Great Northern and Northern Pacific Violate Law in Using Panama Canal.

# MATTER UP FOR DECISION

Vessels Belonging to Railways Are Forbidden to Carry Passengers or Freight Through Waterway-First Trip Cited.

OREGONIAN NEWS BUREAU, Washington. Jan. 15 .- In view of the findof the Interstate Commerce Commission that the steamers Great Northern and Northern Pacific, of the Great Northern Pacific line, carried passen-gers and freight when they passed through the Panama Canal, en route from Philadelphia for their home port from Philadelphia for their home port-on the Pacific, it is now up to the De-partment of Justice or the courts to de-termine whether the owners of these ships are to be penalized for violating the Panama Canal act. The Commis-sion can do nothing more than investi-gate and report the facts, which it did in its recent decision, permitting con-tinued railroad ownership and opera-tion of these vessels. tion of these vessels.

tion of these vessels.

The Canal act prohibits railroadowned vessels passing through the Canal, if they carry passengers or freight.
There is nothing in the law to prevent
such vessels using the Canal, but the
law does permit the imposition of penalties for violation of this provision.

Run Not Regular. These two steamers, in passing through the Canal, were not on their regular run. They were merely going from the shipyard where they were built to San Francisco, but the Department of Justice must determine whether or not that infraction of the law is to be punished. The facts, as found by the Commission, are as follows:

"The construction of the Great Northern and Northern Pacific was in contemplation as early as 1909. The contracts for building them were made in April, 1913, by the Spokane, Port-land & Seattle Railway Company with the William Cramp & Sons Ship & En-gine Building Company, of Philadel-phia, The contract price was \$1,945,000

for each ship.
"The Great Northern was completed January 27, 1915, sailed from Phila-delphia on that date and passed through the Canal Pebruary 2, 1916. The Northern Pacific was completed March 25, 1915, sailed from Philadel-phia on that date and passed through the Canal March 31, 1915.

Ships Carried Cargoes.

for years.

The Eola was purchased by Mr. King in 1912 from J. P. Rogers, of Salem, and besides being used on long river trips, has been to Yaquina Bay and other Oregon harbors. She is 63 feet long, has a beam of 14.6 feet and depth of hold of 5 feet. Two engines of 40-horsepower each drive twin

There are sleeping quarters for 16

# Newport Project to Be Urged.

Newport Project to Be Urged.

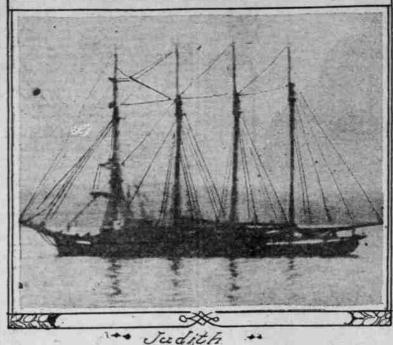
NEWPORT, Or., Jan. 15.—(Special.)—
The committee appointed at the big
mass meeting here a week ago is busy
preparing data to submit to the Board
of Engineers at Washington, emphasizing the necessity and importance
of improving the bar at the entrance
of Yaquina Bay. A pumphlet is being
printed and will be illustrated with
maps showing the country tributary to
Yaquina and the resources to be developed as soon as harbor improvement will furnish egress to the markets. Through the efforts of the Oregon delegation the engineers extended
the time 30 days to permit the collection and the presentation of such
data.

Bandon Takes Newport Lumber.

NEWPORT. Or., Jan. 15.—(Special.)

The steamer Bandon. of San Francisco. Or San Francisco.

PORT OF PORTLAND COMMISSION EFFECTS COMPROMISE WITH OWNERS OF DISABLED VESSEL AS TO SALVAGE.



PERUVIAN BARKENTINE JUDITH.

Owners of the Peruvian barkentine Judith, which the Port of Portland tug Wallula wrestled with the night of October 26 to prevent her being carried into the breakers, south of the entrance to the Columbia, and finally towed inside the following day in a waterlogged condition, have agreed to pay the Port Commission \$1500 for saving the ship. Part of that will be divided among the crew of the Wallula.

The Judith was en route from Grays Harbor for Callao and had been on the way 10 days when picked up. She has been repaired and is about reloaded, so is to sail tomorrow or Tuesday in command of Captain Sanders.

Exporters See No Hopes of Reduced Shipping Tariffs.

white Canal March 31, 1914.

Ships Carried Cargaes.
Each ship on its trip through the Canal March 31, 1914.

Each ship on its trip through the Canal March 31, 1914.

Each ship on its trip through the Canal March 31, 1914.

Too mark of the Canada of the Carried some after the Carried some after the Canada of t

PERI	Cfor orders) from Fortland, Or, Ta- coma and Seattle.	o Liverpool fram	To Liverpool from	To Liverpool from New Orleans
Nov.): 1915 1914 1913 1912	for 3 (SeptCents 86. 33. 39. 20.	Cents. 37.2 9.1 5.1 10.2 5.8 3.7	Cents. 125.8 40.8 30.8 45.8 25.8 20.0	Cents. 129.7 55.2 42.3 61.2 41.4 36.5
1910 Average year: 1914 1913 1911 1911	for 21.0 21.0 22.0 24.0 18.1	5.6	30,8 29,8 36,9 20,2 17,1	41.8 42.8 52.7 35.3 31.1

The North Pacific steamer F. A. Kilburn, dispatched yesterday morning for the Golden Gate via way ports, was sheathed at Astoria, and before her departure yesterday from here more sheathing was put on the hull forward. The Santa Barbara arrived from the south yesterday in ballast, and the San Ramon is due today, the latter bringing 1016 tons of cargo, and both of those vessels will be protected.

Reduced Shipping Tariffs.

Indeed the protected of the period of 1914.

Exporters are not in the least encouraged with prospects of freights as at Same Period of 1914.

Exporters are not in the least encouraged with prospects of freights a couraged with prospects of freights a couraged with prospects of freights a couraged with prospects of freights a monthly service. These threa line, operating for the Canadian lines well been handling large quantities of for the coming season, and information for the East Coast tends to fillustrate to the Canadian lines well been handling large quantities of the coming season, and information for the East Coast tends to fillustrate to the Canadian lines will be fillustrate to the Canadian lines will be protected.

LINERS' RETURN WELCOMED

Canadian Pacific Steamers Resume

Oriental Runs.

OREGONIAN NEWS BUREAU, Washington, Jan. 15.—Consul-General R. E. Man 20—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck of Columbia River bar, near Buoy No. 5 when will be may 10—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck of Columbia River bar, near Buoya No. 5 when will be may 10—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck of Columbia River bar, near Buoya No. 5 when will be may 10—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck of Columbia River bar, and fillustry be resumed while as the santa Buoya May 5—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck on Santa Buoya May 5—Steamer Santa Funck on May 5—Steamer Santa Funck o

ship Company.

Retriever Returns Leaking.

Fatalities in Wrecks, Accidents and Collisions Listed.

# 5 LOST ON CHILEAN BARK

Carlemapu Disaster Off West Coast of Vancouver Island November 5 Is Considered Worst in Vicinity During Year.

Wrecks, accidents aboard vessels and collisions caused the death of 22 persons during 1915 in the Willamette. Columbia and Snake rivers and outside

Dregon ports. The most serious was the loss of the steamer Santa Ciara at Coos Bay No-vember 2, when 12 were drowned. In

vember 2, when 12 were drowned. In 1914 the greatest toll on one vessel was the foundring of the steamer Francis. H. Legett off the Oregon Coast, when bound from Grays Harbor for San Francisco, 62 being lost.

On the Pacific Coast last year the wreck of the Chilean bark Carlemanu November 5, off the west coast of Vancouver Island, caused 18 to drown, only five of her company being saved That is classed as the worst disaster of the year on the Coast in loss of life. A list of accidents recorded here for 1915 is as follows:

January 4—S. S. Corozol, grounded on

for 1915 is as follows:

January 4—S. S. Corozol, grounded on Clatsop Spit; no damage.

January 3—Max Schwalbe, fireman on steamer R. Miler, drowned while vessel was to way from Astoria to Deep River,

January 24—S. S. Breakwater and gasoline schooner Patsy collided in Astoria narbor. Breakwater undamaged. Damage to Patsy \$25.

March 13—Steamer Telegraph and morrboat Charm collided on Coquille River, near Bestula Landing. No damage to Telegraph and nominal damage to Charm.

April 24—Gasoline schooner Randolph wrecked on Coquille River bar. Loss \$8000.

One passenger and taree of crew drowned.

May 2—Roy V. Hutchison, student, drowned from steamer J. N. Teal, at Lewiston, idabo, through falling through wheel-house.

May 6—Steamer America grounded inside

loaded at Interstate bridge, near vanious ver October 3 — Shaft on steamer Shaver broke. Damage \$300. No one injured. October 37 — Peruvian barkentine Judith towed into river in disabled condition. October 25—Steamer Columbia and tug Daniel Kern collided in fog near Tongue Poit Crossing. Damage to Columbia \$7000, damage to barge in tow of Kern \$100. November 3—Steamer Santa Clara lost crossing Coos Bay bar. 12 passengers and crossing Coos Bay bar. 12 passengers and cross of County of the Steamer Santa Clara lost cross drowed. Vessel valued at \$170,000. November 5 — Steamer Ione struck on Hassiale Reef, bound from Camas to Portland, and beached. Damage \$700.

# MADENTE INTELLIGENCE

1	MARINE INTELLIGENCE.
ij	
ij	Steamer Schedule.
	DUE TO ARRIVE.
Ħ	From Date.
i	Nachbern Pacific. San Francisco Jan. 16
Ņ	Ton Aureles Jan. 19
ş	Roanoke San Diego Tan 23
Ų	F. A. KilburnSan FranciscoJan. 24 BeaverLos AngelesJan. 20
й	DUE TO DEPART.
ï	Name For Date
ä	S F for S D Jan. 17
S	
J	A SE PROTECTION SEE FREEZISCO JULI 13
Ц	San Ramon
Й	Log Angeles
ı	
ı	The state of the s
H	Vicentian Los Arrestes and the air
1	Willamette. San Diego Jan. 20 Celilo San Diego Feb. 7
ij	Multnomah San Diego Feb. 6
d	Portland-Atlantic Service.
ì	DUE TO ARRIVE.
9	Name From Date.
9	Name. From Date. Kentuckian New York Feb. 13
ė	Honolulatt
	DUE TO DEPART.
H	Name. For Date. Kentuckian Honolulu Feb. 16
d	Kentuckian Honolulu Mar. 6

Marconi Wireless Reports.

(All positions reported at 8 P. M., January 15, unless otherwise designated.)

Columbia, San Francisco for Antofagasta, 245 miles south of San Francisco, 30 miles cast of Point Conception, Cuzco, Etca, Peru, for San Pedro, 60 miles south of San Francisco, 30 miles south of San Francisco for Flavel, 30 miles south of San Francisco, 30 miles south of San Francisco, 30 miles south of San Francisco, 50 miles south of San Francisco, 50

Retriever Renow.

SAN FRANCISCO, Jan. 13.—The American barkening Retrieven, which American barkening Retrieven, which affects of the San Francisco, after being tied up for five years at the dock in Oakland, put back to port today with eight feet of water in her today of the went to sea, January 52. It is suited and January 54. Withelinian, San Francisco for Honolulu, Sale Francisco for Honolulu, Sale Francisco for Honolulu, Withelinian, San Francisco for Honolulu, Sale Francisco for Honolulu, Sale Francisco for Honolulu, Withelinian, San Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sale Francisco, 18 Albany German Marchael Francisco for Honolulu, Sal

Improving to the fact that the big mills at Toledo have been compelled to close down temporarily. The long wet spell has made the logging roads impassable and the lorging trains were greater to the first the production of the state of the spell has made the logging roads impassable and the lorging trains were spell has made the logging roads impassable and the lorging trains were spell has made the logging roads impassable and the lorging trains were spell has made the logging roads impassable and the lorging trains were spell to the production of the spell has made the logging roads impassable and the lorging trains were spelled to the production of the spelled to close down temporarily. The long training the spelled to close down temporarily. The long training the spelled to close down temporarily training to the production of the spelled to close down temporarily. The long training train

# 4. salied—Steamer Multnomah, for Portand, via San Francisco. Callao, Jan. 14.—Arrived—Steamer Baja Zaiffornia, from San Francisco. Arica, Jan. 14.—Arrived—Steamer Edna, Irima San Francisco. Sydney, N. S. W. Jan. 14.—Arrived— Steaner Makurka, from Victoria, B. C. Antofagasta, Jan. 14.—Arrived—Steamer Nichiyo Maru from San Francisco. San Francisco, Jan. 15.—Arrived—Steamer Nichiyo Maru from San Francisco. San Francisco, Jan. 15.—Arrived—Steamer Nichiyo Maru from San Francisco. San Francisco, Jan. 15.—Arrived—Steamer Nichiyo Maru from San Francisco. San Francisco, Jan. 15.—Arrived—Steamer Nichiyo Maru from San Francisco. San Fran

Labor Council Puts Jitney Lawyer on "Unfair" List.

W. LAFFERTY IS OUT

leaking.
Seattle, Jan. 15.—Arrived—Steamers Tamba Maru, from Hengkong; lighthouse tender Heather, from San Juan Islands; Yesan Maru, from Yokohama; Titan, from Vancouver; Queen, from San Diego, Salled—Steamers Lyman Stewart, for Port San Luis; Comanche, for British Columbia. Honorary Membership in Union Is Recalled-Political Opposition Hinted-Trouble Began Over

News From Oregon Ports.

SEGREGATION IS BEGUN

E. P. Thompson Becomes Chief Clerk, and Position for Civilian May Soon Be Available.

Complying with Instructions from the office of General Kingman, Chief of Engineers at Washington, D. C., work has been started by Colonel Pot-

E. P. Thompson, formerly in the of-fice of the Second Portland District, has been named chief clerk of the di-vision, offices being located on the first

ALBANY BANKER ELECTED

tor Cusick being elected president, C. H. Cusick vice-president and H. B.

ASTORIA. Or., Jan. 15.—(Special.)—After discharging fuel oil at Portland, the tank steamer Atlas sailed for California.

The steam schooner Santa Monica arrived this morning from San Francisco and after taking on 50,000 feet of lumber at the Hammond Mill went to Westport to complete her area can achooner Santa Barbara arrived this morning from San Francisco and is load lumber at Westport.

Bringing a cargo of fuel oil the tank steamer William F. Hertin arrived today from California.

The steamer San Ramon arrived from San Francisco with freight for Portland and Astoria.

COOS BAY, Or. Jan. 15.—(Special.)—The tug flyer of the Southern Pacific sailed for the Umpqua River at \$15 this morning with a scow of bridge material.

The gasoline schooner Enterprize, which had been in port since Christmas, sailed this morning for Wallport with freight.

The gasoline schooner Relief sailed this forencen at \$1.20 for Florence and Acme on the Stusiaw River.

The steamship F. A. Kilburn is due Sunday morning from Portland en route to Eureka and San Francisco.

Lafferty and the Central Labor Counci Lafferty and the central land of a grew, not out of politics, but out of a fight he is making on the Jitney Drivers Union. For a long time he was the legal agent of the Jitney drivers in combating legislation enacted by the people of Portland for the regulation of the litter varieties.

people of Portland for the regulation of the jitney traffic.

He carried the ordinance accepted by the people on referendum last June to the Supreme Court, where he obtained a decision in favor of the jitney COLONEL POTTER ARRANGES RE-

Pay Causes Trouble.

When the City Council passed another ordinance, bearing an emergency clause, he carried it through the Circuit Court to the Supreme Court, where, last week, a decision was rendered upholding the validity of the measure.

But, while all this litigation was in During the year Pomeroy received progress, trouble arose between the 492 carloads of commodities as against

But, while all this itigation was in progress, trouble arose between the jitney drivers and their legal representative over the question of finances. Mr. Lafferty contended that the jitney people were not paying him enough. The litney owners declared that they had paid him more than enough. Out of this dispute grew the Jitney Service Company, a corporation, with an authorized capital stock of \$1000, incorporated by A. W. Lafferty, R. C. Merrick and C. A. Catching. The object of the organization is to sell gasoline and other supplies to the jitney drivers, and to conduct a business office in the heart of the city. Headquarters are maintained on Second street, between Washington and Stark ter, who is stationed here as division engineer and acting as district engineer of both Portland districts at present, on the segregation of all reports and records of the division from those districts. floor of the Custom-House building. Ultimately it is said the change no doubt will result in the appointment of an assistant engineer in that office, street, between Washington and Stark streets.

Lafferty Stays On.

But Lafferty persisted in his effort to make the Jitney Service Company a success. He continues at the business today and sells gasoline, oil and other automobile accessories to all comers. He also issues route cards, tickets and printed signs, in competition with the union.

Recently he issued a small leaflet called "What's Hot," devoted largely to a castigation of the union officials and their methods.

For these various offenses against

Officers of All Institutions Are
Chosen for Year.

Chosen for Year

ALBANY. Or., Jan. 15.—(Special.)—
All of Albany's banks held their annual elections this week.

Senator E. D. Cusick, C. H. Cusick and H. B. Cusick were chosen directors of the bank of J. W. Cusick & Co., Senator C. Lusick being elected president. C.

# Cusick cashier. The Albany State Bank elected Frank J. Miller, T. B. Williamson, J. L. Tomlinson, D. H. Bodine, Elmer B. Williamson, W. L. Jackson and D. N. Williamson, W. L. Williamson, W. Williamson, W. L. Williamson, W. William

handled 94 cases less than were handled for the first two weeks of January, 1915. During the first two weeks of 1915, 190 cases passed through the court, while during the two weeks just passed fine cases were dealt with.

dealt with.

During the second week of this year, 41 fewer cases were handled than were handled during the second week a year ago. The total for the second week a year ago was 31, while in the week just closed only 50 were dealt with. For the first week a year ago, there were 32 cases and the first week this year 46, making 53 less this year.

# LINN ELECTION INTERESTS

Unusual Race Is Promised for County Commissionership.

ALBANY, Or., Jan. 15 - (Special.)-Contrary to the usual rule, the office

Increased Pay Demands.

A. Walter Lafferty, erstwhile Representative of the Portland district in Congress and late attorney for the Jitney Drivers' Union, who has always boasted of his friendship for organized labor, has been placed on the "unfair" list by the Central Labor Council.

Organized labor, it is understood, is marshalling its forces in opposition to Mr. Lafferty, who has announced him candidate for the Republican nomination for the Republican nomination for his former office at the forthcoming primarles.

The present differences between Mr. Lafferty and the Central Labor Council and the Central Centr

# HORSE SHIPPING GAINS

the Figures on O.-W. R. & N. Activities in Garfield County Compiled.

> POMEROY, Wash., Jan. 15 .- (Spe. cial.)—Figures compiled by Shipping Clerk Floyd Blake, of the O.-W. R. & N., show that Garfield County during

OREGON NORMAL SCHOOL, Mon

doubt will result in the appointment of an assistant engineer in that office, a post for a civilian.

Besides the two Portland districts, the division engineer is responsible for improvement projects in the state of Washington, where Colonel Cavanaugh is in charge, and during the season a large amount of work and considerate and in charge of the division head was stationed at San Francisco, and his territory embrane the chiefe, he was given the dual duties of division engineer and in charge of the Second District also, his work being taken over by Colonel Potter, and now it is to be made more extensive. It is fully septembers by the start. Soon the fitney drivers where the dual duties of division head was stationed at San Francisco, and his territory embrached by the start. Soon the fitney drivers became fearful that they would be seen the start. Soon the fitney drivers became fearful that they would be seen to division engineer and in charge of the Second District also, his work being taken over by Colonel Potter, and now it is to be made more extensive. It is tully expected that Mayor Williams, who was in charge of the First Portland District also, his work being taken over by Colonel Potter, will be given charge of the Second Portland District. There is a good prospect that Mayor Williams, who was in charge of the Williams is on leave for a month, instead of four menths, as was at first recommended, and at the expiration of that time he will return the companies of the Directors and the companies of the Directors and the companies of the Directors and the companies of the Campany and the part of a teacher to his pupils, and the company and the part of a teacher to his pupils, and the companies of the Campany and the part of the Campa

DAILY METEOROLOGICAL REPORT.

PORTIAND, Jan, 15.—Maximum temperature, 28 degrees; inhimmam temperature, 20 degrees; inhimmam temperature, 20 degrees. River resains, 8 A. M., 1.7 feet. Change in last 24 hours, 0.5 feet fail. Total rainfall 5 P. M. to 5 P. M., 10 none. Total rainfall since September 1, 1915, 24.96 inches. Normal rainfall since September 1, 1915, 233 inches. Total sunshine, 3 hours 22 minutes. Possible sunshine, 9 hours 22 minutes. Bayemeter (reduced to sea level) 5 P. M., 30.16 inches. THE WEATHER.

	-	_			
STATIONS	Maximum temp,	Precipitation past 24 hours,	Velocity	Direction	State of Weather
Baker Boise Boise Boise Boston Calesty Chicago Denver Den Moines Duluth Eureka Helona Jacksonville Kansas City Los Angeles Marshfield Medford Minneapolis Montreal New York North Head North Yakima Phoenis Poctand Roseburg Botand Roseburg Botand Roseburg Botand Roseburg Botand Roseburg Bar Francisco Secatils Spokane Tacoma Walla Walla Washington	25 26 44 2 2 6 8 2 2 6 4 2 4 5 2 2 4 6 2 2 6 5 2 1 1 1 2 2 2 4 6 2 2 6 5 2 1 1 1 2 2 2 4 6 2 2 6 5 2 1 1 1 2 2 2 4 6 2 2 6 2	0.00 $0.00$ $0.01$ $0.00$ $0.26$ $0.10$ $0.90$ $0.62$	10 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	WWW. SEE STANKE SEE STANKE SEE STANKE SEE SEE SEE SEE SEE SEE SEE SEE SEE S	Cloudy Cloudy Cloudy Clear Cloudy Pr. cloudy Clear Cloudy Pr. cloudy Clear Cloudy Pr. cloudy Clear Cloudy Pr. cloudy Clear Rain Pr. cloudy Clear Rain Pr. cloudy Clear Rain Cleady Pr. cloudy Pr. cloudy Cloudy Pr. cloudy Clear Rain Clear

WEATHER CONDITIONS.

A large high pressure area with an attendant cold wave extends from British Columbia southeastward to ever Northern Eatfornia. Except along the coast the temperatures in this district are slightly lower than they were pesterday afterment and there is no immediate prospect for any warmer weather in Oregon or Washington, and it will be colder Sunday in Idaho, cold wave warning having been ordered this evening for the southeast Roser, the evening for the southeast are not that state. Light snow has also on curred at many places in the Mesouri and Upper Mississippi, valleys, the Central Plateau states, Ohlo Valley and lower lake region. A maximum wind velocity of as miles from the northeast occurred today at Tatoonh Island and 26 miles from the same direction at Taxonha to fair and cold weather in Oregon, and Washington Sunday except in the southen portion of Oregon, where light mow will fall.

PORECASTE.

POTRIAND AND THE PORECASTE.

POTRIAND AND THE PORECASTE. WEATHER CONDITIONS

PORECASTS.

Portland and ticinity—Fair, continued cold; easterly winds.

Oregon—Fair, except light snow southwest purion; continued cold; easterly winds.

Washington—Fair, continued cold west, alignity colder east portlon; easterly winds, understaily high along the coast.

Idano—Fair, tightly colder parth, cold wave south portlon.

EDWARD A. REALS.

FORCASTS.