FOUR STEAMERS TO PLY TO THE DALLES

Regulator Line Will Start Service Next Tuesday With Dalles City and Stranger.

NIGHT SAILING IS PROPOSED

No Announcement Yet as to Resumption of Shipping Via Celilo Canal to Upper Columbia and Snake River Points.

Four steamers from Portland to Middle Columbia points is to be the schedule of the Regulator line during 1916, and providing ice has left the stream the first vessel will leave here Tuesday, after a tieup that has continued since the opening of the year.

At first the company plans to resume with only the steamer Dalles City and the propeller Stranger, running alternate days to The Dalles, and March 1 the steamer State of Washington, which was purchased in the Fall from The Dalles-Columbia line, will be started on a night boat from Portland, leaving this end of the line at midnight and from The Dalles at 2 o'clock the following afternoon.

May 15 the popular steamer Bailey Gatzert, which has been identified with the Middle Columbia service for years, is to be started, leaving here at 8 o'clock in the morning and proceeding through the Cascade Locks to Stevenson. She is to leave there on the return trip at 2 o'clock in the afternoon.

Under that arrangement the steamer Stranger will remain over Sundays at Portland and the Dalles City at The Dalles, with the State of Washington staying over at Portland Mondays, so there will not be a night boat from Portland Sundays, but the Gatzert will make her usual trip that day in the excursion trade.

It is the most elaborately planned service any one line has undertaken in the history of the middle river trade and the aim is to test the possibilities thoroughly, officials of the line being convinced that with a day and night commercial service, augmented by a daily excursion steamer, sufficient business can be drawn to the river route to warrant the extra expense.

As there is a railroad on each side of the Columbia, competition between Portland and The Dalles will be brisk. The steamer Tahoma, of the People's Transportation Company, will be continued in operation over the same route as well. No announcement has been made of others that may try their fortune on that stretch of river nor as to when service will be resumed above The Dalles via the Celilo Canal to Upper Columbia and Snake River points.

In a measure the enforced tieup here of steamers has proved an advantage as they have been overhauled, and on being started again will be in shape to continue during the entire season.

ASOTIN ESCAPES DAMAGE

Steamer Caught in Ice and Jam Prevents the Umatilla Assisting.

In a message from Umatilla yesterday Colonel Potter, Corps of Engineers, U. S. A., was apprised that the steamer Asotin had been caught in the ice and was in a dangerous position, which was followed by a message from Captain Winslow, of the Government steamer Umatilla, at Kennewick, that his vessel was hemmed in by an ice jam there and he could not go to the assistance of the Asotin. Later Captain Baughman, of the Asotin, telegraphed that the steamer had managed to free herself.

During all of the trouble on the upper and middle Columbia no Federal steamers or drill scows have been materially damaged, and at first the plight of the Asotin caused fear that the record might be broken. All of the floating equipment on the upper river was ordered out of service when ice became dangerous and channel work will be resumed as soon as the stream is clear.

JUDITH SELLS FOR $12,500

Port's Claim of $3000 for Salvage Divided as Being Excessive.

How values of vessels soar again has been demonstrated in the case of the Peruvian barkentine Judith, which was towed into the Columbia River October 27 in a waterlogged condition, having been damaged while on the way from Geaya Harbor to Callao. When a claim was filed for $3000 by the Port of Portland Commission for services of the tug Wallula, which towed the Judith out of the breakers and stood by all night, towing her to shelter in the river the following morning, it was declared to be as much as the vessel was worth.

She got away from the Columbia again January 27, having been fully repaired, and shortly before she sailed the Port of Portland compromised for $1500. Now comes news from San Francisco that Comyn, Mackall & Co., charterers of the Judith, have purchased her for $12,500.

KEYTUCKIAN DUE NEXT WEEK

Liner on Coast With 3353 Tons of Cargo for Portland Firm.

In another week Portland will dispatch cargo direct to the Hawaiian Islands aboard the American-Hawaiian liner Keytuckian, which has arrived at San Francisco from New York and is due here Thursday. She has 3353 tons of freight for Portland delivery, and on that being discharged she will take on shipments for Honolulu, it not being intended to send her via Puget Sound, as is usually done with those vessels.

The Keytuckian will be followed next month by the liner Honolulan, which is on the way from the East Coast via the Magellan route. She will be the last of the fleet to make Portland until the reopening of the Panama Canal.

Marine Notes.

Carrying 170 tons of powder for Callao, the Japanese steamer Nissei Maru sailed from the river at 7:45 o'clock yesterday morning, having cleared via San Francisco. The vessel reached here January 24 with a part cargo of Oriental freight and after being discharged was held at Martin's Bluff about 20 days because the skipper declined to take on the powder, though he changed his decision a few days ago.

Arriving from Honolulu yesterday, the steamer Tamplico is to be drydocked and then finds lumber for the west coast.

Carrying passengers and having a full lumber cargo, the steamer Willamette got away yesterday for the California harbors. The Multnomah sails today and the San Ramon is to depart Tuesday.

Fair weather yesterday gave the French bark Berengere an excellent start on her voyage to the United Kingdom with grain, and the next to follow will be the Langdale, which should be at Astoria today.

J. Low, who purchased lightvessel No. 50 last year said yesterday that he had decided to offer the vessel for sale instead of stripping her. She is lying at the foot of Macadam street.

Towed by the steamer Henderson and the tugs Wallula and John McCracken, the Norwegian steamer Wascana was shifted from the Port of Portland drydock to the Globe mill yesterday. She loads grain there for Balfour, Guthrie & Co. and finishes at Albina dock.

Having arrived at San Francisco from San Diego last week, the battleship Oregon was ordered prepared to be turned over to the California Naval Militia Tuesday, and hereafter she will be a fixture in San Francisco Bay. The cruiser Marblehead, relinquished by the Californians, comes here next month to replace the cruiser Boston as a training ship for the Oregon Naval Militia.

H. V. Barbieri has assumed duties at San Francisco as assistant United States inspector of boilers, succeeding J. E. Wynn, who was assigned here February 1 as inspector of boilers.

San Franciscoans remember the British steamer Greystoke Castle, now loading lumber here for England, as a ship that more than six years ago ran down the tug Sea Prince, while being piloted by the little vessel from Port Costa to San Francisco. Captain Harry Landgren, of the tug, was the only member of her crew saved. The tug was raised and is now in service.

News From Oregon Ports.

ASTORIA, Or., Feb. 12.—(Special.)—Carrying a cargo of 448,000 feet of lumber from Westport, the steam schooner San Pedro sailed this morning for San Pedro.

The Japanese steamer Nissei Maru sailed today for the West Coast with general cargo, including a large shipment of explosives from Portland. The steamer was delayed for some time on account of a controversy regarding her charter and the expense of this delay is estimated at about $20,000.

Carrying a cargo of grain from Portland, the French ship Berengere sailed today for the United Kingdom.

The steamer Tampico, Captain J. G. Ludlow, arrived today, after a rough trip of 10 days from Honolulu. The Tampico goes to the Oregon drydock and later will load lumber.

The British bark Tridonia expects to finish discharging coal at the Sanborn dock about next Tuesday. She carries a small amount of ballast, but will take ballast logs alongside, while proceeding up the river to load grain.

The gasoline schooner Enterprise sailed today for Newport with about 20 tons of general cargo.

The steam schooner Daisy, that is loading lumber at Knappton, will complete her cargo so as to sail for San Francisco tomorrow.

The tank steamer Frank H. Buck arrived from California with fuel oil for Portland.

COOS BAY, Or., Feb. 12.—(Special.)—The steamer Adeline Smith sailed at 6 o'clock this morning with lumber and passengers for San Francisco.

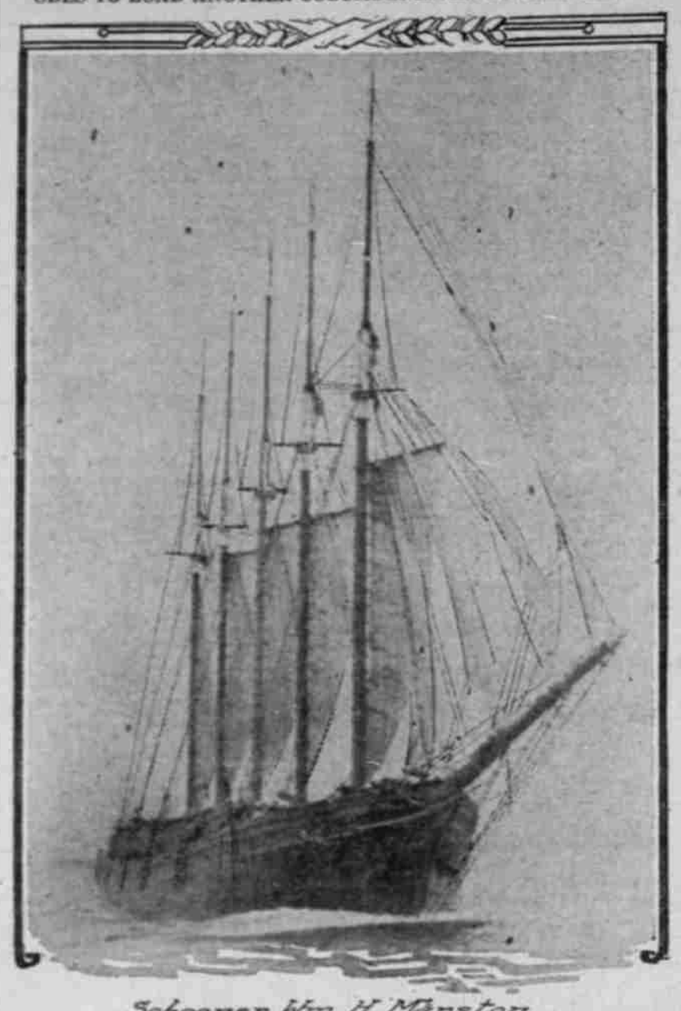
The steam schooner Yellowstone will sail from North Bend Sunday morning with lumber for San Francisco.

Sailing at 2:30 the steamer Speedwell carried passengers and lumber. The vessel will call at San Francisco and San Pedro en route to San Diego.

The gasoline schooners Roamer and Huntress sailed with freight for Port Orford and Rogue River late this evening.

The steam schooner A. M. Simpson is due tomorrow from San Francisco.

PORTLAND-OWNED DEEPWATERMAN RETURNING FROM ANTIPODES TO LOAD ANOTHER COLUMBIA-RIVER LUMBER CARGO.



Schooner Wm. H. Marston

—Photos by George Philp.

As the well-known five-masted schooner Wm. H. Marston is controlled by H. E. Pennell, of Portland, and bears the distinction of being the only deepwaterman operating offshore that is owned here, her movements are closely watched. She was last reported sailing from Adelaide January 25 on her way to Newcastle to load a coal cargo for Port Allen. She is under engagement to J. J. Moore & Co. to load a cargo of lumber for Australia on again reaching the Coast. Her last voyage from the Columbia began July 25, when she sailed for Adelaide.

REAVER TAKES MORE GUESTS

Liner Helped Through Bridge by Two Towboats, Owing to Current.

Fair skies and the fact an offshore breeze along the coast argued for good weather may have drawn more patronage than has been the case since the holidays, but in any event the Beaver sailed yesterday with an increased number of travelers, about 150 being scattered about deck when she left Ainsworth dock for California ports.

Current trouble, due to the freshet, necessitated the steamers Shaver and Henderson being lashed alongside the big coaster to assist her and she was backed through the Broadway bridge. The ship carried a capacity cargo.

Notice to Mariners.

The following affects aids to navigation in the Seventeenth Lighthouse District:

Columbia River, Astoria to Tongue Point—Gilman Ledge gas buoy 2, found out of position February 7, was replaced same date.

Tongue Point Crossing—Gas buoy 2, heretofore reported temporarily discontinued, was replaced in position February 7.

Harrington Point to Walker Island—Hunting Island range front light structure reported carried away and the light extinguished. To be replaced as soon as practicable.

Walker Island to Martin Island—Lu Du Light, heretofore reported carried away, was replaced and relighted February 1.

Willamette River—Swan Island Bar lower light structure reported carried away and the light extinguished February 9. To be replaced as soon as practicable.

Willapa Bay, Bay Center Channel—Beacon 1, reported carried away. To be replaced as soon as practicable.

Puget Sound, Seattle Harbor—Duwamish Head bell buoy 2, reported missing February 11. To be replaced as soon as practicable.

Columbia River, Beacon 2 Light—Characteristic to be changed to flashing white, about March 1, 1916, to show a flash every 2 seconds, flash 0.5 second duration, of 25 candlepower, on top of pile, without other change.

Juan de Fuca Strait—Changes in aids to navigation to be made, about March 1, 1916. Neah Bay gas and whistling buoy 2, light to be changed to white, of 190 candlepower. Without other change.

Neah Bay light, to be changed to red, of 79 candlepower. Without other change.

ROBERT WARRACK, Inspector.

Columbia River Bar Report.

NORTH HEAD, Wash., Feb. 12.—Conditions of the bar at 5 P. M.—Sea, smooth; wind, east, 16 miles.

WORK NOT FAVORED

Engineers Would Leave Oregon Slough to Port.

FRESHET CAUSES SHOAL

Colonel Morrow Says When Interests Desiring Improvement Can Show Necessity, Maintenance Locally Will Follow.

OREGONIAN NEWS BUREAU, Washington, Feb. 12.—If the river and harbor committee of the House of Representatives carries out the recommendation of the Army engineers it will incorporate in the forthcoming river and harbor bill a provision authorizing the abandonment of the project for the improvement of Oregon Slough. This recommendation is based on the fact that the Port of Portland, by the initiative act of November 5, 1912, is now charged with the full duty of improving and maintaining a 25-foot channel through Oregon Slough.

The last river and harbor bill authorized a new survey of Oregon Slough and under that authority the local engineer officer, Colonel Jay J. Morrow, made a report on the project. He shows that the first project, calling for a channel 200 feet wide and 20 feet deep, was built at a cost of $49,112, the Port of Portland paying half the cost.

Half of Estimated Cost Saved.

There was a saving of more than $50,000 on this work, as Congress had appropriated $100,000. When the 20-foot channel was secured it was estimated that it would cost $5000 annually to maintain the channel. Colonel Morrow's report, which is approved by the River and Harbor Board and by the chief of engineers, then says:

"Since the completion of the project no work of maintenance has been undertaken. Although no survey has been made of Oregon Slough since the completion of the project, it is understood that soundings taken by the local interests indicate that nearly all of the cut has shoaled from two to eight feet, caused by the deposits of the freshet of the Summer of 1914. Another freshet is now passing, which will doubtless add to the shoaling. It is estimated that to restore the channel to a depth of 20 feet and width of 200 feet would require the removal of at least 700,000 cubic yards and would cost about $200,000, and it would appear reasonable to suppose that a like expense for maintenance would be required at each maintenance operation, a charge considerably in excess of that estimated at the time of the adoption of the project.

Abandonment Is Recommended.

"Without considering the probable greater cost of the maintenance of the improvement above that estimated at the time of the adoption of the project or the worthiness of making the necessary expenditure in view of the limiter commmerce of the slough at this time, it is believed that, as the Port of Portland has signified its intention of improving and maintaining the waterway as may be expedient in the future, it will not be necessary for the United States to go to any expense for that purpose, and it is therefore recommended that the project for the improvement of Oregon Slough be abandoned.

"This recommmendation is made in the belief that when the interests desiring the improvement of this waterway can show a necessity for the work it will not be difficult for them to secure its maintenance by the Port of Portland."

Marconi Wireless Reports.

(All positions reported at 8 P. M., February 12, unless otherwise designated.)

Newport, Balboa for San Francisco, 77 miles south of Cortito, February 11.

Peru, San Francisco for Balboa, 911 miles south of San Francisco, February 11.

San Jose, Balboa for San Francisco, 85 miles south of Manzanillo.

Florence Luckenbach, San Pedro for San Francisco, 23 miles west of Point Firmin.

City of Para, Balboa for San Francisco, 930 miles south of San Francisco.

Bradford, San Francisco for Taltal, Chile, 1681 miles south of San Francisco.

Arcline, San Francisco for San Pedro, 18 miles east of Point Conception.

Desoto, San Francisco for Pisagua, Chile, 847 miles south of San Francisco.

Bear, San Pedro for San Francisco, 49 miles east of Point Conception.

Matsonia, Honolulu for San Francisco, 1221 miles from San Francisco, February 11.

Hyades, Honolulu for San Francisco, 1218 miles from San Francisco, February 11.

Pesquiera, Newcastle for San Francisco, 600 miles from San Francisco, February 11.

Thomas, San Francisco for Manila, 1625 miles from San Francisco, February 11.

Admiral Dollar, Orient for San Francisco, 2250 miles from San Francisco, February 11.

Hilonian, Seattle for Honolulu, 761 miles from Cape Flattery, February 11.

Topeka, San Francisco for Eureka, eight miles south of Point Arena.

Enterprise, San Francisco for Hilo, 60 miles from San Francisco.

Cello, Astoria for San Francisco, 20 miles north of Point Arena.

El Segundo, towing barge 91, Wells for Richmond, 79 miles north of Richmond.

Congress, San Francisco for San Pedro, 22 miles north of Point Sur.

Arcline, San Francisco for San Pedro, 18 miles east of Point Conception.

Muffett, towing barge 93, Richmond for Balboa, 2300 miles south of San Francisco, February 11.

Centralia, leaving San Francisco for Mazatlan.

Klamath, San Francisco for Seattle, off Columbia River.

Wilhelmina, San Francisco for Honolulu, 806 miles from San Francisco, February 11.

City of Puebla, Seattle for San Francisco, 165 miles south of Umatilla Reef.

Buck, Monterey for Portland, 66 miles from Portland.

Drake, Richmond for Vancouver, 364 miles north of Richmond.

Grace Dollar, Tacoma for Port San Luis, 282 miles north of San Francisco.

Adeline Smith, Marshfield for San Francisco, 229 miles north of San Francisco.

President, Seattle for San Francisco, 425 miles south of Seattle.

Roanoke, San Francisco for Portland, 140 miles south of Columbia River.

Chanslor, Point Wells for Monterey, 400 miles south of Cape Flattery.

W. S. Porter, Point Orient for Seattle, 799 miles from Point Orient.

Atlas Richmond for Ketchikan, off St. George's Reef.

Coronado, San Francisco for Aberdeen, 47 miles north of Blunts Reef.

Speedwell, Coos Bay for San Francisco, 235 miles north of San Francisco.

Movements of Vessels.

PORTLAND, Feb. 12.—Arrived—Steamer Tampico, from Honolulu. Sailed—Steamers Beaver and Willamette, for San Francisco and San Pedro; British ship Langdale, for United Kingdom.

Astoria, Feb. 12.—Sailed at 7 A. M., French ship Berengere, for Queenstown or Falmouth; at 7:45 A. M., Japanese steamer Nissei Maru, for West Coast via San Francisco; at 2 A. M., steamer San Pedro, for San Francisco. Arrived at 8 and left up at 10 A. M., steamer Tampico, from Honolulu. Arrived at 2 and left up at 4 P. M., steamer F. H. Buck, from Monterey.

San Francisco, Feb. 12.—Arrived at 2 A. M., steamer F. A. Kilburn, from Portland via Coos Bay and Eureka; at 5 A. M., steamer Breakwater from Portland for San Diego via way ports. Sailed at 2 A. M., steamer Johan Poulsen, for Portland. Feb 11.—Arrived at 5 P. M., steamers W. F. Herrin, from Portland; Kentuckian, from New York for Portland.

Astoria, Feb. 11.—Sailed at 6 P. M., steamer Edgar H. Vance, for San Pedro. Arrived down at 11 P. M., Japanese steamer Nissei Maru.

Seattle, Wash., Feb. 12.—Arrived—Steamers Queen, from San Diego; Tacoma Maru, from Honghong; Wasp, Senator, W. S. Porter, from San Francisco; Morning Star, from British Columbia ports; schooner A. F. Coats, from Honolulu. Sailed—Wasp, for San Francisco; Oleum, for Port San Luis.

San Francisco, Feb. 12.—Arrived—Steamers F. A. Kilburn, Breakwater, from Portland; Cuzco, from Bellingham; Mills, from Seattle; Asuncion, from Victoria; William H. Murphy, from Port Angeles. Sailed—Steamers Daisy Putnam, Johan Poulsen, for Astoria; Unkai Maru (Japanese), for Sydney; Albert Noble (Norwegian), for Tocopilla; Enterprise, for Hilo; schooner Andy Mahony, for Suva.

Rio Janeiro, Feb. 11.—Arrived—Steamer Aztec, from San Francisco.

Sydney, N. S. W., Feb. 11.—Arrived—Steamer Niagara, from Vancouver.

Arica, Feb. 11.—Arrived—Steamer Santa Cecilia, from Seattle.

Yokohama, Feb. 10.—Arrived—Steamer Nippon Maru, from San Francisco. Sailed—Steamer Bankok Maru, from Shanghai for Vancouver.

Tides at Astoria Sunday.

High Water.	Low Water.
4:23 A. M....7.6 feet	2:27 A. M....4.1 feet
10:17 P. M....5.8 feet	8:28 P. M....0.9 feet

MORE TALK ON OCEAN RATE

Mr. McKercher Returns to the Fray on Parity Question.

PORTLAND, Or., Feb. 12.—(To the Editor.)—I accept your invitation to speak again, and I present what seem to me a few "fundamentals."

The postulate of the advocate for parity of rates for the Lower Columbia with Puget Sound is that it puts the Columbia on the map instead of Portland only; that it will prove the entering wedge to the correction of an arbitrary, artificial and unjust system of freight rates in favor of the Sound as against the Columbia, and that it will open to Portland the opportunity to secure the advantages of her favorable position.

Hence, it is that we suggest that as Portland is a Columbia River port, she cease to regard herself as a separate entity, and then lend her efforts toward the accomplishment of that which we deem fundamental to the future of Portland and the whole Columbia River system, with which she is indissolubly tied.

We do not claim that parity of rates on grain and flour from the interior will solve the whole problem, for this is but one factor in the equation, which includes lumber, fish and general commodities—the whole arbitrary freight situation.

Note some of the discriminations:

From Hoquiam to Spokane the sash and door rate is 30 cents per 100. Astoria to Spokane 37½ cents.

Salt Lake is one of the greatest centers for the consumption of our lumber, and Tacoma, Seattle, Hoquiam, Eugene and even Toledo, on Yaquina Bay, have a 37½-cent rate, while from Astoria it is 40 cents.

On salmon, another great industry, Astoria is shut out of the whole Inland Empire.

The Salmon rate, Seattle to Spokane, is 43 cents; from Astoria 53 cents.

This rate, Seattle to Spokane, is in effect on the O.-W. R. & N., which involves a haul of 185 miles in excess of the haul, Portland to Spokane, and 85 miles in excess of Astoria to Spokane.

Portland is not a salmon-packing center; Astoria and the Sound are, therefore, Spokane and contiguous territory buys its salmon on the Sound.

This rate also precludes the development of deep-sea fishing at the mouth of the Columbia in the same proportion.

A large volume of freight is hauled through Portland to the Sound at the same rate that Portland enjoys, and are we embracing this fine opportunity for action?

For 25 years Portland has permitted gross discriminations against her in favor of the Sound without audible protest, and she is in danger now of being debarred from getting justice because she has for so long slept on her rights.

As to wheat and flour export you ask: "Whose trade will Astoria procure, Portland's or the Sound's; if the former, why? if the latter, how?"

We answer, a large part of both ultimately—and Portland's because of the logic of the geographical situation, for, while steamships will come to Portland for full cargoes, eventually they will make a lower charter from Astoria to avoid the river and save time and 200 miles of navigation.

The Sound's, because every ship would save 600 miles of sailing as between Astoria and Europe, and the Sound and Europe, a great saving of sailing and time, eventually giving Astoria a differential in charters as against the Sound, reversing present conditions.

Less than cargo lots must be assembled somewhere, which at present is the Sound. Why not the mouth of the Columbia?

The common-point rate is generally recognized except at Astoria; for instance, the rates on sugar, grain and flour between Portland and San Francisco are the same as to and from Astoria, and the sugar rate, San Francisco to Spokane, is the same as San Francisco to Astoria, the latter always coupled with other points to their advantage.

Here the Hill lines haul sugar 600 miles farther at the same rate as Astoria without complaint, but when Astoria asks for common-point rates, involving a haul of about 100 miles longer, a great cry is made about this extra haul without remuneration.

Again, the Great Northern rate on wheat from points immediately west of Spokane to Everett is 17 cents, but they bring it to Portland, 200 miles farther, at the same rate, proving that distance, within limitations, does not enter into the problem, except in the Astoria case, which the railroads must regard too fundamental to be permitted to prevail.

Is it not already proved that 30 feet in the river will not solve the problem, but simply hold our present full-cargo business? If so, must not the solution be found in the abnormal freight tariffs?

What would happen if all of Portland's wheat and flour export business should be moved to Astoria? Well, the same men would handle it, the same banks finance it; a few stevedores might move to Astoria.

Certainly, everybody will boost for a lower rate for Portland now, or at any other time, when Portland gets her nerve and poise and asks for it.

F. M'KERCHER.

OFFICIAL STATEMENT OF RESULTS IN EXAMINATION OF SAILORS THROUGHOUT UNITED STATES IN GRANTING CERTIFICATES UNDER NEW LAW.

Information gathered by the San Francisco Chamber of Commerce as to the outcome of examinations held at various ports in connection with the new seamen's law shows the following received certificates at the ports named:

Ports—	Total Number Passed.	Native Born Americans.	Per Cent.	Naturalized Americans.	Per Cent.	Aliens.	Per Cent.
Puget Sound	891	9	1	18	2	864	97
Portland	226	11	5	44	19	171	76
San Francisco	2,064	168	8	345	17	1,551	75
Galveston	288	28	10	20	7	239	83
New Orleans	293	15	5	10	3	268	92
Baltimore	752	543	72	17	2	192	26
New York	3,163	455	14	199	6	2,509	80
Boston	742	185	25	89	12	468	63
Philadelphia	699	161	23	25	4	513	73
Totals	9,118	1,576	17	767	8	6,775	75

DAILY CITY STATISTICS

Births.

OTMANN—To Mr. and Mrs. Christopher A. Otmann, 1220 Beero street, January 29, a son.

GREEN—To Mr. and Mrs. Lewis Green, 714½ Missouri avenue, February 8, a son.

MARTIN—To Mr. and Mrs. Lee Martin, 66 Seventy-first street, February 1, a daughter.

PAHLE—To Mr. and Mrs. Frank J. Pahle, Arline Apartments, January 19, a son.

M'DONALD—To Mr. and Mrs. F. H. McDonald, 4120 Sixty-fourth street Southeast, February 4, a son.

NORENE—To Mr. and Mrs. H. W. Norene, 4031 Seventy-seventh street Southeast, February 6, a son.

ARMSTRONG—To Mr. and Mrs. Spencer Armstrong, 1972 East Yamhill street, February 4, a daughter.

KIPHART—To Mr. and Mrs. Henry J. Maul, 7650 Foster road, February 6, a daughter.

GARRIETY—To Mr. and Mrs. Peter H. Garriety, west of Portland, February 1, a daughter.

KIPHART—To Mr. and Mrs. Elmer Kiphart, 305 North Nineteenth street, February 2, a son.

JOHNSON—To Mr. and Mrs. George J. Johnson, 487 Kenilworth avenue, February 4, a son.

HOLT—To Mr. and Mrs. Cleveland Holt, 285 Northrup street, January 26, a son.

GREISEN—To Mr. and Mrs. John Greisen, Woodland, Wash., January 26, a son.

HOWARD—To Mr. and Mrs. Frederick K. Howard, 350 North Twenty-fifth street, January 28, a son.

Building Permits.

F. SWANK—Construct retaining wall, 1291 Corbett street, between Sweeney and Flower streets; builder, same; $90.

OREGON NEWS COMPANY — Excavate 440 Glisan street, between Eleventh and Twelfth streets; builder, James P. Taylor; $1000.

LADD ESTATE—Repair one-story frame store, 4 North Sixth street, between Ankeny and Burnside streets; builder, G. W. Stevens; $1500.

R. B. RICE—Erect two-story frame dwelling, 536 Skidmore street, between Twenty-sixth and Twenty-seventh streets; builder, same; $4000.

R. B. RICE—Erect one-story frame garage, 536 Skidmore street, between Twenty-sixth and Twenty-seventh streets; builder, same; $250.

FAILING ESTATE—Repair 12-story fireproof wire, fine stores and offices, 135 Fifth street, between Alder and Morrison streets; builder, J. C. Bayer; $500.

T. B. WINSHIP—Erect one-story frame dwelling, 744 East Thirty-ninth street North, between Thurman and Thompson streets; builder, same; $2500.

W. J. CLARK—Erect one-story frame dwelling, 1280 Hancock street, between Forty-fifth and Forty-sixth streets; builder, same; $4500.

ADOLPH SIMONELLI — Erect 1½-story frame dwelling, 627 Saratoga street, between Fifteenth and Seventeenth streets; builder, H. A. Williams; $1400.

MRS. A. H. SCHUMANN — Repair three-story ordinary storage, 135 Front street, between Alder and Washington streets; builder, J. A. Dary; $600.

W. G. ZEDNIK—Erect one-story frame garage, 2115 East Taylor street, between Eighty-fourth and Eighty-sixth streets; builder, same; $50.

P. H. BLYTHE—Repair four-story ordinary store and rooms, 146 Front street, between Alder and Morrison streets; builder, James B. Quinn; $175.

JENNINGS & CO. — Repair two-story frame store, 234 Washington street, between Sixth and Broadway streets; builder, same; $500.

BULGER ESTATE — Repair two-story frame dwelling, 212 Third street, between Columbia and Clay streets; builder, W. M. Frank; $200.

S. BENSON—Repair 13-story fireproof steel frame hotel, 87 Broadway, between Oak and Stark streets; builder, Dinwiddie Construction Company; $6000.

MISS ELLA STEPHENS—Repair two-story frame stores and rooms, 246-48 Couch street, between Second and Third streets; builder, Ferrell Roofing Company; $150.

MR. SPALDING—Repair three-story ordinary stores and hall, 131½ Second street, between Alder and Washington streets; builder, Rev. Howard; $100.

JOSEPH STEINBERG—Repair three-story ordinary creamery 326 Davis street, between Broadway and Sixth street; builder, E. C. Wegman; $150.

ELLEN M'CORMICK—Repair two-story frame stores, 204 Alder street, between Third and Fourth streets; builder, Mount Hood Brewing Company; $150.

HUGH WYNNE—Erect one-story frame dwelling, 4231 Sixty-ninth avenue, between Forty-second and Forty-fourth streets; builder, same; $1000.

NORTHERN PACIFIC TERMINAL COMPANY—Repair three-story ordinary depot, Sixth street, between Front and Broadway; builder, J. C. Bayer; $300.

JOHN G. CLEMSON—Repair three-story ordinary drugstore and apartment, 148 Killingsworth avenue, corner Borthwick street; builder, same; $150.

E. BRONG—Erect one-story frame dwelling, 1541 Williams avenue, between Holland and Stafford streets; builder, F. C. Barnekoff; $1500.

F. SPAGELE—Erect one-story frame dwelling, 464 North Twenty-third street, between York and Roosevelt streets; builder Emil R. Miller; $1500.

F. SPAGELE—Wreck one and one-half story frame dwelling; 464 North Twenty-third street, between York and Roosevelt streets; wrecker, Emil R. Miller; $30.

RAMAPO HOTEL COMPANY—Repair four-story ordinary hotel, 475 Washington street, between Thirteenth and Fourteenth streets; builder Mutz & McClelland; $930.

C. L. CLAUSEN—Erect one-story frame garage, 914 Overlook boulevard, between Mason and Skidmore streets; builder, E. M. Arntsen; $65.

GUS ROSENBLATT—Repair three-story frame store and rooms, 409 Washington street, between Tenth and Eleventh streets; builder, W. McDonnell; $200.

N. SCHUMACHER—Repair one and one-half story frame dwelling, 731 East Tyler street, between Seneca and Fessenden streets; same; $300.

ELECTRIC STEEL FOUNDRY—Erect one-story frame foundry, York street, corner Twenty-four and one-half street; builder, same; $7000.

Regular Steamer Service to Astoria Will Be Resumed Monday, Feb. 14.

Effective that date O.-W. R. & N. steamer Harvest Queen will leave Ash-street dock daily, except Saturday, 8 P. M., for Astoria and way points. Returning, leaves Astoria daily, except Sunday, 7 A. M.—Adv.

Seattle Physician Dies Suddenly.

SEATTLE, Wash., Feb. 12.—Dr. Rufus H. Smith, retired physician and capitalist, was taken suddenly ill at luncheon this afternoon and died at a hospital two hours later. He was 65 years old and had lived in Seattle since 1882.

QUIT ISLANDS, ADVICE

Senator Lane Advanced Advocate of "Scuttle" Policy.

RULE IN EAST CRITICISED

Oregon Congressman Says United States Is Forcing on Filipinos Same Conditions That Provoked American Revolution.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—The United States cannot get out of the Philippines too quickly to suit Senator Harry Lane, of Oregon. Of all Democratic advocates of the "scuttle" policy Senator Lane was among the most advanced. During the debate on the Philippine bill he said he would support the proposition that provided for the earliest withdrawal from the islands. Explaining his reasons, Senator Lane said:

"I have no great confidence in the benefits which the Filipinos will derive from our guardianship of their affairs, and if it should prove to be no better in its results that that which we have exercised over the affairs of the Indians it will prove anything but a blessing to them.

"I have no great amount of patience, either, with the attempt now being made to compel the Filipinos to remain in subjection to us until such time as they reach an arbitrary standard of mental and political qualification which will be pleasing to us, and for which no other standard is set, but which must needs make them conform to a sliding scale of indefinite length, manipulated by an interested referee.

"If this nation continues that policy, their only hope of ever attaining their independence will rest upon a successful revolution. To make such a proposal cannot be accepted by the people of those islands except as an insult, and it deceives neither them nor anybody else. The proposal to hold them in subjection until, in our judgment, they become fit for self-government is coolly insulting and is, in my opinion, a self-righteous assumption of superiority which, whether based on facts or not, cannot with good taste be urged by a people who acquired their own independence only after a bloody revolt against a country which urged the same reasons for not freeing us from their subjection.

"I do not believe that any nation, however wise or just it may be, can govern another people, an alien people, as well as they can govern themselves. I do not think any nation in the world, no matter what its state of civilization may be nor what its wealth may be, has the right in justice to impose subjection upon another country which wishes to be free, for all we know, would have been a free and independent and a prosperous nation, in the case of the Filipinos, 200 years ago if the Spanish blight had not fallen upon it. We are not skulking out of that country. It is our humane and just duty to them and to ourselves to part with them in good will and in kindness, and it is to their best interests and to ours to do so at as early a date as possible."

ST. JOHNS FERRY DAMAGED

Vessel Knocks Buckets From Wheel Through Striking Log Rafts.

Becoming unmanageable through the breaking of the steering gear about 7 o'clock Friday night, the St. Johns ferry started drifting down the river. In trying to check the vessel an anchor chain was broken and she drifted against piling and logs, where the buckets of one wheel were damaged.

The ferry was able to resume the regular schedule yesterday morning. As there will be no ferry operating today, the launch Twostep, of St. Johns, will handle the passenger traffic from 6:30 A. M. until 7:20 P. M.

The river reading at the ferry slip yesterday morning was 17.5 feet, being three-tenths foot higher than Friday morning.

MRS. J. M. STOWELL DIES

Oregon Pioneer of 1859 Succumbs at Son's Home in Portland.

Mrs. Janette McCalley Stowell, who died at the residence of her son, Percy E. Stowell, 824 Corbett street, was an Oregon pioneer of 1859. She was the daughter of Andrew and Christine Miller McCalley, and was born in Edinburgh, Scotland, January 29, 1847, and came to America with her parents in 1859, first settling in Prince Edwards Island, a province of Canada.

The family removed to Oregon in 1859, settling at Salem, where the father became the head miller in what in the early '60s was generally recognized as the most important flour mill in the Pacific Northwest.

Mrs. Stowell was married to George Stowell, a clerk in the United States Surveyor General's office, then located Surveyor General's office, then located at Eugene, in 1870. She is survived by her husband and three children; Percy E. Stowell, Portland; Mrs. Constance J. Andreason, Manila; George Stowell, Second Lieutenant United States Marines, Haiti.

OSTEOPATHIC PHYSICIANS

Members Portland Osteopathic Assn.

Barrett, Dr. H. Lester, 419 Morgan Bldg. Phone Main 420.

Howland, Dr. L. H., 915 Selling Bldg. Main 2213, A 2229.

Keller, Dr. William G. 508 Taylor St. Phones Main 544, A 3444.

Lacy, Dr. H. N., suite 301 Morgan Bldg. Phones Marshall 1888, Tabor 4278.

Leonard, Dr. H. F., 757 Morgan Bldg. Phones Main 709, A 1709.

Leweaux, Dr. Virginia V., 612 Morgan Bldg. Phones Main 1497, Marshall 4035.

Moore, Drs. F. E. and H. C. P., 903 Selling Bldg. Main 6101, A 2466.

Northup, Dr. R. B., 308 Morgan bldg. Phones Main 549, East 1028.

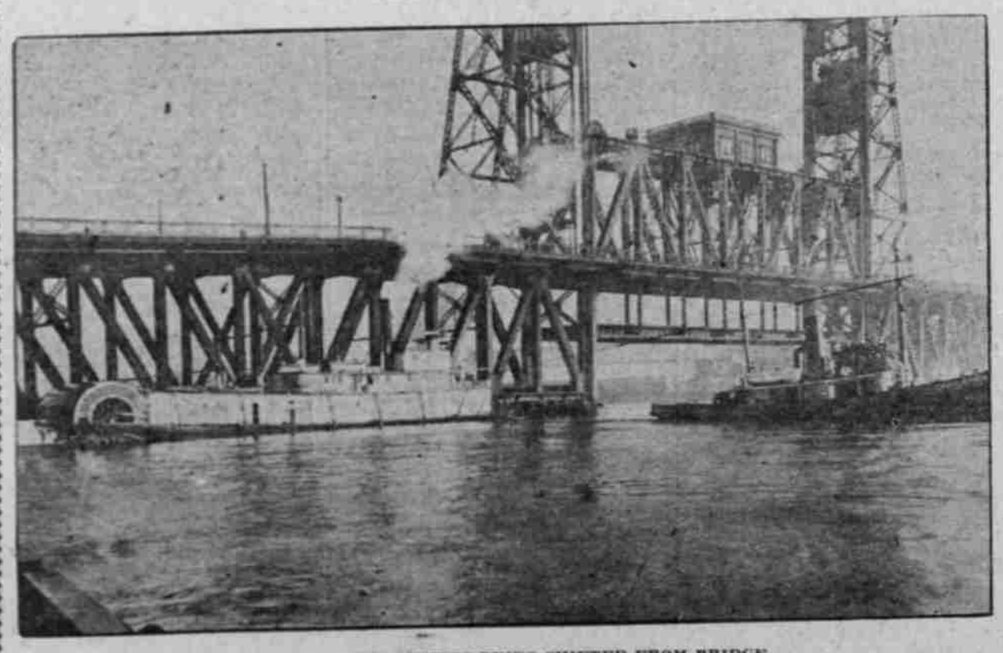
Walker, Dr. Eva S., 124 East 24th st. North. Phone East 3382.

Having Purchased LIGHTVESSEL NO. 50 From the United States Lighthouse Service, WE WILL NOW OFFER THE VESSEL FOR SALE.

This vessel was built by the Union Ironworks of San Francisco in the year 1892. The vessel is about 112 feet long by about 27 feet wide. The depth of the hold is 12 feet 8 inches. It is composite construction—steel frames, planked with fir and sheathed to water line with oak sheething covered with yellow metal. It is equipped with two single furnace Scotch marine boilers about six feet in diameter by seven feet long, and with one steam anchor windlass and other machinery. It has no propelling machinery. It is in good condition and can be seen at Randall's boatyard, at the foot of Macadam street, Portland, Oregon. To one who can use this vessel we will make price reasonable. For further information call or write to

A. B. LEVE, OWNER.
186 Columbia Street, Portland, Or.
Phone Main 5198.

VESSEL FORCED AGAINST BRIDGE BY STRONG CURRENT TOWED TO SAFETY YESTERDAY AND WILL UNDERGO REPAIRS.



STEAMER ANNIE COMINGS BEING SHIFTED FROM BRIDGE.

When the powerful Port of Portland tug Wallula and the steamer Shaver, of the Shaver fleet, hauled on the steamer Annie Comings at 9 o'clock yesterday morning she was released from her position against the O.-W. R. & N. bridge, where she was forced Friday afternoon by the strong current of the freshet, when negotiating the draw and having in tow the barge La Camas. The fact the Comings was heavily loaded with rolls of newspaper is attributed as the reason she was not subjected to greater damage in being crushed against the big steel crossing. She was berthed at Oak-street dock and the remainder of her paper discharged. Her house was badly damaged on the port side, which will be repaired at once.