on the proposed change and to ask for suggestions. Consideration of the matter by the port commission was made following the adjournment of yesterday's regular meeting, at an executive session from which representatives of the press were excluded.

The plan proposed by the committee of 15 is for the Port of Portland to take over all the property of the city controlled by the dock commission, including all municipal terminals and their equipment. The port, under this plan, would assume the bonded indebtedness of the city incurred through the activities of the commission of public docks, and would be privileged to issue its own bonds for the amount of this debt.

The recommendations of the committee of 15 also include the purchase by the port of Swan island in the lower harbor, its partial or complete removal and the development of the lowlands in Mock's bottom and the Guild's lake district.

City and State to Combine.

Plans for the development of the harbor in connection with the Swan island project have been under consideration by the port and dock commissions for several months, and an extensive survey of the island and adjacent territory has been made by George W. Boschke, a consulting engineer employed for this work jointly by the two commissions. Recommendations of Mr. Boschke have been discussed by representatives of the port and dock commissions at several star-chamber sessions within the past two weeks, and a decision on the future operations about Swan island is expected to be announced soon.

While the commission of public docks is a branch of the municipal government, the Port of Portland derives its powers from the state legislature. A consolidation of the two bodies, therefore, will require either an act of the legislature or a vote by the state at large.

Pacific Coast Shipping Notes.

ASTORIA, Or., March 11.—(Special.)—The flour-laden steamer Bearport from Portland returned at 2 o'clock this afternoon from her trial run at sea. She sailed at 6 this afternoon for Armenia via New York.

The steam schooner Tiverton shifted last night from Portland to Westport, where she is to load lumber.

The steam schooner Multnomah arrived at 12:40 this afternoon and proceeded to Portland to load lumber.

Bringing freight and passengers for Astoria and Portland the steamer City of Topeka arrived at 7:10 this morning from San Francisco, via Eureka and Coos Bay. After discharging cement here the steam schooner Horace X. Baxter sailed during the night for Willapa harbor to load lumber.

The schooner K. V. Kruse, lumber laden, from Knappton for Sydney, is still short one man to complete her crew. Three men arrived from Portland at noon today and two of them were signed on but the other after having his fare and meals paid for by the vessel, thanked the captain for bringing him to Astoria and added that he had no intention of going on the craft.

Laden with general cargo from Portland, the gasoline schooner Mirene sailed at 10 this morning for Waldport.

The steamer Rose City will be due at noon tomorrow from San Francisco en route to Portland.

SAN PEDRO, Cal., March 11.—(Special.)—Arrived—Steamers Ceillo, from Portland, 5 A. M.; Halco, from Astoria, in the night; Annette Rolph, from San Francisco, in the night; San Diego, from Puget sound, 2:30 P. M.; Point Bonita, from Baltimore, 10 A. M.; Taboe, from Grays Harbor, 11 A. M. Sailed—Steamers Daisy Freeman, for San Francisco, 3 P. M.; Governor, for Seattle, 10 A. M.; G. C. Lindauer, for San Francisco, in the night; Raymond, for San Francisco, in the night; Colonel E. L. Drake, for Portland, 3 P. M.; Annette Rolph, for South America, 5 P. M.; Dilworth, for Puget sound, 6 P. M.

SAN FRANCISCO, March 11.—Arrived—Steamers Hartwood, from Aberdeen; Grace Dollar, from Shanghai; Sinaloa, from Honolulu; Phoenix, from Greenwood; Frank H. Buck, from Everett. Departed—Steamers Persia Maru and Daisy, for Astoria; Cansumset, for Liverpool.

SAN PEDRO, Cal., March 11.—(Special.)—Local shipping interests have received news of the sailing from New Orleans of the steamer Hawaii Maru and the Panama Maru for here. They are vessels of the Osaka Shoshen Kaisha, which now will make this port one of its ports of call. The two steamers are due this month. The Hawaii Maru is due March 15 and the Panama Maru March 20.

Directors of the San Pedro Chamber of Commerce went on record this morning as favoring a large bridge for all kinds of traffic over the west basin channel entrance in preference to two bridges, one for railway traffic and one for vehicles. A committee was appointed to confer with the railroad authorities, the harbor commission, the Union Oil company, the Los Angeles Shipbuilding & Drydock company and the General Petroleum company to see if this arrangement could be made. It was proposed that the city purchase the present railroad bridge and move it on barges to another channel where a bridge is needed and aid in the construction of a new bridge to take the place of the one removed. It was declared that barges placed beneath the present bridge at low tide would lift the bridge off its piers at high tide and that the moving was not an impossible engineering feat.

GRAYS HARBOR, Wash., March 11.—(Special.)—The steamer Hoquiam arrived from San Francisco today and began loading at the Donovan mill, south Aberdeen.

The steamer Carlos arrived today from San Pedro and began loading at the A. J. West mill, Aberdeen.

The steamer Svea arrived today and began loading at the Western mill, Aberdeen.

COOS BAY, Or., March 11.—(Special.)—The gasoline schooner Tiger put to sea at 2 this afternoon with general freight for Gold Beach and Wedderburn.

After two days of rough water at the bar, the steam schooner Yellowstone was able to sail tonight at 5:30 for San Francisco with her lumber cargo from the North Bend mill and gasoline drums from the oil company docks.

The steamer C. A. Smith, loaded for sea with lumber from the Smith mills, went down the bay but failed to sail for Bay Point. She later returned up the bay and anchored near Empire.

SEATTLE, Wash., March 11.—(Special.)—Completion of Seattle's new public terminal, known as Smith Cove pier B, and the purchase of needed equipment must be postponed because of lack of funds, according to reports submitted at the meeting of the port commission today. This condition exists, said C. J. France, executive secretary, although $837,278.69 in net profits earned by the public terminals in 1918 and 1919 was put back into the properties.

The barge J. D. Peters, scheduled to lead the Northwestern Fisheries company's fleet of big cannery vessels to northern waters, began loading this morning at the Bell-street terminal here for the corporation's packing plant at Dundas, southeastern Alaska. She will depart March 25 in tow of the company's large steam tug, A. B. Carpenter.

Four of the company's cannery tenders sailed for southeastern Alaska at the end of February. They are the gas boats Spencer, Siren, Tongass and Santa Ana. By April 25 the last of the large ships and the smaller vessels will be on the way to their respective stations in southeastern Alaska, southwestern Alaska and Bering sea. The Northwestern Fisheries company and the Anacortes Fisheries company, both subsidiaries of the Booth Fisheries company, will send 1500 men to their northern canneries this season.

PORT TOWNSEND, Wash., March 11.—(Special.)—The Japanese steamer Mandisan, coming from Dairen with general cargo and a shipment of vegetable oil, reports by wireless she will arrive for quarantine inspection tomorrow morning.

George W. Albin, vice-president of the Ames Shipbuilding & Drydock company, will leave Sunday for Portland, where he will receive a certificate for meritorious services performed during the war for the manner in which his company built vessels for the government. The presentation will be made at the Portland Commercial club. The awards of merit for other shipbuilding concerns on Puget sound were sent to Seattle but by mistake the Ames company's award was sent to Portland.

The steamer City of Spokane, with a full cargo of general freight, sailed today for Manila and other oriental ports.

After a delay of several days in securing a crew, the schooner Meteor sailed this evening for the west coast. The schooners Mary E. Foster and Rosamond have not been so fortunate up to the present, only a few men have been secured, hence they will be delayed some days.

The United States shipping board steamer West Ivis, making the run from Kobe in 21 days, arrived this morning with general cargo and a big shipment of hemp for discharge at Seattle.

TACOMA, Wash., March 11.—(Special.)—The Mukilteo is due Friday night from San Francisco with general freight for the Baker dock. The President got away for San Francisco and other California ports at noon. Captain Cousins, of the President, reported one of the most pleasant winters along the coast in a number of years. So far during the winter the President has had only one stormy passage.

The Florence Olson, loading here for California, may get away tonight or tomorrow with a cargo of lumber. The Grace steamer Santa Rita, due here today, is not expected now before Saturday to load. The vessel is having repairs made to her machinery downsound and this has taken longer than originally expected.

The Edmore, with oil for the Philippines Vegetable Oil company, is due here tomorrow morning. After discharging, the steamer will load flour and copper for the orient. The Eastern Mariner, which has been undergoing repairs downsound, is also due. The vessel will be lined here before commencing to load.

SAN FRANCISCO, March 11.—(Special.)—Captain K. Wanatabe, Purser Ihioki and Chief Steward A. M. Saunders of the T. K. K. steamship Persia Maru, who all became ill shortly after the vessel arrived from the orient and were transferred to a local hospital, had recovered today sufficiently to go to sea when the craft sailed for the orient and Honolulu. All of the officers said that they had a touch of the "flu," but felt well enough to make the voyage.

The Persia took out a full list of passengers and a capacity general cargo of steel, wire, tinplate and malt. Recently all of the ships were well provided with consignments of malt, which is being used in the orient to brew beer. In the strong boxes of the ship were bars of gold and silver approximating $3,000,000, which will go to Hongkong, and in one package weighing only four pounds there was matter valued at $312,000. The contents consisted of diamonds, which are now becoming all the rage in the land of the mikado, where the newly rich are investing heavily.

The monster army transport Mount Vernon was placed in drydock at Hunters Point today, following a successful trial trip. The ship will depart for Vladivostok next Tuesday.

Captain Nevin of the tug Storm King was complimented by Port Superintendent Clem Randall and by shipping men today when he brought the crippled steamer Sinaloa into port in tow. The salvaging of the steamer from her helpless position, 140 miles off port, was not a thing of joy, according to the log of the Storm King. When the Lurline of the Matson line steamed away from the Sinaloa Tuesday the sea was fairly smooth. Shortly afterward a gale from the northwest swooped down and made things uncomfortable. With a sea anchor out the steamer managed to hold on, but when the tug arrived it was a man-sized job to get a line aboard the cripple. The big new tug then bucked the gale back to port arriving late this afternoon. Repairs will be made here.

Henry Avila, who has resigned as local chief of the sea-training bureau of the United States shipping board, will leave the position in two weeks and return to his former work as a passenger expert for the Union Pacific railway.

The steamer Grace Dollar of the Robert Dollar company's oriental-San Francisco-New York service, arrived from the far east today with general merchandise and will be bunkered before resuming the voyage to the Atlantic.

Four of the super-dreadnoughts of the Pacific fleet will be drydocked at Hunters Point for a regular inspection between March 21 and April 4, it was announced today. The vessels are the Texas, Idaho, New Mexico and Mississippi.

Marine Notes.

The Admiral line steamer City of Topeka, delayed 24 hours by rough seas on the Coos Bay bar, arrived at terminal No. 2 last night with freight and passengers from San Francisco via Eureka and Coos Bay.

The steamer Bearport, carrying flour for the relief of Armenia, completed her 12-hour sea trial and departed for New York yesterday, according to information received here by the Columbia-Pacific Shipping company, her operators.

The oriental liner Wawalona, of the Admiral line, left down river last night for Yokohama and Kobe with a full cargo.

The steamer Osza shifted yesterday from the Portland Flouring mills to the Kerr-Gifford dock to continue loading a cargo of flour.

Columbia River Bar Report.

NORTH HEAD, March 11.—Condition of the bar at 5 P. M.—Sea rough; wind south, 14 miles.

Tides at Astoria Friday.

High.	Low.
5:31 A. M....7.2 feet	12:57 A. M....1.4 feet
7:06 P. M....6.6 feet	

"BAYER CROSS" ON GENUINE ASPIRIN

BAYER

"Bayer Tablets of Aspirin" to be genuine must be marked with the safety "Bayer Cross." Always buy an unbroken Bayer package which contains proper directions to safely relieve Headache, Toothache, Earache, Neuralgia, Colds and pain. Handy tin boxes of 12 tablets cost but a few cents at drug stores—larger packages also. Aspirin is the trade mark of Bayer Manufacture of Monoaceticacidester of Salicylicacid.—Adv.

BIDS ON NEW HULL FOR DREDGE ASKED

Reconditioning of Columbia Is Authorized.

FOUR CRAFT HELD NEEDED

Port Commission Also Hears Report on Dredging Programme Made by Manager Polhemus.

Advertisement for bids for the construction of a new steel hull for the Port of Portland dredge Columbia was authorized by the port commission at a regular meeting yesterday. Specifications for the new hull, which have been in the course of preparation for some time, have been completed, it was reported to the commission by James H. Polhemus, general manager of the port. Bids will be opened at a special meeting April 15.

Completion of the new hull for the Columbia will give the Port of Portland four suction dredges. The work of maintaining the channel in the Willamette, performing the dredging required for the construction of new public shipping facilities, and a great amount of dredging work requested by private interests, constitute a programme which cannot be handled with the three dredges, Portland, Willamette and Tualatin, now in operation.

Fourth Dredge Is Needed.

With a fourth dredge available, however, it is believed that all demands for dredging by the port can be met.

Reporting upon the dredging programme yesterday, Manager Polhemus told the port commission that a cut of 550,000 cubic yards at terminal No. 4 will be completed in two weeks, and he proposed to send the dredge Tualatin then to St. Helens to cut a channel through Nigger creek bar to connect the port of St. Helens with the deep water in the main ship channel of the Columbia river. In the meantime, it was suggested a fill desired by the dock commission at terminal No. 4 can be made from tailings from the dredging of slip No. 3 at the terminal, which it is desired to excavate as soon as possible. Mr. Polhemus was authorized by the commission to work out the details of the programme with G. B. Hegardt, chief engineer for the dock commission.

Engineer Opinion Given.

In connection with the proposed appointment of a traffic manager for the Port of Portland, Gus C. Moser, attorney for the port, rendered an opinion yesterday to the effect that the commission has the right if it so desires to enter into a contract to employ a certain man for a term of years. A question has been raised as to the power of the commission to execute a contract that would be binding for more than one year.

The plan proposed by O. Laurgaard, city engineer, for the improvement of the territory between Front street and the river, from Jefferson to Glisan streets, was placed before the port commission for an expression of opinion by A. L. Barbur, city commissioner of public affairs. The matter was referred to the port's standing committee on river and harbor improvements.

SHIPPING CONFERENCE ENDS

A. J. Frey, District Manager, States No Policy Change Contemplated.

A conference of shipping board officials, which has been in session in this city for the past two days, was concluded yesterday without the announcement of any changes recommended or new policies determined upon for future operations of the emergency fleet corporation on this coast.

A. J. Frey, district manager of the construction division of the fleet corporation for the southern Pacific district, who has been heading the conference here, stated last night that nothing definite had been decided and that the work was only started. Mr. Frey is chairman of a committee appointed by the shipping board to make a survey of the fleet corporation's affairs on this coast and recommend changes back to the board. The next series of conferences will be in Seattle with officials of the north Pacific district.

ADMIRAL CHANGES FLAGSHIP

Brooklyn and Other Warships to Go to Honolulu Soon.

VALLEJO, Cal., March 1. — Rear-Admiral Riley, commanding destroyer squadrons 2 ond 4 of the Pacific fleet, who arrived at Mare Island navy-yard yesterday on the tender Melville, today transferred his flag to the cruiser Brooklyn.

He will sail on the Brooklyn for San Diego March 15, leaving there for Honolulu March 25 with the Brooklyn and the destroyers Lea, Tarbell, Upshure, Greer, Elliott and Yarnell.

Steamer Runs to Port.

NEW YORK, March 11.—Rescue of the steamship Tyee, disabled, and short of provisions 100 miles east of Ambrose channel, was reported today in a wireless message from the steamship Lake Markham to the naval communication service here.

Stranded Ship in No Danger.

NEW YORK, March 11.—Wireless messages received here late today from Captain Curtis of the steamer "Esperanza," which stranded off Progreso, Yucatan, indicated that the 151 persons aboard were in no immediate danger and that relief from rescue ships was expected within a few hours. The Esperanza, carrying 45 passengers and a mixed cargo of lead and hemp, was bound for New York from Vera Cruz, via Progreso.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Due.
Str. Daisy	San Francisco	Mar. 12
Str. Rose City	San Francisco	Mar. 13
Str. Santa Monica	San Francisco	Mar. 14
Str. Klamath	San Francisco	Mar. 15
Str. Johan Poulsen	San Francisco	Mar. 15
Barge Acapulco	San Francisco	Mar. 15
Str. Daisy Freeman	San Francisco	Mar. 17
Str. Cello	San Francisco	Mar. 19
Str. Cansumset	Seattle	Mar. 20
Str. Willamette	San Francisco	Mar. 21
Str. Tomlura Maru	Orient	Mar. 25
Str. Angeles	San Pedro	Mar. 25
Sch. Snow & Burgess	Manila	Mar. 25
Str. Montague	Orient	Apr. 1

To Depart From Portland.

Str. Wahkeena	San Pedro	Mar. 12
Str. Daisy Matthews	San Pedro	Mar. 12
Str. Tiverton	San Pedro	Mar. 12
Str. Wapama	San Francisco	Mar. 13
Barge 93	San Francisco	Mar. 13

Vessels in Port.

Vessel—	Berth
Bkt. C. F. Crocker	Drydock.
Barge 93	Willbridge.
Str. City of Topeka	Terminal No. 2.
Str. Col. P. S. Michie	Pac. Mar. Iron Wks.
Str. Daisy Mathews	Knappton.
Sch. K. V. Kruse	Knappton.
Str. Multnomah	Couch-st. dock.
M. S. Oronite	Westport.
Str. Osso	Portland Flour. Mills.
Str. Tiverton	Westport.
Str. Trinidad	Tongue Point.
Str. W. F. Herrin	Linnton.
Str. Waban	Terminal No. 4.
Str. Wahkeena	St. Helens.
Str. Wapama	St. Helens.
Str. Washtenaw	Linnton.
Str. Wawalona	Terminal No. 4.

Movements of Vessels.

PORTLAND, March 11.—Arrived at 6 A. M.—Barge No. 93, from San Francisco; arrived at 7 P. M., steamer City of Topeka, from San Francisco via Eureka; arrived at 11:30 P. M., steamer Multnomah, from San Francisco.

Sailed afternoon—Steamer Wawalona, for Yokohama and Kobe.

ASTORIA, March 11.—Sailed at 8 last night—Steamer W. S. Porter, for Monterey; sailed at 10 last night, steamer Coaxet, for Hongkong and way; sailed at midnight, steamer Horace X. Baxter, for Puget sound.

Arrived 7:10 and left up 10:30 A. M.—Steamer City of Topeka, from San Francisco via Eureka; arrived at 12:40 and left up at 1:40 P. M., steamer Multnomah, from San Francisco; arrived at 1:20 P. M., steamer Bearport, from trial trip.

SAN FRANCISCO, March 11.—Sailed at 10 last night—Steamer Santa Monica, for Columbia river; sailed at 2 P. M., steamer Cansumset, for Puget sound and Portland, San Pedro and Liverpool.

Arrived 11 last night—Steamer Silver Shell, from Portland; arrived morning, steamer Klamath, from San Diego, for Portland.

POINT REYES, March 11.—Passed 9 A. M.—Steamer Daisy Putnam, from Columbia river for San Pedro.

SAN PEDRO, March 11.—Arrived last night—Steamer Halco, from Columbia river.

KOBE, Feb. 27.—Arrived—Steamer West Hartland, from Portland, Or.

SEATTLE, Wash., March 11.—Arrived—Steamers West Ivis, from Manila; Norwood, from Callao via San Francisco; Admiral Rodman, from Ocean Falls, B. C.; Mukilteo, from San Pedro via San Francisco; bark Belfast, from Honolulu. Departed—Steamers City of Spokane, for Manila; Alaska, for southwestern Alaska; Fulton, for British Columbia ports; City of Seattle, for southeastern Alaska.

SHANGHAI, March 2.—Arrived—Steamer Abercos, from Portland, Or.

LIVERPOOL, March 8.—Arrived—Steamer Mendora, from Portland, Or.

RAYMOND, March 11.—Arrived 9 A. M.—Steamer Horace X. Baxter, from Astoria.

TACOMA, Wash., March 11.—Arrived—Steamer Governor, from San Francisco. Sailed—Steamer Governor, for San Francisco via Seattle.

PAYNE ORDER PUZZLING

SPECULATION RIFE OVER MISSION OF A. J. FREY.

District Shipping Manager Sent up Seattle to Make Investigation for Board Head.

SAN FRANCISCO, March 11.—(Special.)—Much speculation in local and Seattle official circles of the United States shipping board and the emergency fleet corporation follows the order of Chairman Payne of Washington, D. C., to A. J. Frey of this city, California district manager, to go to Seattle for a month and make a personal investigation for Payne on four distinct matters which have not been made public. Frey is now on his way to the Pacific northwest. Frey returned two days ago from a personal conference with Payne at the national capital. Frey, it is understood, was anxious to resign and enter private business. Payne persuaded him to stay for at least a year, at which time it is anticipated the affairs of the two corporations will be wound up. It was at Washington that Frey received his instructions to go to Seattle, and no one out here but himself knows why he has been sent up north.

Frey still retains his district managership here, and presumably for a month, at least, will have his authority increased over the jurisdiction of the Pacific northwest.

On January 19 and 23 last, Special United States Attorney Bert Schlessinger and Special Agent Tidwell and Special Agent W. C. Foster, through the federal grand jury at Seattle had indictments returned against the two corporations' district manager there, John F. Blain, and his successor, W. A. Magee. Schlessinger soon is to prosecute them. It is owing to the indictment of the two former officials that Payne wants Frey to do certain work for him there. One of these pieces of work, it is said, is the proposed purchase of the Skinner & Eddy shipyards at Seattle by the government through Payne and their immediate sale by Payne to a private company.

ANGELES CARGO IS BOOKED

Cargo Ready for First Ship Put on North China Run.

A full cargo of 4,500,000 feet of lumber for Shanghai and Taku Bar, China, has already been booked for the steamer Angeles, the first vessel to be allocated to the new north China line of the Columbia-Pacific Shipping company, it was announced yesterday. The cargo will be supplied by three local lumber exporters.

The Angeles, a steel shipping board vessel of 8800 deadweight tons, is expected to be completed at Los Angeles March 20 and to come here directly for loading. In the announcement from the operations division of the fleet corporation of the allocation of the Angeles to this service, it was stated that four vessels in all were to be assigned to this line.

FUEL SEIZURE IS THREAT

Daniels Says Navy Will Commandeer Supply if Necessary.

WASHINGTON, March 11. — The navy is prepared to commandeer the fuel oil necessary for its fighting ships if its requirements are not covered "at reasonable prices," in the bids to be opened Tuesday for the next fiscal year, Secretary Daniels announced today.

Less than a million barrels were covered of the 25,000,00 asked in recent requests for bids.

Ireland has learned to eat oatmeal in larger quantities than ever before.

Greatly Benefited

"I have derived such wonderful benefit from the use of Chamberlain's Cough Remedy that I cheerfully recommend it to anyone in need of such a medicine," writes Mrs. P. E. Matteson, Roseville, Ohio.

"ECOLA" TO BE LAUNCHED

FIVE-MASTED SCHOONER WILL TAKE WATER SOON.

Rigging Designs Call for 383 Square Yards in Spanker Sail Area Alone.

The name Ecola, meaning whale in the Chinook jargon, has been tentatively selected as the name of the five-masted schooner to be launched tomorrow or early next week by the Monarch Shipbuilding company at the North Portland yard of the G. M. Standifer Construction corporation.

The vessel to be launched is one of the Ferris type wooden hulls left on the ways by the cancellation of shipping board construction contracts following the signing of the armistice. She was acquired from the emergency fleet corporation by George F. Rodgers, president of the Rodgers Shipbuilding company of Astoria, when he took title to all unfinished hulls in the country for which contracts had been canceled, and sold by him to Captains W. Z. Haskins and J. J. Reynolds, who formed the Monarch Shipbuilding company. Balfour, Guthrie & Co. later purchased an interest in the vessel and became her managing operators.

The privilege of naming the vessel was conferred by Haskins & Reynolds upon W. J. Burns of Balfour, Guthrie & Co., who handled the negotiations with the Monarch Shipbuilding company for his firm. The name Ecola, Mr. Burns said yesterday, has not been determined upon definitely, but is the one that now appeals to him as most appropriate.

An unusually large expanse of canvas has been planned for the new windjammer by Haskins & Reynolds who have designed her rigging. The spanker sail alone, they say, will have an area of nearly 383 square yards.

U. S. Naval Radio Reports.

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

ADMIRAL DEWEY, San Francisco for Seattle, 248 miles from Seattle.

YOSEMITE, San Francisco for Seattle, 60 miles south of Clape Flattery.

PHYLLIS, San Diego for Everett, 20 miles from Everett.

RICHMOND, towing barge 95, Honolulu for San Pedro, 1650 miles from San Pedro, March 10, 8 P. M.

LYMAN STEWART, Port San Luis for Vancouver, 612 miles from Vancouver.

MUNRA, Astoria for New York, 400 miles south of Columbia river.

WILLAMETTE for San Francisco, 230 miles north of San Francisco.

ADMIRAL FARRAGUT, Seattle for San Francisco, 215 miles north of San Francisco.

CAPTAIN A. F. LUCAS, Willbridge for San Pedro, 533 miles from San Pedro.

MOFFETT, Seattle for Richmond, 242 miles north of Richmond.

PORTER, Linnton bound south, 355 miles from Linnton.

ROSE CITY, San Francisco for Portland, 184 miles south of Columbia river.

JOHANNA SMITH, San Francisco for Coos Bay, 355 miles north of San Francisco.

ADMIRAL SEBREE, Ocean Falls for San Pedro, 744 miles from Ocean Falls.

FRED BAXTER, Everett for San Pedro, 357 miles from Everett.

WEST CAJOOT, Honolulu for Cuba, 1806 miles from Panama.

IDA, towing West Hepburn, 369 miles west of San Francisco, March 10, 8 P. M.

LA CREA, Honolulu for Los Angeles, 715 miles from Los Angeles.

ARGYL, Port San Luis for Oleum, 145 miles from Oleum.

OLEUM, Tacoma for San Luis, 32 miles from San Luis.

ADMIRAL SCHLEY, San Francisco for Seattle, 44 miles north of San Francisco.

ADMIRAL NICHOLSON, Monterey for San Francisco, 20 miles north of Monterey.

AVALON, San Francisco for San Pedro, 186 miles south of San Francisco.

ASUNCION, San Pedro for Richmond, 210 miles south of Richmond.

HARTWOOD, San Francisco for San Pedro, 72 miles south of San Francisco.

MATSONIA, Honolulu for San Francisco 1946 miles from San Francisco.

U. S. TRANSPORT IRIS, 204 miles south of San Pedro.

ENTERPRISE, Honolulu for San Francisco, 520 miles from San Francisco; 8 P. M., March 10.

WEST ELCAJON, Balboa for China, via Honolulu, 265 miles west of Balboa; 8 P. M., March 10.

SENATOR, Corinto for San Francisco, 635 miles south of San Francisco.

M. S. LIBBY MAINE, Salina Cruze for San Francisco, 650 miles from Salina Crub; 8 P. M., March 10.

EASTERN MOON, Seattle for New York, 2862 miles sout hof San Francisco; 8 P. M., March 10.

WEST CAYOTE, San Pedro for Balboa, 475 miles north of Balboa; 8 P. M., March 10.

SCOFIELD, San Francisco for London, 2960 miles from San Francisco; 8 P. M., March 10.

SACHEM, San Francisco for Balboa, off Point Angeles; 8 P. M., March 10.

HUGOTON, San Francisco for New York, 1741 miles from San Francisco; 8 P. M., March 10.

ARMY BILL NOT CHANGED

CLAUSE TO MAKE PERSHING CHIEF OF STAFF FAILS.

Permanent Assignment Would Be Step Down, Asserts Caldwell, New York Democrat.

WASHINGTON, March 11.—Without a record vote the house today refused to amend the army reorganization bill so as to make General Pershing the permanent chief of staff. In doing so it approved the section permitting the secretary of war to make the selection.

Representative Strong, republican, Kansas, offering the amendment, declared that "without it Pershing's war experience in the management of the army will be lost." Representative Caldwell, democrat, New York, said General Pershing's assignment as chief of staff "would be a step down."

Objections by both republicans and democrats that the general staff would be permitted to rule the war department and the army under the reorganization bill resulted in adoption of an amendment which would prevent assumption of administrative functions by the staff.

Representative Johnson, republican, South Dakota, tried to have the bill amended so as to provide for radical changes in the administration of military justice. A motion to include the Chamberlain-Johnson courtmartial measure was voted down, 74 to 66.

Two City Fire Surveys Begun.

SALEM, Or., March 11.—(Special.)—Investigators of the state fire marshal's office arrived at Freewater and Milton today, where they are making fire surveys of those cities. They will also visit other Umatilla towns before returning to the capital, according to A. C. Barber, state fire marshal.

WHOSE HAT WILL COVER A PRESIDENT?

There have been few years when the "average citizen" has been so interested or so affected by the political situation.

The best reports in this as in other Presidential years will be written *from the field by*

MARK SULLIVAN

—who needs no introduction to any circle of American readers.

His articles appear regularly in

THE OREGONIAN

Clogged-Up Liver Causes Headache

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An examining physician for one of the prominent Life Insurance Companies, in an interview of the subject, made the astonishing statement that one reason why so many applicants for insurance are rejected is because kidney trouble is so common to the American people, and the large majority of those whose applications are declined do not even suspect that they have the disease. Dr. Kilmer's Swamp-Root is on sale at all drug stores in bottles of two sizes, medium and large.

However, if you wish first to test this great preparation, send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention The Portland Oregonian.—Adv.

Absorption Process Makes Faces Young

Success at last has come to scientists who for years have sought some method of removing the outer veil of facial skin in cases of unsightly complexions, which would be both painless and harmless. The new process is so simple, so inexpensive, the wonder is no one had discovered it long ago. It has been amply demonstrated that common mercolized wax (sold by druggists in ounce packages) entirely removes, by gentle absorption, the withered, lifeless surface skin, showing the youthful, rosellke skin beneath. The wax is applied at night, like cold cream, and washed off in the morning. The absorption also cleanses clogged pores, increasing the skin's breathing capacity and preserving tone, color and natural beauty of the new skin.—Adv.

SHAKE INTO YOUR SHOES

Allen's Foot-Ease, the antiseptic powder to be shaken into the shoes and sprinkled in the foot-bath. The Plattsburg Camp Manual advises men in training to use Foot-Ease in their shoes each morning. It prevents blisters and sore spots and relieves painful, swollen, smarting feet and takes the sting out of corns and bunions. Always use Allen's Foot-Ease to break in new shoes.—Adv.

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