PROTEST IS MADE ON STEAMER RULING

River Operators Say Embargo on Lime and Petroleum Hurts Business.

REVOCATION IS SOUGHT

Telegram to Washington Is Signed by Several Lines—Deckloads of Inflammables Not Dangerous, Is Contention.

Standing firmly on their contention that Columbia and Willamette River steamboats are of a type on which lime and petroleum products can be carried without danger to passengers, all freight being handled on the lower deck, where inflammables could easily be cast over the side if ignited, steamboat operators yesterday sent a lengthy telegram to Washington asking that the rule be revoked.

The law provides that there may be exceptions in cases where lime and petroleum products are destined for points along the river not accessible to rail lines, a special permit being given. In that connection steamboat men have pointed out that if such shipments were billed for points below Kalama, on the Washington side, they would be taken on at Portland aboard passenger vessels and delivered. Between Portland and destination of shipments passengers would be exposed to the risk alleged by the United States steamboat inspection service, yet, under the law, steamers may not regularly carry such stuff to stations reached by railroads.

The telegram forwarded yesterday is signed by the Regulator line, Clatskanie Transportation Company, Oregon City Transportation Company, America Transportation Company, Portland Transportation Company, Hosford Transportation Company, Harkins Transportation Company, Shaver Transportation Company, Kellogg Transportation Company, People's Navigation Company and The Dalles-Columbia line.

Following is a copy of the message which is expected to be referred to supervising inspectors of the service, who are in session at Washington:

Undersigned steamboat operators on Columbia and Willamette Rivers protest against existing regulations governing carrying of lime and petroleum products on passenger vessels. These boats carry cargo on deck only and have no holds. Want right to carry lime anywhere on the deck and petroleum products on forward deck in open air. Existing regulations permitting carrying these commodities only where railroad transportation not available very burdensome to water carriers and throws great volume of business to railroads.

Columbia and Willamette Rivers paralleled on both banks by railroads. Shippers from up-country ordering general merchandise often include order for petroleum products and when we reply we are not allowed to carry them, we lose the whole shipment, although only small part of it was petroleum, and whole shipment is diverted to the railroads. Same with lime. Shipper orders a shipment of lime, cement and plaster. We reply not able to carry lime; result whole shipment goes to railroad.

Cannot understand why millions dollars spent opening up river for navigation with idea of affording competition with railroads and then regulations passed making it impossible for water carriers to compete. Especially as these regulations not necessary from safety viewpoint as in whole history of river traffic, before these rules in force, there is no case of accident arising from lime or petroleum.

Recent regulations forbidding use of kerosene in boat lanterns is positively dangerous. No practical substitute. In event of boat running aground or striking rock at night it might be necessary to remove passengers quickly. Lack of kerosene lanterns which could be quickly lighted might result in actual loss of life. All these regulations seem designed for vessels carrying freight in hold under deck. We repeat, we are not that kind and must have relief.

FRESHET LOSSES NOT HEAVY

Weather Bureau Gathers Statistics Bearing on Recent Freshet.

Marine men operating vessels from Portland or maintaining docks are in receipt of blanks issued from the office of District Forecaster Beals, of the Weather Bureau, on which to enter losses sustained through the recent freshet, the department being engaged in gathering statistics of that character, but it is believed there will be only nominal loss shown here.

Provision is made for including damage suffered through suspension of business, wages paid employes and the like, little being experienced among the regular lines, except due to the closing of the Oregon City locks and towing concerns were prevented from accomplishing the full volume of business because of the heavy current. The system of checking losses is complete, even to reaching farming and dairying sections along the river for damage to crops, livestock, buildings and such property.

ROSE LAUNCHED AT SEATTLE

New Lighthouse Vessel Gets Wet Christening in Dry State.

SEATTLE, Wash., Feb. 19.—The United States lighthouse tender Rose, built at a cost of $110,000 for the Seventeenth Lighthouse District, headquarters at Portland, was launched today at the Anderson shipyard. A bottle of champagne was broken on the bow of the boat as it began to descend. Miss Olive M. Bryan, an employe of the shipbuilding company, christened the vessel.

The Rose was planned for service in small harbors of Oregon and Washington, where the tenders Manzanita and Heather are at times unable to enter and leave because of conditions outside. She will have a length over all of 127.6 feet, beam of 24.6 feet and depth of hold of 11 feet. She will have twin screws driven by two verticle triple expansion engines.

BELLE MIKKELSON, 91, DIES

Aged Spinster, Long Ill, Dies at Portland Sanitorium.

At the advanced age of 91 years, Belle Mikkelson, a single woman, died at the Portland Sanitorium yesterday of cancer of the face. She had been ill for the past year. The only surviving relative in this country, so far as known, is a niece, Mrs. Julia Anderson, of Gaston.

Miss Mikkelson was born in Denmark. She had lived at the sanitorium for the past 13 years, making arrangements to go there to live because of old age and the lack of family ties. The body is at Finley's undertaking establishment, from which place the funeral will be held tomorrow afternoon at 2:30. Interment will be in Multnomah Cemetery.

Marion Republicans Plan Rally.

SALEM, Or., Feb. 19.—(Special.)—Marion County central committee in meeting tonight decided to hold a rally March 18 in the Salem Armory. All Republican candidates for county offices will be asked to speak.

FUGITIVE MUCH WANTED

Arrest of L. J. Swift, Believed on Way to Oakland, Ordered.

Leland J. Swift, wanted at Vale, Or., for horse stealing and at many other places for various offenses, is believed to be on his way to Oakland, Cal.

Detective H. H. Hawley found evidence of his being in Portland. It pointed to the military recruiting office, where Swift enlisted on January 22. Until Friday he was in the barracks at the Vancouver post. By the margin of only a few hours he was spared arrest, for he was ordered to San Francisco yesterday morning.

Detective Hawley telegraphed to have him apprehended when the train arrived at Oakland.

ECONOMY BUREAU URGED

Possible Benefits to City Are Outlined to Civic League.

The plan advanced by the Chamber of Commerce for a municipal bureau of public economy was outlined by Franklin T. Griffith in an address before the Civic League at its luncheon at the Chamber of Commerce yesterday.

Mr. Griffith pointed out cases where such bodies have been formed and have been the cause of saving to the city in which they were thousands of dollars in administration. He urged the necessity of such a bureau being independent entirely of the municipal authorities and explained that in most places where the idea had been carried out the bureau is maintained by subscriptions from rich citizens who are public-spirited enough to be interested in the economical administration of the city's affairs.

WILL CLAUSE CAUSES TAX

Property, Previously Deeded, Is Declared Part of Estate.

Because S. A. Miles, who died April 4, 1913, leaving an estate valued at $200,000, made mention in a codicil of his will of land worth $6700 previously deeded to a daughter, Mrs. Cora Rupert, of Seattle, the state is richer by the inheritance tax on that parcel. This was the decision of County Judge Cleeton yesterday.

The executors of the estate, Frank M. Miles and William A. Miles, of Portland, both sons, maintained that as the property was deeded to Mrs. Rupert a year before Mr. Miles died, it was exempt from the inheritance tax.

The codicil of Mr. Miles' will mentioned that parcel and provided that it be deducted from her share in the estate, so the judge held that it was a portion of the estate.

PERJURY LAID TO WITNESS

Arnt Anderson Indicted as Result of Testimony in Suit.

Perjury in the giving of material testimony in the suit of Arnt Anderson against the Alameda Construction Company, tried in the court of District Judge Jones, October 16, is the charge made against G. G. Larfield, who has been indicted by the grand jury and yesterday was released on his own recognizance on the order of Circuit Judge McGinn.

The specific testimony was that Anderson did not pay him $50 to pay to M. Billings & Co. for a bond for which $52.50 was paid. He said that he himself paid the money in question. The books of the Billings Company showed that the amount had been paid, but there was an evident erasure and substitution of dates.

MOVIES TO AID WOMEN

Percentage One Day to Be Asked Toward University Building.

EUGENE, Or., Feb. 19.—(Special.)—The movies in Oregon are to be given an opportunity to aid in raising the fund necessary for the construction of the women's building at the University of Oregon, according to an announcement made today. The plan is to have as many motion picture shows in the state as possible devote one-half of the gross receipts on some day to be agreed upon by the proprietors, the members of the women's clubs and other women's organizations to make canvasses for the sale of tickets.

It is said that there are more than 150 motion picture shows in the state.

REGISTRATION HAS SPURT

Increased Interest Noted and 18,173 Mark Is Reached.

With the advent of clear skies and warm weather, the registrations at the Courthouse have increased by leaps, yesterday's mark being 740, bringing the total number of voters who have signed up for the primaries to 18,173.

Of the total, 13,275 are Republicans and 3727 are Democrats.

Women are taking much interest in the political situation, 295 registering yesterday, and 445 men.

The registrations yesterday were as follows: Republican, 502; Democratic, 181; Independent, 24; Prohibitionist, 14; Socialist, 11; Progressive, 8.

CITY REVENUE FROM DOCKS $28,207.49

Expenditures on Municipal Dock No. 1 Up to January 1 Are $586,625.48.

COST OF SITE $965,250

During Seven Months This Dock Has Been Available, Total Tonnage Received Amounts to 31,312 Tons.

Tonnage received on Portland's public docks from the time they were accepted from the contractors until the expiration of 1915 aggregated 80,103 tons and was productive of revenue amounting to $28,209.49.

Up to January 31, 1916, the cost of construction and plant installation on Municipal Dock No. 1 proper, the open dock and slip at the north end, also warehouse A, which is completed, and warehouse B, now under way, had reached $586,625.48. At Municipal Dock No. 2 construction and plant costs were $283,111.32 and at the Stark-street municipal boatlanding, where a second story is being added, the total has been $32,516.57.

In addition the site of dock No. 1 was secured for an expenditure of $965,250, the first parcel of land having been condemned land cost $310,250 and the remainder of the site was negotiated for on the basis established by the condemnation proceedings. The site of dock No. 2 was purchased outright at $350,000.

Sites Cost More Than Million.

The first unit of dock No. 1, 663 feet in length, was accepted by the Commission of Public Docks March 25, 1914, and the second unit was taken over February 15, 1915, while the third unit, comprising the open dock and slip, was turned over by the contractors May 13, 1915. Dock No. 2 was accepted May 7, 1915.

During seven months of 1914 that dock No. 1 was available tonnage received amounted to 31,312 tons and that delivered was 30,607 tons. In 1915 the total received there reached 43,159 tons and that delivered was 42,182 tons. On dock No. 2 in seven months of 1915 freight received totaled 5622 tons and that delivered 5182 tons. For seven months of 1914 the revenue on dock No. 1 was $11,419.04 and for 1915 it was $14,143.92, while on dock No. 2 revenue for seven months of last year aggregated $2646.53.

Sites of the two docks represent a cost of $1,315,250 and the cost of construction and plant installation has been $902,253.38. The payroll at dock No. 1 amounts to $492.50 a month and at dock No. 2 it is $262.50. In 1915 the operating expense at dock No. 1 was $10,749.30 and at dock No. 2 it was $4401.12, the latter being for seven months. Both sums include insurance for the period as well as all other expenses under the head of operation.

Slump in Shipping Felt.

It was only a few months after the first unit of dock No. 1 was made available that the influence of the European war was felt and thereafter little general cargo was handled, cereals being the principal commodity moved from here, and those shipments were from privately controlled docks, the municipal wharves not being equipped with cleaning gear, and would only be attractive in the grain trade in the event additional storage space was wanted other than provided on the regular grain docks.

The slump in shipping first caused a discontinuance of the Oriental service of the Hamburg-American fleet and that was followed by the withdrawal of the Royal Mail line, while the New York-Portland service of the Grace fleet was carried on until the closing of the Canal, the latter line having had a preferential berth at dock No. 1.

Alaskan business was moved over dock No. 1 while the Portland-Alaska fleet was operating in 1914, and on dock No. 2 some river trade has been drawn and the latter part of last year Australian cargo was assembled there and more is now on the dock waiting shipment to the Antipodes.

Plans for construction will end with the completion of warehouse B, at dock No. 1, and the additional story at the Stark-street landing, the latter being an unproductive property. At dock No. 2 much revenue was lost, as track connections with transcontinental roads were not available until January 10, 1916.

City Gets St. Johns Dock.

It is believed that lines expecting to make Portland from foreign lands and those to resume via the Canal from the Atlantic Coast will utilize the public docks, particularly No. 1. The commission became the possessor of the St. Johns municipal dock last year with the annexation of that city to Portland, but other than a lease on a basis of $200 a month, no financial benefit is derived from that property.

STEAMER TRAVEL IS HEAVIER

Bear Sails With 195 Passengers for California.

More evidence of an improvement in travel between Portland and California points was offered yesterday by the fact that the steamer Bear left Ainsworth dock with 195 passengers, 155 being in the cabin, while a week ago the steamer Beaver departed with 150 travelers, even the latter being an increase over former sailings since the opening of the year. The Bear had a full cargo and an unusually large shipment of flour, 1200 tons being sent to San Francisco and Los Angeles.

Mr. and Mrs. O. D. Mattern, bride and bridegroom, left for the South, and a number of Portlanders were among those to sail.

In the way of live freight a chicken made the trip, it having been presented to Ed Florey and R. W. Rau, encased in a paper bag, as they were about to leave, and there was a horse carried below deck, the property of J. D. Farrell, president of the San Francisco & Portland line and the O.-W. R. & N. system.

Marine Notes.

Captain L. Ordronneau, master of the French bark Notre Dame d'Avor, entered that vessel yesterday from Melbourne. She sailed close to the Hawaiian group on the way and was about nine days from the islands to the river. The bark is at the North Pacific mill to discharge ballast.

Having gathered parcels of lumber here, the McCormick steamer Wapama left down yesterday afternoon and will take on the remainder of her load at St. Helens, sailing from there today for San Francisco.

Drawing 23½ feet of water, the American-Hawaiian liner Kentuckian made her way up the river Friday without trouble from currents and made time that had been expected of her. She is discharging at Albers dock and on loading cargo for Honolulu is to sail direct from the river.

Mariners here were shocked to learn of the death at Yokohama January 12 of Captain H. C. Nelson, who died of fever. He was last in command of the steamer Maverick, now interned in Java. He was well remembered here because of having been in command of the steamr Breakwater at times when Captain Macgenn was on leave.

To work more lumber for South America, the steamer Tampico hauled across from the Multnomah mill to Inman-Poulsen's yesterday afternoon and is to take on the last of her cargo at Wauna.

Wheat exports for the week ending yesterday aggregated 255,524 bushels. For the preceding week cereal exports were confined to 36,025 barrels of flour.

Bound for Portland to Queenstown with a grain cargo, the British bark Killarney is reported to have passed Lizard Friday. She sailed from the Columbia River September 27.

It is reported from San Francisco that the Dollar interests have sold the steamer Melville Dollar. She is a steel vessel of 921 tons net register and was built in 1903.

News From Northwest Ports.

HOQUIAM, Wash., Feb. 19.—(Special.)—The steam schooners Norwood and Temple E. Dorr sailed today for San Pedro. The Norwood loaded at Lytle's mill, Hoquiam, and at the Aberdeen Lumber & Shingle Company, at Aberdeen.

COOS BAY, Or., Feb. 19.—(Special.)—The steamer Nann Smith sailed for San Francisco, carrying lumber and passengers.

The steam schooner Yellowstone is due from San Francisco.

The steamship F. A. Kilburn, due tomorrow, will leave for Eureka and San Francisco in the evening.

The steam schooner A. M. Simpson is overdue and should have been here from San Francisco this morning.

Fog has hindered shipping here for the past 24 hours, but lifted late in the afternoon.

ASTORIA, Or., Feb. 19.—(Special.)—Carrying freight and passengers from Astoria and Portland, the steamer F. A. Kilburn sailed today for San Francisco via Eureka and Coos Bay.

The steamer Coquille arrived during the night from Bandon. She has been purchased by the Shaver Transportation Company and will be used for towing.

The steam schooner Johan Poulsen finished loading lumber at Westport this afternoon and sailed tonight for San Francisco.

Columbia River Bar Report.

NORTH HEAD, Feb. 19.—Condition of the bar at 5 P. M.—Sea, smooth; wind, north, 12 miles.

Tides at Astoria Sunday.

High.	Low.
1:51 A. M.....8.1 feet	8:08 A. M.....1.8 feet
1:45 P. M.....8.2 feet	8:18 P. M.....0.5 foot

ROTARY MEN AT SEATTLE

500 MEMBERS ARE PRESENT WHEN NORTHWEST CONFERENCE MEETS.

Session Opens With Jollification Following Which Speakers Discuss Aims of Organization.

SEATTLE, Wash., Feb. 19.—Five hundred members of Rotary Clubs from cities throughout the Pacific Northwest attended the Northwest conference of Rotary Clubs, which met here today. The early part of the session was devoted to a jollification meeting, but later addresses were heard on subjects connected with the purposes of the organization. Visiting delegates came from Victoria and Vancouver, B. C.; Great Falls and Butte, Mont.; Spokane, Tacoma and Portland.

Among the addresses were:

"Practical or Philosophical Rotary," by Frank Higgins, of Victoria; "Service, an Ideal Discussed Practically," by A. A. Hallander, president of the Spokane Club; "Should Public Questions Be Discussed in Rotary Meetings," by A. R. McLean, of Tacoma; "Rotary as a Harmonizer and Co-ordinator of Other Commercial Organizations," by Charles E. Cochran, of Portland; "International Rotary's World Obligation," by J. N. Harvey, of Vancouver, B. C., and "Rotary as Leader or a Follower of Public Opinion," by J. E. Pinkham, of Seattle.

The conference ended with a banquet and ball tonight.

SOLOIST WILL ACCOMPANY PORTLAND ELKS TO TACOMA CELEBRATION.

Miss Grace E. Dawson.

Miss Grace E. Dawson, soprano singer, will accompany the special Elks' excursion party to Tacoma and participate in the dedication ceremonies attendant upon the opening of the new temple in that city on Washington's birthday. She will participate in two concerts on the nights of Tuesday and Wednesday. Miss Dawson is a Tacoma girl, who has been gaining a musical education here. She is a member of Frederick W. Goodrich's St. Mary's Cathedral Choir and has won much success as a soloist. The Elks' Band, Guiseppe Tigano, director, of 40 pieces, will accompany the soloist. The Elks' party will leave the Union Depot over the O.-W. R. & N. tomorrow at 9:30 A. M. and will arrive at Tacoma at 2:20 P. M.

SEAMEN'S INSTITUTE TO REOPEN MARCH 1

Portland Home for Sailors Will Be Located at Second and Alder Streets.

SHIPPERS AID MOVEMENT

Committee Has $1800 Pledged for Support — Furniture, Kitchen Utensils, Decorations and Reading Matter Needed.

Arrangemenas have been made to reopen the Seamen's Institute March 1. Portland has maintained an institute to care for the sailors visiting this port and many remember the "British Mission," which was maintained for years with local co-operation by chaplains of the Church of England, until the British society withdrew from work in all American ports five years ago.

The late Chaplain Bernays and the present Lord Bruce, are favorably remembered for their work while stationed at this port. About the time of the withdrawal of the British Mission, the American Seamen's Friend's Society sent out a chaplain from the East and, with the aid of a local committee, carried on the work until April, 1915.

After the death of Chaplain Roper in April, the New York society withdrew its support, and the local committee disbanded, leaving Portland without an institute for sailors.

Engineer Starts Move.

A. C. Lomer, chief engineer of the Good Samaritan Hospital, and a leading worker in the former institute, induced the directors of the Episcopal Social Service League to undertake the work, provided that the minimum sum for conducting the institute for one year could be pledged before the opening.

The superintendent and three directors of the Social Service League were put in charge of the undertaking, W. J. Burns being chairman; F. H. V. Andrews, secretary; A. C. Lomer, manager. R. W. Hastings was appointed treasurer, and Superintendent Howard will take care of the chaplaincy for this year.

Pledges to the amount of $1800 were secured from shippers, who are directly interested in the welfare of the sailors, also from public spirited persons. A large hall has been secured at 141½ Second street, corner of Alder.

The undertaking has the indorsement of the Chamber of Commerce and its committee on navigation, co-operating with the league's committee to give Portland the best institute on the Pacific Coast.

Furnishings Are Needed.

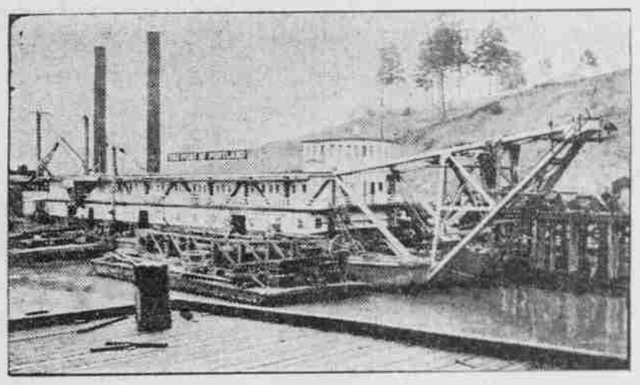
With the help of paint and lumber dealers the hall is being made attractive, and divided into quarters for officers and men, and a large assembly hall for sociables, concerts, meetings and exercises of all kinds for the entertainment and instruction of seafaring men.

To put it shipshape and make it homelike for the sailors when in port, the committee in charge asks persons interested to assist in furnishing the room by gifts, or for money to buy fittings. Donations will be sent for if donors will notify Secretary Andrews, Main 1878, or Chaplain Howard, Marshall 332.

The institute has a few articles of furniture, one piano, an organ, two tables and a few plain chairs. In addition the committee asks for lounges, chairs, tables, including billiard and pool tables, pictures, photographs and drawings, marine views, maps and flags for adorning the large wall space. Bookcases, books, magazines, papers and periodicals for use in the institute and for sending with departing ships on long voyages. Also gasplate, kitchen utensils and dishes for serving refreshments.

Chaplain Howard will be assisted in conducting the institute by experienced workers.

LATEST CHANNEL DIGGER FOR PORT OF PORTLAND IS LEADER OF TYPE IN UNITED STATES.



NEW DREDGE TUALATIN.

Her ladder having been placed last week, the new dredge Tualatin, which has been completed for the Port of Portland Commission, is about ready for service and will be tested in actual digging as soon as the present high water in the river is lowered. She is equipped with turbines and the latest gear throughout, with the hull constructed of steel and other parts as substantial as possible. She is much the same as the dredges Willamette and Columbia in a general way, but is more powerful.

With the smaller dredge Portland, the Commission now has a fleet of four diggers with which to keep the channel in shape between this city and the Columbia River. Work below there is looked after by the Government.

MARINE INTELLIGENCE.

Summer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Breakwater	San Diego	Feb. 20
Beaver	Los Angeles	Feb. 23
Roanoke	San Diego	Feb. 27
F. A. Kilburn	San Francisco	Feb. 27
Bear	Los Angeles	Mar. 1
Northern Pacific	San Francisco	Mar. 2

DUE TO DEPART.

Name.	For	Date.
Wapama	San Diego	Feb. 20
Breakwater	San Diego	Feb. 23
Celilo	San Diego	Feb. 24
Beaver	Los Angeles	Feb. 26
F. A. Kilburn	San Francisco	Feb. 28
Roanoke	San Diego	Mar. 1
Bear	Los Angeles	Mar. 4
Northern Pacific	San Francisco	Mar. 7

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Kentucklan	New York	In port
Honolulan	New York	Mar. 15
Georgian	New York	April 1

DUE TO DEPART.

Name.	For	Date.
Kentucklan	Honolulu	Feb. 24
Georgian	Honolulu	April 4

Movements of Vessels.

PORTLAND, Feb. 19.—Sailed—Steamer Bear, for San Francisco and San Pedro. Arrived—Steamer Coquille, from Bandon.

Astoria, Feb. 19.—Sailed at 5 A. M., steamer F. A. Kilburn, for San Francisco via Cos Bay and Eureka. Left up at 8 A. M., steamer Coquille.

San Francisco, Feb. 19.—Arrived at 5 A. M., steamer Roanoke, from Portland for San Diego via way ports. Arrived at 9 A. M. and sailed at 1 P. M., steamer San Ramon, from Portland for San Pedro. Sailed at noon, steamer Shasta, for Portland, Feb. 18.—Sailed at 5 P. M., steamer Breakwater, from San Diego for Portland; at 8 P. M., steamer Celilo, for Portland.

Lizard, Feb. 18.—Passed—British bark Killarney, from Portland for Queenstown.

San Pedro, Feb. 18.—Arrived—Steamer Beaver, from Portland via San Francisco. Sailed yesterday, steamer E. H. Vance, for Columbia River.

Astoria, Feb. 18.—Sailed at 10 P. M., steamer Daisy Putnam, for San Francisco.

Seattle, Wash., Feb. 19.—Arrived—Steamers Congress, from San Diego; Spokane, from Southeastern Alaska; Hawaii Maru (Japanese), from Hongkong; J. A. Chanslor, from Monterey. Sailed—Steamers Tacoma Maru (Japanese), for Hongkong; Redondo, for Southeastern Alaska; Harry Luckenbach, for San Francisco.

Coronel, Feb. 18.—Arrived—Steamer Gisella, from Victoria B. C., for United Kingdom.

Shanghai, Feb. 18.—Sailed—Steamer China (from Hongkong), for San Francisco.

San Francisco, Feb. 19.—Arrived—Steamers Roanoke, from Portland; San Ramon, from Columbia River; Senator from Seattle. Sailed—Steamers President, for Victoria; Baja California (Norwegian) for Tacoma; El Lobo (British), for Pisagua; Wairuna (British), for Sydney; Seattle Maru (Japanese), for Yokohama; Elizabeth, for Bandon.

Marconi Wireless Reports.

(All positions reported at 8 P. M. February 19 unless otherwise designated.)

Lurline, Honolulu for San Francisco, 1148 miles from San Francisco, February 18.

Bosaie Dollar, Orient for San Francisco, 920 miles from San Francisco, February 18.

Thomas, San Francisco for Manila, 389 miles west of Honolulu, February 18.

Coronado, Aberdeen for San Francisco, 27 miles south of Point Arena.

President, San Francisco for Seattle, 165 miles north of San Francisco.

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

Drake, Richmond for Cordova, 75 miles north of Richmond.

San Ramon, San Francisco for San Pedro, 38 miles south of San Francisco.

Asuncion, Portland for Richmond, 180 miles north of Richmond.

Speedwell, San Pedro for San Francisco, 100 miles south of San Francisco.

Yosemite, San Francisco for Grays Harbor, 10 miles south of Point Reyes.

Herrin, Linaton for Monterey, 30 miles north of Monterey.

Florence Luckenbach, San Francisco for Balboa, 25 miles south of San Francisco.

Beaver, San Pedro for San Francisco, 36 miles east of Point Concepcion.

San Jose, Balboa for San Francisco, 275 miles south of San Francisco.

Cuzco, San Francisco for Callao, 1323 miles south of San Francisco.

Peru, San Francisco for Balboa, 1543 miles south of San Francisco.

Mills, Portland for Martinez, 245 miles north of San Francisco.

Klamath, Tacoma for San Francisco, south of Blunts Reef.

Porter, Monterey for Portland, 312 miles north of Monterey.

Breakwater, San Francisco for Portland, 293 miles north of San Francisco.

Governor, Victoria for San Francisco, off Blanco.

Nann Smith, Coos Bay for San Francisco, 70 miles south of Coos Bay.

Vessels Entered Yesterday.

French bark Notre Dame d'Arvor, ballast, from Melbourne.

American steamer Kentuckian, general cargo, from New York.

Vessels Cleared Yesterday.

American steamer Bear, general cargo for San Francisco and San Pedro.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Feb. 19.—Maximum temperature, 52 degrees; minimum, 41 degrees. River reading, 8 A. M., 11.7 feet. Change in last 24 hours, 0.9 foot fall. Total rainfall (5 P. M. to 5 P. M.), none. Total rainfall since September 1, 1915, 35.52 inches. Normal rainfall since September 1, 29.00 inches. Excess of rainfall since September 1, 1915, 6.52 inches. Total sunshine, 10 hours 36 minutes. Possible sunshine, 10 hours 36 minutes. Barometer (reduced to sea level) 5 P. M., 30.03 inches. Relative humidity, 1 P. M., 53 per cent.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation, last 4 hours	Wind Direction	Wind Velocity	State of Weather.
Baker	46	0.00	E		Clear
Boise	52	0.00	W		Clear
Boston	24	0.00	W		Clear
Calgary	52	0.00	NE		Clear
Chicago	30	0.00	SE		Cloudy
Denver	64	0.00	E		Clear
Des Moines	54	0.00	SW		Clear
Duluth	22	0.00	NE		Cloudy
Eureka	50	0.00	NE		Cloudy
Galveston	66	0.00	SE		Clear
Helena	38	0.00	SW		Clear
Jacksonville	54	0.00	E		Clear
Kansas City	62	0.00	10	SW	Clear
Los Angeles	78	0.00	10	SW	Cloudy
Marshfield	52	0.00		NW	Cloudy
Medford	64	0.00		W	Cloudy
Minneapolis	32	0.00	10	W	Cloudy
Montreal	1	0.00	28	NW	Clear
New Orleans	60	0.00		W	Clear
New York	26	0.00	30	NW	Clear
North Head	48	0.00	12	N	Pt. cloudy
North Yakima	58	0.00		E	Cloudy
Phoenix	78	0.00		NE	Clear
Pocatello	48	0.00		S	Clear
Portland	52	0.00	10	SE	Clear
Roseburg	60	0.00		NW	Pt. cloudy
Sacramento	60	0.00		N	Cloudy
St. Louis	58	0.00		W	Clear
Salt Lake	50	0.00		NW	Cloudy
San Francisco	62	0.00	10	SW	Clear
Seattle	54	0.00		N	Clear
Spokane	48	0.00		N	Clear
Tacoma	56	0.00		NW	Clear
Tatoosh Island	48	0.00	14	NE	Pt. cloudy
Walla Walla	36	0.00		N	Clear
Washington	28	0.00		NW	Cloudy
Winnipeg	20	0.00		N	Clear

WEATHER CONDITIONS.

The Northeastern disturbance is central off the New England coast and strong winds to whole gales have occurred over the Northeast. High pressure obtains over the inter-mountain and Rocky Mountain districts and the Southeastern states. The pressure is decreasing over practically the whole country except along the Atlantic Coast. Generally fair weather has obtained during the last 24 hours except in the lake region, where light snow has fallen. The weather is much colder in the extreme Northeast. It is 12 degrees cooler at San Francisco and 18 degrees cooler at North Head. Higher temperatures obtain in the Central Plains states, Lower Missouri and Upper Mississippi valleys.

The conditions are favorable for generally fair weather in this district Sunday, except increasing cloudiness, with occasional rain in Northeastern Washington.

FORECASTS.

Portland and vicinity—Probably fair; easterly winds.

Oregon—Generally fair; easterly winds.

Washington—Generally fair, except increasing cloudiness followed by showers northwest portion; southerly winds.

Idaho—Generally fair.

THEODORE F. DRAKE, Assistant Forecaster.

WORK ON STEAMER STARTS IN APRIL

St. Helens Plant Rushing Work to Catch Up and 120 Men Are On Its Payroll.

ORDERS BEING REJECTED

Three Vessels to Be Under Construction Soon — Engines for City of Portland Arrive in New York From Holland.

"We have 120 men working in the yard now, though we lost nearly a month because of stormy weather and snow. Our newest steamer for the McCormick line will be started early in April," said H. F. McCormick, of the St. Helens Shipbuilding Company, last night. "With deepwater vessels under construction on Grays Harbor and others at North Bend there is an increased amount of work for shipcarpenters and more will be employed at our plant, as we will have three vessels under way at once in about 45 days."

Mr. McCormick said that the new steam schooner ordered, which is to carry 1,500,000 feet of lumber, will not be equipped with passenger accommodations and with that space available she would be only 20 feet longer than the steamer Klamath, of the McCormick fleet, which has a length of 207.5 feet. The machinery will be turned out at San Francisco by the United Engineering Works, which built the engine of the Klamath, and the new machinery will be virtually a duplicate set, as the Klamath is classed as the most powerful in the fleet. The new steamer is intended for the offshore trade, plying to the Hawaiians, the West Coast and Mexico.

The two engines for the auxiliary schooner City of Portland, which is to be finished the latter part of March, reached New York from Norway February 12 and were shipped by rail for St. Helens February 16.

Frames are being got out for the second auxiliary schooner, to be a duplicate of the City of Portland. The steamer will be started on the ways to be varated by the first schooner and, with the second under way and the Ruby, an auxiliary schooner contracted for with Captain William Wrightson, of Mobile, also building, there will be three worked on at the same time. The third schooner for the McCormick fleet will be begun when the Ruby is finished.

An inquiry has been received from British Columbia to build an auxiliary schooner, two have been forwarded by New York interests and yesterday a San Francisco firm asked for figures on another for the South Sea trade, but with work already undertaken no additional contracts can be figured on.

WOMAN "HUSBAND" FREED

"Robert" Gaffney Not Lawbreaker, Says Prosecutor.

SEATTLE, Feb. 19.—"Robert" Gaffney, who passed as a man for nearly 20 years, until she admitted her false position when she was sentenced yesterday to hard labor under the "lazy husband" law on complaint of a woman she married in Spokane six years ago, was released from the county jail today. She wore woman's attire and said she would not masquerade as a man again.

The Prosecuting Attorney ruled that she could not be prosecuted for wearing men's clothing, and that as she is not in law the husband of the woman she married, she could not be prosecuted for failure to support her supposed wife.

RECALL MOVE IS STARTED

Klamath Falls Council Assailed for Regulation of Firemen.

KLAMATH FALLS, Or., Feb. 19.—(Special.)—Passage of a drastic ordinance regulating the volunteer firemen, forbidding the annual firemen's dance and placing a penalty on firemen who swear when on duty resulted today in starting circulation of petitions for the recall of Mayor J. R. Mason and Councilmen Mathews, Miller, Doty and Strubel.

Councilman Sheets is the only member of the Council exempted in the petitions. Mr. Sheets fought the ordinance.

Squinting Indicates Defective Eyesight

It is an abnormal condition which, if neglected now, may later mean seriously impaired vision.

It is so easy to correct this and other defects, that it never pays to put off wearing glasses when you feel you need them.

Over 25 years' experience has equipped us with the knowledge necessary accurately to determine and correct the many causes of eyestrain.

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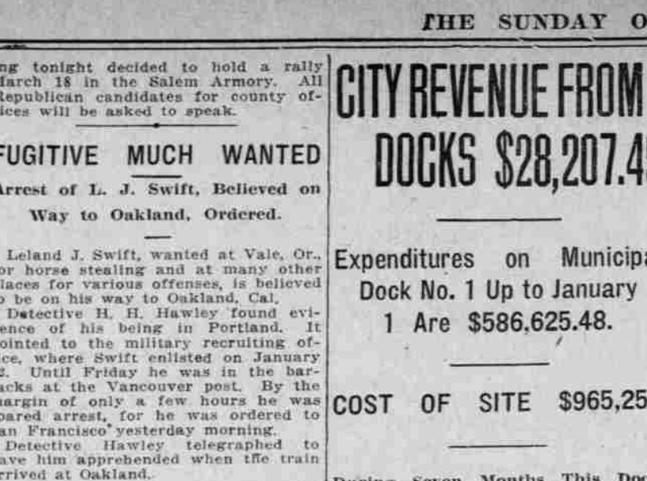
VESSELS LYING OFF COLUMBIA RIVER IN HEAVY WEATHER EXPERIENCE DECIDEDLY "WET" CONDITIONS.



TUG ONEONTA TAKING SEA ABOARD.

To landsmen, prospects of life aboard a tug cruising off the Columbia in search of vessels to tow inside has few attractions in rough weather, but the view above was obtained by George Philip aboard the tug Oneonta, without any qualms, though the tug was rolling her rail under the big sea.