

OREGON FIR TO BE MARKETED IN EAST

**McCormick Lumber Company
Opens New York Agency
to Sell Its Product.**

STEAMER IS CHARTERED

**St. Helens to Load 6,500,000 Feet
March 1, Going Via Canal.
Other Concerns Are Expected
to Adopt Similar Plans.**

New York has been placed in direct touch with the fir lumber market of Oregon through the establishment of a selling agency there by the Charles R. McCormick Lumber Company, in charge of which is C. E. Bland, formerly of the Los Angeles office. The first step the company has made toward assembling stock there is the charter of the steamer St. Helens to load 1,500,000 feet here March 1, going via the canal.

All material handled direct by the McCormick interests is cut at the big St. Helens plant and agencies are maintained in San Francisco, San Pedro and San Diego. Though just starting the New York field, the company has opportunity for the sale of Oregon fir and expects that will be forwarded as soon as the demand warrants.

There have been comparatively few full cargoes of lumber sent to the East Coast since the canal was opened, the war having lessened the call some extent and the doubts regarding the collection of tolls on deckloads curtailed considerable business.

Others May Adopt Plan.

The McCormick corporation has placed the New York branch, for months, but only recently were final details perfected. The step is one that will probably be followed by other lumber concerns at certain Eastern Coast cities where trade is expected in timbers, also lumber and general dimension stuff that can compete with the wood manufactured in that territory. The Emery Steamship Company, in fostering the operation of the steamers Atlantic and Pacific, contemplated the maintenance of large lumber depots at Astoria for Northwest fir products, but with the abandonment of the steamship line it is presumed that others will reach for that market.

The steamer Klamath, of the McCormick line, has reached port from California with 15,000 sacks of lumber and \$41 barrels of asphalt on discharging, which she loads for Guaymas, Mexico, for which port she will take about 1,900,000 feet.

Passengers to Be Taken.

She is due to leave the river Thursday and will carry passengers for the usual California ports also for Guaymas. For the latter port there will be travelers from San Francisco and Los Angeles, as reservations have been made. The steamer may make a second voyage there, otherwise an outside vessel will be fixed for the trip.

Engagements were announced yesterday by the McCormick company of the steamers Columbia, Northland, Coronado and Solano for one voyage each, while the Daley Gadsby was chartered for two voyages and the steamers Tahoe and Roquiam for periods of six months each. The two latter have been with the outfit from San Francisco for several months. While the Daley Gadsby will be away for a short time, all others of the regular McCormick fleet are in service.

Following the Klamath from Portland the Multnomah will sail February 26, the Willamette March 3, and the Celilo March 4.

SANTA CATALINA ON TIME

**Rehabilitation of Big Liner Goes
Ahead as First Scheduled.**

In two weeks the Grace liner Santa Catalina will be turned over by the Williamette Iron & Steel Works a new vessel, spick and span as when first launched and showing no traces of her experience of October 15, 1914, when she caught fire off Columbia River. The amidships section was gutted. In less than a month the contractors' men had a steady attack to repair the ship. As soon as the badly warped and twisted steel and debris were out of the way, the hundreds engaged on the ship began to gain ground, and today only evidence of the damage remains.

One cabin has been finished in Oregon for the natural grain of the wood being shown, and in all others the fittings are being replaced as originally built, even to the Java teakwood used in the pilothouse and chartroom. The vessel is said to have been placed here for the steamer San Ramon, and the latter will be taken up by the steamer San Ramon and the latter by Balfour, Guthrie & Co.

The Port Stanley was moved from Linton to the Globe and will sail for New York Tuesday. The Ian Galbraith will leave yesterday evening in tow of the steamer Game Cock and the Castleton will be next to get away. The Prompt has begun loading and will finish early in the week.

For the week ending yesterday receipts of wheat were 552,000 bushels and there were 465,738 bushels of flour against 97,494 bushels for the preceding week. In addition 1500 barrels of flour were exported last week and 1350 barrels the week before.

Yesterday's cables from abroad did not indicate any business being done in chartering and some exporters said that there was no vessels offering for the United Kingdom trade.

The British steamer Epsom during the week at 70 shillings marked the highest price yet paid for steam tonnage from this port. Certain business is said to have been placed here for additional steamers, but few sailors are likely to be taken, as there is a good-sized fleet yet to arrive.

Howard Scott, who came to Portland to play a leading part in the production of "Sherlock Holmes," at the Baker theater, but suffered a breakdown, left yesterday for San Francisco, and the steamer San Ramon, which had a full passenger list.

Comyn, Mackall & Co. have chartered the Japanese steamer Senju Maru, now at San Francisco on her way here, for a period of six to nine months after she is delivered to her owners by Astorius & Co. The vessel is due this week with a part cargo loaded at San Francisco and finishes her with flour that Mitsui & Co. are shipping.

Bringing 1500 tons of New York freight the Grace liner Santa Cruz is due today. She berths at Municipal Dock No. 1.

RIVALRY STOPS ALL NEWS

Crew on Lightship Ignored These Days by Tugs Off Bar.

Since the resumption of a fight for business between tugs of the Port of Portland and the Puget Sound Tugboat Company off the Columbia River Captain W. M. Nielsen of the Columbia lightship says the crew of that ship no longer enjoy frequent mail service, get their pick of daily papers, the late magazines and brief bulletins on the European war, for the tug crews are too busy searching for ships.

"Those fellows are so busy out there that they race from one part of the cruising ground to the other," said Captain Nielsen. "The Wallula acts as a scout and goes as far offshore as a whale, sending back a message to the Onions when she sights a ship. The same with the Tatoosh and the King. We don't see the ships any more. Tugs are picking them up to 40 miles off the bar and while it is a fine service for the ships, it keeps Micky O'Rourke, the chief engineer of the lightship, and the rest of us out of touch with the world."

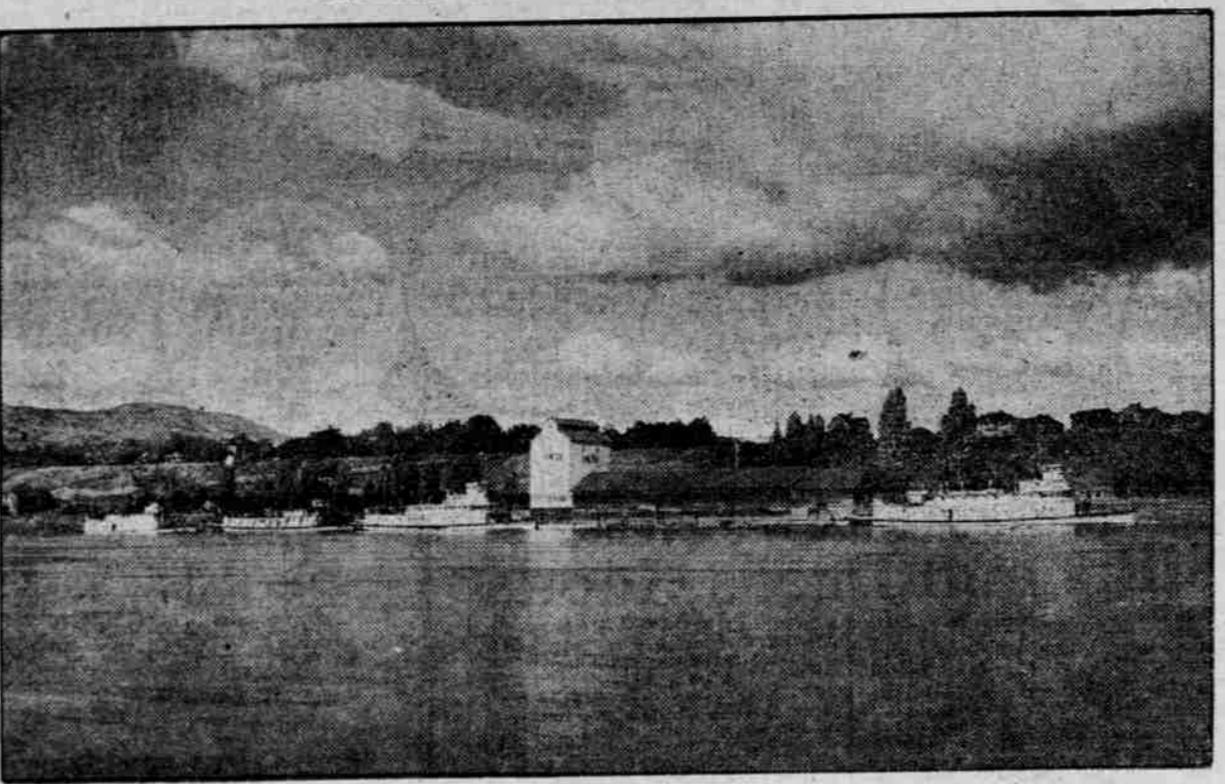
TWO HOLIDAYS ON BEACH

Only Regular Vessels Will Discharge or Load Cargo Tomorrow.

Washington's birthday promises to be observed in all quarters on the waterfront tomorrow, as it follows Sunday, and the aim is not to work two days in succession when overtime must be paid, besides Lincoln's birthday was celebrated a little more than a week ago.

The Custom-House and all Government departments will remain closed and it is understood none of the wheat ships will work. Some of the regular coasters will discharge cargo, as to be loaded on time, but in the main the marine fraternity will lay off. The Beaver got away yesterday afternoon for California, so she will be at sea four days and reach San Francisco

METROPOLIS OF CENTRAL IDAHO PREPARES TO CELEBRATE REMOVAL OF LAST BARRIER TO NAVIGATION WITH OPENING OF CELILO CANAL.



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Commercial interests at Lewiston, Idaho, have mapped out an elaborate entertainment to celebrate the opening of the Dalles-Celilo Canal early in May. They expect to have visitors reach there by water from Astoria and all points accessible by the upper river route. Public bodies in all cities concerned have been asked to co-operate and when the celebration is launched a score of steamers are looked for that will crowd the waterfront.

HARRY CAMPION HAPPY

PORT'S TUGS BRING IN BIG FRENCH BARKS.

Bar Fleet Shown to Be Par With Tatsosk and Goliah of Puget Sound Company's Line.

TUESDAY MORNING. The Rose City arrived for the Port of Portland, having completed the Breakwater from Ocean Bay, while the Geo. W. Elder sailed today for Coos Bay and Eureka. Those liners in port will be called on to work some tomorrow.

CELILO WORK GOING AHEAD

Enginers Positive That Opening Celebration Will Be on Time.

In less than two months vessels controlled by the Corps of Engineers, U. S. A., and used on the upper river, will be locked through the Dalles-Celilo Canal to test the working of the gates, and no doubt is entertained that the big ditch will be ready on April 1.

Concrete will be finished early during March, it is reported, and then all efforts will be directed toward completing a comparatively small amount of excavating. Some of the machinery for the gates, all of which are in place on the ground, more is being manufactured here and additional contracts will be let. The bids will be called for in a few days on certain parts. Steamboaters are being asked to participate in the opening celebration, and hundreds of passengers are said to be prospective at Umatilla and other places, who desire to make the run to the head of navigation.

SUBMARINES GO TO MANILA

Collier Hector Leaves Puget Sound With Three Vessels Aboard.

SEATTLE, Feb. 20.—The United States collier Hector sailed from the Puget Sound Navy-yard for Manila today, carrying on her deck three submarines weighing 200 tons, and bearing also 4500 barrels of coal.

The subs are the B-1, which was taken aboard before the Hector left the Atlantic Coast, and the A-3 and A-5, which were picked up by the King crane at the Navy yard and deposited in cradles on the collier's dock. Tests have shown that the collier will not roll with this extra weight aboard.

Marine Notes.

G. L. Blair, manager of the San Francisco & Portland Steamship Company, who came here from San Francisco February 6, has departed for home. Mr. Blair had sailed on the steamer Bear, he returned from Astoria because of urgent business and remained until yesterday.

Balfour, Guthrie & Co. which firm has the Japanese steamer Kenko Maru, under charter to load coal for the United Kingdom, expect the vessel in port the week of the 26th. She will carry about 1200 tons of general cargo, addition to flour and wheat to be loaded by the charterers. Canned goods and salmon will make up the remainder of the general freight.

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"MILLIONAIRE PURSER" HERE

Beau Brummel of Coast Fleet to Purchase Burro Herd.

George Howard, known as the "millionaire purser" of the steamer Klamath, because he is rated as the highest in the world, has been placed here for the week ending yesterday. He is said to have been placed here to negotiate the engagement of additional steamers, but few sailors are likely to be taken, as there is a good-sized fleet yet to arrive.

The Marston is due here April 15.

HIGH RATES WALL IN LUMBER INDUSTRY IS VIEW OF MANY.

LUMBER CHARTER TAKEN

PORTLAND ROSES HONOR WASHINGTON

Birthday Celebration of First President Planned in Floral Planting.

INSTRUCTIONS GIVEN OUT

E. J. Mische, of City Beautiful Committee, Issues Rules for Caring for Roses—Plant One Color in Block to Give Effect.

The principal celebration of Washington's birthday by citizens of Portland tomorrow will be by the planting of roses, for that also will be the official Rose Planting day decreed by the City Beautiful Committee of the Rose Festival Association.

The rose bushes that had been secured from various nurseries for the sale held by the committee a month ago, were all delivered and delivered thereto, practically all of them reaching purchasers yesterday. The remainder will be delivered in time for planting tomorrow.

E. J. Mische, of the City Beautiful Committee, issued the following general list of instructions for planting and caring for the roses:

RULES TELL HOW TO TREAT ROSES.

Plant one color in each block. It is vastly superior in color effect to using two colors.

Plant close together to secure the best bush effect.

Iso stable manure, if first class, it is a complete fertilizer, and later on will be supplied by commercial fertilizers and superphosphate, nitrate of soda, etc.

The climbing roses to supports. Do not let growth start lest the young tender shoots be broken in handling.

Soil five inches deep in fertilizers, leave the ground reasonably rough to encourage aeration. Later it can be smoothed with a rake.

The Bordeaux mixture for spraying after the leaves appear.

Remove weak growth when pruning. Many of the roses in yards have been pruned by gardeners, but weak stems are suffered to remain. Thin out all weak growth if large flowers are wanted.

Pruning of roses is accomplished by methods that those used for "bush" plants. Several special articles have been printed explaining the methods and principles and refer to them.

SCHOOLS IN SESSION.

Although Washington's birthday is a holiday the schools will be in session, but a portion of the day will be devoted to patriotic exercises. The city beautiful committee, however, has interested the children in rose planting by issuing a badge of honor to all who plant roses and it is probable that the children will participate largely in the planting exercises after school hours.

The banks and general offices of the railroads will be closed and the City Hall, Courthouse and Postoffice will be closed. The Postoffice will be open until noon and in the afternoon one postal post window will remain open.

But both banks will load grain at Portland.

The steam schooner Shoshone sailed today for San Pedro with a cargo of flour at the Astoria mill to be re-shipped at New York for Europe.

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