ADMITS RIVERERROR

Telegram to The Oregonian Says 26-Foot Channel Report Was "Inexact."

NAVY RECORDS ARE CITED

Chamber of Commerce Sends Latest Official Survey Figures to Washington and Requests They Be Placed on File.

REPLY OF SECRETARY DAN-IELS TO MESSAGE SENT FRIDAY BY THE ORE-GONIAN.

WASHINGTON, D. C., March 18, 1916.—The Oregonian, Port-land, Or.: Replying to your tele-Navy Department, in letdated March 14 to Hon. W., Jones, state's records of this department indicate that 26 feet of water is found on the bar of the Columbia River. This state-ment is inexact and should have read: Records indicate channel leading to Portland is not over feet in depth at certain places. The department's records indicate the following depths in the channel at mouth of Columbia Fliver: North channel, 26 feet; south channel, 35 feet.

JOSEPHUS DANIELS.

Secretary of the Navy Josephus Dan-icls has discovered there is a governing depth of 35 feet of water at the en-trance to the Columbia River, which he admits in a telegram sent to The Ore-gonian yesterday.

......

At that, the depth of 25 feet he quotes there, while it was shown on records of surveys last year, has changed for the better since. On the other hand, the main channel or dredged cut has a least depth of 25 feet, based on the survey finished in January of this year, has a width of 1500 feet, and it lies in an area stretching from the south jetty to the northerly range, where 30 feet is the governing depth.

ernment will have the Columbia well cleared from the mouth of the Willamette to the Pacific.

FREIGHT CONGESTION HOLDS

Bear and Northern Pacific Take

Record Cargoes.

Freight stacked on Ainsworth dock is the governing depth.

is the governing depth.

Much Water Registered.

As to the channel in the river from the sea to Portland, there was a stage age vestered in 19.2 feet of water on the guage yes water is available than at zero, and even admitting that the records of the department as to that are correct, there is still no reason why the Pittsburg should not have been sent to Portland.

In the first place she has, a mean draft of 24.1 feet. That is, she has, if the Navy Department records are to be believed in giving the dimensions and other data as to its ships. If loaded like the Maryland, when here in the government as to its ships. If loaded like the Maryland, when here in the government as to its ships. If loaded like the Maryland, when here in the government as to its ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits ships. If loaded like the Maryland, when here in the government as to lits and salled for south the steamer said of the said.

Differences Threshed Out.

Frank Hitching, of San Francisco.

The steamer China of like head of on the gland to accept a short blief.

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The steamer China of like head of on the gland to accept a short blief.

Frank Hitching, of San Francisco.

News From Northwest Ports.

ABERDEEN, Wash, March 18.—(Special.) having identical displacement, she would yet have plenty of water to go on, and probably more than was maintained in the path of the cruiser fleet in reaching Mare Island at times, where they went without fear or fuss.

Senator Gets Protest. The Chamber of Commerce yesterday entered strong protest against the erroneous information having been sent breadenst relative to the depth of water, and forwarded the following telegram to Senator Chamberlain:

"Secretary Daniels quoted in press saying only 26 feet water at entrance Columbia River and giving that as reason for not sending cruiser Pittsburg here for troops. If Navy Department responsible for such statement, data fully six years behind time. Cannot Navy Department be compelled to accept latest United States Government. Engineers' figures on depths of water.

FOREIGN SHIPS UNDER LAW

Inspectors Prepared to Proceed With Seamen's Act Requirements.

Having gotten their hands in through passing on seamen and certificating lifeboatmen on United States vessels, Inspectors Edwards and Wynn now face an added ordeal in being designated to examine saliors of foreign responsible for such statement, data fully six years behind time. Cannot Navy Department be compelled to accept latest United States Government. Engineers' figures on depths of water.

Engineers' figures on depths of water. or 42.5 average tide. Later soundings indicate perhaps 37 feet low level, and engineers confident 40 feet low-level and engineers confident 40 feet low-level and this year. Community resents bitterly disregard by Navy Department of facts known to engineers."

Indicate perhaps 37 feet low level, and engineers confident 40 feet low-level and the facts with this year. Community resents bitterly disregard by Navy Department of facts known to engineers."

Leo B. Smith Sends Picture to Steve

Mr. Dantels Gets Appeal. Another message was sent as well, rected to Secretary Daniels, and couched as follows:

"Press reports state you decline send cruiser Pittsburg to Columbia River because only 26 feet of water at mouth of Columbia River, United States' engineers' survey December shows 35 feet mean lower low level or 42 and fine the steamer Bailey Gatzert for a short lime when on a furlough and resentings made since indicate 37 feet low level. No doubt in world felt by engineers of 40 feet low level depth this Summer. If you are quoted correctly Navy Department records of entrance Navy Department records of entrance to this most important harbor fully six is tighting togs and whirling a lassoo to the first composed a deal with an Eastern syndicate for the sale of the vessel for \$1,525,000.

MARSHFIELD, Or. March 18.—(Special.)—The new Western Union telegraph wires between Eugene and Marshfield were connected up this afternoon, and messages were sent over offer from Mayor Rolph for the vessel. Several were negotiating, even Oriental interests having sought to purchase. Mr. Wilcox bought the vessel in December and it was said he actually paid \$975,000 to Mayor Rolph, and that the price to the Eastern syndicate for the sale of the vessel for \$1,625,000.

MARSHFIELD, Or. March 18.—(Special.)—The new Western Union telegraph wires between Eugene state younged to the worked a deal with an Eastern syndicate for the sale of the vessel for \$1,625,000.

Mr. Wilcox left here a week ago to day after having received a telegraphic offer from Marshfield were connected up this afternoon, and messages were sent over the wing remove the wires at 4 o'clock. The two wires five-tenths feet at average tide. Sound-time when on a furlough and re-enlisted within the prescribed time, so is interests having sought to purchase. Mr. Wilcox bought the vessel for the sale of the vessel fo conched as follows:

Motive Is Puzzle. Comment yesterday was general on the harm resulting from Secretary Danjel's misinformation, and even on the receipt of his reply to The Ore-gonian, while admitting the mistake, Aberdeen Spar-Making Plant Will case, the least desirable route was criticised when certainly, in time of trouble, a Navy ship off the Columbia seeking refuge or supplies, would be navigated through the deepest water.

The north channel he picked out, whether through oversight or seeking it with alds to navigation that it was considered last year to be a wise move to shift a whistling buoy off the bur, where it would be of continual service. But it was argued that the spar case, the least desirable route was considered last year to be a wise move to shift a whistling buoy off the onth channel to the southerly part of the whistier served as a mark for ships bound up and down the coast who might shape a course inside of the Columbia.

Aberdeen Spar-Making Plant Will the summer throughout the Summer have caused the shipping firm of Frank Waterhouse & Co. to charter two more vessels, bringing the fact when the continual service and the index cannot water to be made at the energy supplies.

ABERDEEN, Wash., March 18.—(Special.)—Lane County fruit growers for several months have found it almost important to be made at the energy supplies for the Sautite water, where within the next 60 days will bore than dought the summer of the seasons of the supplies for water of the seasons of the supplies for the Sautite and load Rusbian was considered last year to be a wise more to shift a whistling buoy off the north channel to the southerly part of the spars cut by Endresen are belianced through the deepenst water.

The Endresen shave been swamped with spar orders since the shippbullding bound up and down the coast who might shape a course inside of the Columbia.

ABERDEEN, Wash., March 18.—(Special.)—Lane County fruit growers for several months are caused the shipping time of Frank Waterhouse & Co. to the surface of the Summer have caused the shipping time of Frank Waterhouse & Co. to the summer of the Summer have caused the shipping time of Frank Waterhouse & Co. to the Summer of the Summer have caused the shipping time of Fr

ticable.

Columbia River, Harrington Point to Walker Island—Hunting Island's range front light, reported carried away, was rebuilt and relighted March 4.

Walker Island to Willamette River—The following spar buoys found missing were replaced March 14: Hunter's Bar, buoy 1: Warrior Rock Reef, buoy 2: Henriel Crossing, buoy 1; Reeder Crossing, buoy 4.

HOBERT WARRACK, Lighthouse Inspector.

FAIR WEATHER IS PROMISED

Equinoctial Storms to Be Confined to Rocky Mountains.

Shipmasters have nothing to fear rom atmospheric disturbances of an objectionable character along the Pa-cific Coast during the present week, if Standard Oil Company Is in Market the prognostications of the Washington, D. C., headquarters of the United States Weather Bureau are correct, for torms forecasted are to be located in he region of the Rocky Mountains and to the eastward. District Forecaster Beals received be following telegram yesterday em-odying the Washington forecast for

may be expected. "The next disturbance to cross the "The next disturbance to cross the country will form west of the Rocky Mountains Sunday, pass to the Plains States and the Great Central Valley Monday or Tuesday, and the Eastern states about Wednesday. This disturbance will be preceded by a general rise in temperature and will be attended by snows in northern and local rains and probably thunder storms in southern states east of the Rocky Mountains.

With the exception of the short period of unsettled weather attending this disturbance and local snows at the beginning of the week in the re-gion of the Great Lakes and the North Atlantic States, the week will be one of generally fair weather."

CLATSOP AT PUGET ISLAND

Dredge Clears Road to 30 Feet From

Walker's Island to Estuary. Channel improvement carried on at Walker's Island by the Government dredge Clatsop, in increasing the depth there to at least 30 feet at extreme low water, has been finished and the This was in reply to a message from
The Oregonian, dispatched Friday, asking if he had been correctly quoted in
the Seattle Post-Intelligencer to the
effect there was only 26 feet of water,
and that was the reason the cruiser
Pittsburg would not be sent here to
load troops of the Twenty-first Infantry, bound for San Diego.

He admits the statement as to 26 feet
and admits also that it was

The pipeline dredges Multpomah and

and admits also that it was inexact. Then he gives that depth as applying to the north channel, Just why the Navy Department should have cited the least depth, instead of the greatest, is puzzling here. The north channel has not been used in the deep. With that work out of the way and a vater commerce of the Columbia River few lumps removed at other places, or so long that the Government engl-seers have seriously considered not reernment will have the Columbia well

like the Maryland, when here in lot yet routed between Flavel and the sought figures and prices on vessels.

2. which is the same sized ship and Golden Gate, approximating 1984 tons.

There were two carloads of onions for More Shippards Expected Here.

Engineers' figures on depths of water for Columbia River and cease publishments? Chamber requests you, in contents? Chamber requests you, in contents of lifeboats carried and that 75 per cent of the crew shall understand the original processing in the percentage increasing in the percentage increasing in statements and correct evils resulting from the same. Last official data by that regard until the fourth year after Government Engineers, 35 feet mean lower low level at entrance of river, must be able to comprehend orders, and

McDonald Before Crossing Border.

"We are chasing Villa," is the message Quartermaster-Sergeant Leo B. Smith, Battery B, Fourth Fleld Artillery, sent to Steve McDonald, his half-

to this most important harbor fully six his fighting togs and whirling a lassoo years behind time. Can we not have as he was assisting in rounding up placed in navy bureaus handling these horses previous to the march across the placed in navy bureaus handling these questions. United States engineers' data that will prevent such grievous wrong as statement quoted in referring to Columbia River?"

Horses previous to the march across the border. He saw his first service with Company G, of the First Washington Company G, of the First Washington Volunteer Infantry, in the Spanish-American War and following trouble with the Filipinos after which he "took"

EXPORTS OF FRUIT DROP with the regulars.

Options for Building 7500-Ton Steamer Lapse.

NEW NEGOTIATIONS PEND

the week:

"The pressure distribution is such as to indicate that the coming week will be marked by a general reaction to normal temperature east of the Mississippi Valley. In the Mississippi Valley and all districts west thereof, temperatures above the seasonal average may be expected.

"The next disturbance of the Mississippi valley and all districts west thereof, temperatures above the seasonal average may be expected.

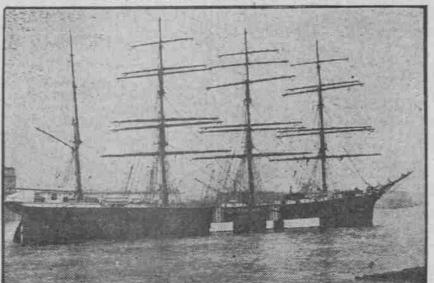
British steamer Erroll, but the tenderrearted owner concluded to turn them over to the state authorities with the appe that they would be liberated and help swell the bird colony in Oregon. The cardinals are on exhibition in the Fifth-street window of the commission's headquarters in the Commercial Club bullding.

That the mouth jetty gas buoy, reported missing, was located in position yesterday was information conveyed to Lighthouse inspector Warrack last night. Captain Harry Baughman, who has been with the G-W. R. & N. fleet on the Snake River, is in the city. He usually goes to Alaska during the season and expects to leave this year if improved in health. to Alaska during the season and expects to leave this year if improved in health.

"Lime Juleo" corner, as Third and Ash streets has been known among the macrine fraternity for years, is no more, for the well-known building that formerly housed Frank Botefuhr's thirst emporium has been raised to make room for a modern structure. It is said to have been about 1884 when the resort became the redexvous of the deep-sea fraternity and in it many tales have been narrated of life on the briny and it was a general meeting place on the "beach."

With about \$20,000 feet of Jumber, the schooner E. B. Jackson finished loading yeared and having headquarters at New York, for the construction of a 7500-ton steamer bere, and possibly a second one at a plant to be established by the Willamette Iron and Steel Works and the Northwest Steel Company, were al-

CARRIER BEING GOTTEN IN READINESS TO WORK FULL FLOUR CARGO FOR WAR REGIONS.



NORWEGIAN BARK OLIVEBANK,

It is intended to shift the Norwegian bark Olivebank from the North Pacific mill to the flour mill tomorrow so she can work a full flour cargo for the other side, some of which may find its way ulti-pervision of Captain L. Veysey, Lloyd's surveyor.

lowed to lapse, and a telegram received yesterday was in effect that a contract would not be signed.

A. G. Labbe, vice-president of the Willamette Iron and Steel Works, said yesterday that a telegram was received from New York bearing on the matter, and, while not quite clear as to all details, was to the general effect that negotiations had been dropped.

"We are negotiating for other vessels, and, in fact, have options out on contracts, but nothing definite has been closed," he said. closed," he said.

More Shippards Expected Here,

dvantages here in the way of material The steam or such work. San Francisco Portlanders are in close touch on a load lumber. similar proposition on a large scale.

The McEachern plant will build two auxiliary schooners at first, equipped as those of the McCormick line, with twin screws driven, by Diesel engines and with lumber capacity of 2.000,000 feet.

chase and Resale of Steamer.

SAN FRANCISCO, March 18.—(Special.)—The firm of Hind, Rolph & Co., of which Mayor Rolph is the head, admitted today clearing a profit of \$275,.000 on the sale, repurchase and resale Leo B. Smith Sends Picture to Steve \$750,000.

According to the firm, the vessel was sold to T. B. Wilcox, of Portland, for \$900,000. It was bought back Thursday for \$1,500,000. Twenty-four hours later the firm closed a deal with an Eastern syndicate for the sale of the vessel for

Vessels to Carry Munitions.

YARD IMPROVEMENTS PLANNED SEATTLE, Wash., March 18.—Indications that the heavy shipments of war munitions to Viadivostok from Puget Sound will continue throughout

work lumber for the return to California, are due as follows: Cognille River, to-morrow: Wapama, Tuesday: Yesemits, Wednesday: Davenport, Thursday: Northland, Friday, and Ceillo, Saturday. Bound for Bandon, the gasoline schooner Ahwenada was cleared yesterday with 75 tons of cargo.

carried on are expected to be completed so the can leave for Astoria Tuesday, re-placing the steamer Undine. Rent W. Clark, formerly purser on the "Big Three" liner Beaver and who returned to the Pacific Mall service, being on the steamer China of late, has resigned to accept a shore billet.

FOREIGN SHIPS UNDER LAW

Inspectors Prepared to Proceed With
Seamen's Act Requirements.

Having gotten their hands in through passing on seamen and certificating and certificating and passing on seamen and certificating and portlanders learned of yesterday, is viewed as the forerunner of others of the same kind to seek locations on the recommendation on the river. The success of the McCormick line in turning out wooden ships at St. Helens has attracted wide attention and the fact a Puget Sound corporation has come to the Columbia River is taken as ample proof of the same kind to seek locations on the recommendation of the same kind to seek locations on the recommendation on the river. The success of the McCormick line in turning out wooden ships at St. Helens has attracted wide attention and the fact a Puget Sound corporation has come to the Columbia River is taken as ample proof of the same kind to seek locations on the seam schooner Wasp sailed for Puget Sound to load lumber.

The After discharging freight at Astoria and Portland. After discharging freight at Astoria and for Puget Sound to load lumber.

The American-Hawalian line steamer Honolulan sailed during the night for Sentite to take on cargo for Viadivostok. Carrying about 200 tons of freight and a small list of passengers, the steamer North-sentite to take on cargo for Viadivostok. Carrying about 200 tons of freight and a small list of passengers, the steam scho

is composed of New Yorkers, was \$1,- at Coos Bay, the Umpqus and Siusiaw rivers. The wires follow the Willamette-Pacific Railway between here

Tillamook to Be Added to Service on Weekly Schedule.

this schedule will be next Saturday from Albers dock No. 2, and thereafter the Tillamook will sail on a weekly

The Elmore interests have been studying the matter of an improved service to Oregon coast ports for some time. The company appointed N. F. Titus as Portland agent and engaged dock space at Albers No. 3. A canvass has been made among jobbers of Portland who are interested, and also the trade of the Coos Bay territory. Assurances of support were given, provid ing a service is established that would take care of the freight offering and which has been delayed somewhat in delivery the past few months.

Portland Loses Orders.

A large number of orders placed by the Coos Bay interests in Portland in the past few months have been can-celed because of the inability of the dealers to get delivery within the time they needed the goods. This has been due to a congestion on vessels operat-ing, and the fact the service formerly maintained to Coos Bay had been curtailed for a time because of demands made for tonnage at other points.

Coos Bay and Portland merchants struggled to work out an improvement in the situation without success. When it was learned that the Elmore Company wight consider placing the Tillepany might consider placing the Tilla-mook on this exclusive run, business houses took the question up with them and urged the action. A general investigation of the situation has been made by representatives of the company and a decision reached to es-

tablish a service. Service Is Provisional.

"In putting on the service the man-agement states that it will not be maintained without proper support," says W. D. B. Dodson, of the Chamber says W. D. B. Dodson, of the Chamber of Commerce. The necessary support depends on seiling and buying goods so as to compel their movement between Portland and Coos Bay in each direction. The Jobbing interests that have been suffering in the past from inability to make delivery within the time specified by their purchasers are being called upon to develop and maintain such business as will warrant the new service and keep the vessel profitnew service and keep the vessel profit-

ably employed.

There is such a demand for steam-There is such a demand for steam-ships of all classes now in other fields that no company will undertake to maintain a service of this character unless the business fully warrants it. Efforts were made to take the Tilla-mook into other fields, but the Elmore interests that have operated for years on the Oregon coast preferred to keep her here if the employment could be made remunerative."

MARINE INTELLIGENCE.

Steamer Schedule, DUE TO ARRIVE,

0 0 10	Breakwater San Diego Mar, Beaver Los Angeles Mar, Northern Pacific San Francisco Mar, F. A. Kilburn San Diego Mar, Bear Los Angeles Mar, DÜE TO DEPART,	SHEET OF	
- 1	Name. For Date		
- 1	Yale S. F toL A Mar.	20	
1.	Wapama San Diego	99	
	Harvard	22	
12	Breakwater San Diego Mar.	24	
ш	Beaver Los Angeles Mar,	25	
d d	Northern Pacific, San Francisco Mar.	23	
d	F. A. Kilburn San Diego Mar,	25	
2	Bear Los AngelesApr.	1	
1	Portland-Atlantic Service,	- 1	
	DUE TO ARRIVE,	- 1	
D.	Name. From Date		
100	Planaria in Time Plant Lauli		

PORTLAND, March 18.—Salled—Steamers Temple B. Dort, for San Pedro; Bear, for San Pedro via San Francisco. Astoria, March 18.—Salled at 8 A. M., Heamer Wasp, for Mukliteo, Arrived at 8 A. M., Steamer Dalsy, from San Francisco, Salled at 2 P. M., Steamer Northern Pacific, for San Francisco. Arrived at 2:40 and left ip at 4:40 P. M., steamer Atlas, from San Francisco. Francisco.

San Francisco. March 18.—Arrived at 8
A. M., steamer Breakwater, from San Diego
and way ports for Portland via way ports.

Coos Bay, March 18.—Arrived at 7 A. M.,
steamer F. A. Kilburn, from Portland for
San Diego via way ports.

Tatoosh, March 18.—Passed in at 7:16
A. M., steamer Honolulan, from Portland for
Seattle.

San Pedro, March 17.—Sailed—Steamer EdSar Pedro, March 17.—Sailed—Steamer Edgar H. Vance, for Columbia River.

Astoria, March 11.—Sailed at 8 P. M.,
Astoria, March 12.—Sailed at 8 P. M.,
Astoria, March 12.—Sailed at 8 P. M.,
Astoria, March 12.—Sailed at 8 P. M.,
Astoria, March 13.—Sailed at 8 P. M.,
Astoria, March 14.—Sailed at 8 P. M.,
Astoria, March 15.—Sailed at 8 P. M.,
Astoria, March 18.—Sailed at 8 P. M.,
As

move to shift a whistling buoy off the southerly part of the southerly part of the southerly part of the bar, where it would be of continuing to grow. Many the bar, where it would be of continuing to grow. Many the whistler served as a mark for ships bound up and down the coast who might shape a course inside of the Continuing to grow and the end of June.

Steamer Camosun Is Floated.

Notice to Mariners.

The following affects aids to navigation in the 17th Lighthonse District:

Carumbia River entrance—South felly gas

The following affects aids to navigation in the 17th Lighthonse District:

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Carumbia River entrance—South felly gas

The following affects aids to navigation in the 17th Lighthonse District:

Carumbia River entrance—South fell gas to be lifted, partially at he mbargo is to be lifted, partially at he make

Admiral Farragut, San Francisco: Alaska, from Southeastern Alaska, Sailed—Steamers Dolphin, for Southeastern Alaska; Yuki 3 STEAMERS BOUGHT

Tides at Astoria, Sunday 0:38 A. M. . . 8.3 feet | 7:08 A. M. . . 1.1 feet 0:51 P. M. . . 8.0 feet | 7:13 P. M. . . 1.0 foot

Vessels Cleared Yesterday,
Gasoline schooner Ahawanda, general
cargo, for Bandon and way,
American steamer Bear, general cargo, for
San Pedro via San Francisco.

BANDON BONDS ARE SOLD MERCHANTS' AID IS URGED Seattle Firm Takes \$25,000 Series ONE STARTS TO Issued by Port.

> MARSHFIELD, Or., March 18.— (Special.)—The purchase of the Port of Bandon series B, \$25,000 bonds, by the F. E. Conway Mortgage Company, for Carstens & Barls, of Seattle, is looked upon in this vicinity as an in-dication of returning financial stabil-ity and confidence on the Pacific Coast, and the general comment is favorable to the purchase by a Coast firm. to the purchase by a Coast firm.
> It is held here that port bonds are the best securities being issued in Oregon, and should therefore bring hoarded money out of the banks. Hereto-fore, Eastern firms, mainly Toledo and Cleveland concerns, have taken all the municipal and port bonds offered here. A Denver firm took the Coquille mu-nicipal issue of \$32,000.

SCIENCE LECTURE IS TODAY C. H. Ohrenstein, of First Church, to Talk at Vancouver Today.

VANCOUVER. Wash., March 18.— Special.)—A free lecture on Christian Science will be given Sunday afternoon t 3 o'clock in the auditorium of the ancouver High School, by Charles H. threnstein, of the board of lectureship f the mother church, the First Church of Christ, Scientist, Boston, Mass. The bublic is cordially invited to attend. When a lecture in given by the Christian Scientists there are always nundreds coming from Poetland, and it is expected that tomorrow will be no exception.

DAILY CITY STATISTICS

Marriage Licenses KEMP-DIEDRICH-Claude Wright Kemp, gal, Empress Hotel and Viola E. Diedrich, KEMP-DIEDRICH—Claude Wright Kemp, gal, Empress hotel and Viola E. Diedrich, gal, Buena Vista apartments.

HULDEN-SMITH—William F. Holden, leal, 795 East Elghtsenth street, and Mabel Smith, legal, same address.

WHITFIELD-HUGHES—William Whiteld, legsl, Commercial Chub building, and abelia Hughes, legal, 474 Tillamook street. CHIVERS-REEN—Harold Thomas Chiers, legal, 1675 East Twentleth street orth, and Mac Reen, legal, 1232 Wilburreet.

Vancouver Marriage Licenses.

CHILCOTE-PERRY—Raymond E. Chilicote, 19, of Moislia, Or., and Miss Opal Perry, 17, of Moislia, Or., and Kelvey, 25, of Iwaco, Wash, and Miss Unice M. Laine, 19, of Iwaco, Wash, GABELICH-SMITH—G. Gabelich, 26, of Portland, and Miss Louise Smith, 20, of Fortland, SCHOELLER-M'CLARY—Dr. Carl F. Schoeller, 27, of Newberg, Or., and Miss Minnle E. McClary, 20, of Newberg, Or., and Miss Minnle E. McClary, 20, of Newberg, Or., and Portland, and Miss Irma Mac, 25, of Portland, and Miss Irma Mac, 25, of Portland, and Vancouver Marriage Licenses.

SMART-To Mr and Mrs. Sert Smart, 414 Eleventh street. March 11, a daughter. MUSCHALIK-To Mr. and Mrs. Richard P. Muschalik, 123 Williamette boulevard, March 10, a son. SCHMIDT-To Mr. and Mrs. John Schmidt, 448 Saidmore street, March 7, a daughter. BEWLEY-To Mr. and Mrs. Edgar Bewby. 5915 Elighty-first street Southeast,
farch 1a, a daughter.
BATES-To Mr. and Mrs. William H.
lates, 742 Vaughn street, March 11, a son,
HLAND-To Mr. and Mrs. John L. Bland,
64 Epshur street, March 2, a son,
WOOD - To Mr. and Mrs. Horatio F.
Wood, 1051 Commercial street, March 16,
64 daughter.

Wood, 1051 Commercial street, March 16, a daughter.

AMSBURY-To Mr. and Mrs. Bert Amsbury, 464 Miller street, March 8, a son.

DUNAWAY-To Mr. and Mrs. Thomas F. Dunaway, March 14, a son.

BRAUER-Tho Mr. and Mrs. August G. Brauer, 1209 East Twenty-eighth street.

North, March 12, a son.

HILE-To Mr. and Mrs. Roy O. Hile, 514 Umatilla street, March 8, a son.

Steamer Schedule.

The steamer San Petro to day Service and Servic

Brownsville Class Gives Play.

BROWNSVILLE, Or., March 18,-Special.)—The North Brownsville

State Gets \$8000 for Fire Patrol. SALEM, Or., March 18 .- (Special.) Contract was signed today by State Forester Elilott with the United States Government whereby the state will receive \$8000, its portion of the Weeks fund, for use in fire patrol work. The

Pacific Mail Takes Over New Dutch Vessels.

Venezuela, Colombia and Ecuador. Built Only Last Year, Replace Some of Those Sold When Seaman's Act Took Effect.

AMSTERDAM, via London, March 18. The Pacific Mail Steamship Company

of San Francisco has bought three steamships from the Dutch West In-lian Mail Steamship Company, The steamer Venezuela, which had previously been sold to a Norwegian firm, was resold to the Pacific Mail Company, and has sailed to San Francisco under the American flag with a Dutch crew. On the way the Venezuela will call at Cardiff, Santos and Rio Janeiro.

The other two steamers are the Ecuador and Colombia. They will leave shortly for San Francisco after being refitted.

The Dutch vessels bought by the Pacific Mall Steamship Company were constructed last year. The Venezuela and Colombia are of 5500 gross tons each and 380 feet long and were built in Amsterdam. The Ecuador is of 5000 tons and was built in Flushing.

The Pacific Mail Company last Au-gust sold the five largest vessels of its Oriental fleet to a subsidiary corpora-tion of the International Mercantile Marine. The vessels were the Man-churia, Mongolia, Corea, Siberia and

Austria Calls Out Youths of 18. VIENNA, March 15, via London, March 18.—(Delayed in transmission.) — A imperial decree published today call into service all youths 18 years old who are fit for military duty. They will be added to the landsturm category. The decree applies to Austria and Hungary.

DAILY METEOROLOGICAL REPORT.

THE WEATHER

WEATHER CONDITIONS.

A jarge high-pressure area overfiles the Upper Mississippi and Missouri Valleys and Central Canada; high pressure obtains also over the Gulf and South Allantic Coasts. Unnetfied weather conditions, with barometric pressure below normal obtains on most of the Pacific Slope and from Central Texas and Oktahoma castward to the Atlantic Coast. Light precipitation has occurred in Northern California, interior Southwestern Oregon and New York. The weather is warmer in Western Washington, Central California, most of Montana, Western North Dakota, from the Mississippi Valley to the Atlantic Coast, in Alberta and Northern British Columbia; it is colder in most other sections of the country.

The conditions are inversable for partly cloudy and occasionally threstening weather in this district Sunfay, with slight temperature changes and light variable winds.

FORECASTS: WEATHER CONDITIONS.

Portland and vicinity-Partly cloudy and consionally threatening weather; light. occasionally threatening weather; light, variable winds, Oregon, Washington and Idaho—Partly cloudy and occasionally threatening weather, slight temperature changes; light, variable winds.

T. FRANCIS DRAKE.



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