# PASSENGERS TAKEN OFF STEAMER MAIT

Vessel Is Aground in Harbor of Rarotonga, in the South Seas.

## TWO PORTLANDERS ON LIST

Miss Mabel Claridge and W. L. Claridge Among Those On Stricken Craft-Danger Not Regarded Great.

SAN FRANCISCO, Dec. 20 .- Details were anxiously awaited here tonight of the plight of the Union Steamship Company's steamer Maiti, which went aground in the harbor of Raratonga Christmas day with about 25 passengers and a crew of 90 men aboard. Cable dispatches late today to the company's agents here said that all the passengers had been taken ashore and that Captain Charles McLean hoped to float the vessel at high tide.

The Maiti, of 1888 net tons, left San Francisco for Wellington, New Zealand.

The Maiti carried 43 passengers, but a number left ship at Papeete and about 25 are supposed to be aboard, with a crew of about 90.

The list of second-class passengers Miss Mabel Claridge, Portland, Or.

in any serious trouble. We heard by cable from Wellington on Wednesday or Thursday that she had reached Paratonga on December 25. She is not due at Wellington until January 1.

"The Moana exchanged wireless messages with the Maitl on December 25. pravious to the Malti's arrival at Rara-tonga. Nothing untoward was re-

One thing is certain: The Maiti is not in any serious difficulty or we would have heard about it several days

# FUEL SHORTAGE STOPS WORK

### Two of Four Dredges Operated by Port of Portland Are Tied Up.

Hope that none of the Port of Portand dredges would have to be tied up owing to the cut fuel shortage on the river flickered yesterday, when E. W. Wright, manager of the Port, ordered the dredge Portland, working in front of the Peninsula Shipbuilding Company's yard, and the big dredge Tualation of the Company's the channel tin, engaged in widening the channel at Postoffice Bar, to tie up at the St.

Johns drydock.

That leaves the dredges Columbia and That leaves the dredges Columbia and Willamette at the yard of the Columbia River Shipbuilding Corporation, in South Portland, where they are making a fill on which shops will be built. As the Government dredge Wahkiakum has been tied up also, owing to use, fuel could be obtained from the St. Helens mill, but ice in the river is one dredge, as fuel was scarce, but instead two shifts were eliminated on for annual overhauling.

NEW YEAR'S SALUTE IS GIVEN

"Happy New Year," said Captain Ed to the Japanese line, Mason to friends ashore yesterday, through the medium of a whistle salute, Notice to Ma three long blasts, as the blg coaster gathered headway on leaving Ains-worth dock and headed through the Broadway bridge on her journey to The ship bore at mastheads small fir

trees and there were other decorations, not the least of them being in the social hall and saloon. The steamer is due within the Golden Gate tomorrow and, if detained on the way, there will be an old-fashioned New Year's spread for the 150 travelers aboard. The ves-sel was loaded to capacity with cargo, the list including Oregon apples, po-tatoes, onions and other soil products that were under the ban until the char-ter of the steamer Northwestern a week ago. Now all embargo has been removed and business is decidedly brisk.

# 26 LUMBER CARGOES DEPART

### Lower Columbia Mills Ship 20,189,-660 Feet in December.

ASTORIA, Or., Dec. 30 .- (Special.)-During the month of December 26 ves-sels loaded at the mills in the lower Columbia River district, and their com-Columbia River district, and their com-bined cargoes amounted to 20,189,660 feet of lumber. Twenty-three of these vessels, carrying 17,440,000 feet of lum-ber, went to California points, while three vessels, laden with 2,749,660 feet of lumber, went to Australia. In the same period the upper river mills shipped 2,424,000 feet of lumber

to domestic and foreign ports, making a total of 22,623,660 feet that left the Columbia River in cargoes during the

In addition to the lumber, 47,070 bundles of box shooks were shipped to California, 24,954 bundles being from the lower river plants. There were also three carloads of barrel staves and one carload of shingles sent to California,

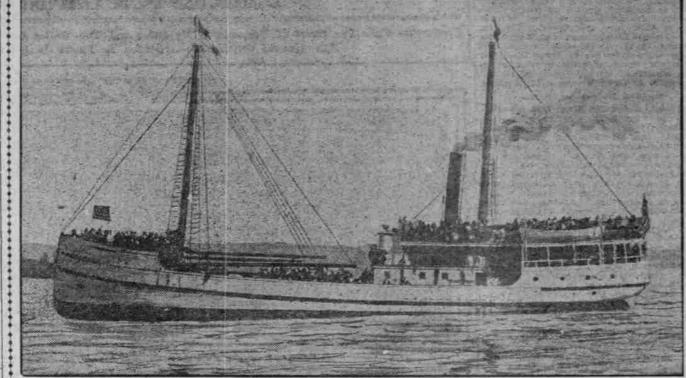
# JESSIE HARKINS ON FERRY RUN

### Interstate Bridge Used Until Boat Is Put on Run Again.

VANCOUVER, Wash., Dec. 30.—(Special.)—The small steamer Jessie Harkins this afternoon was placed on the ferry run between Vancouver and Hayden Island in place of the regular ferry. which tied up this morning on account of the ice. The boat will run as long as possible, carrying passengers only. At 9:20 this morning the lift span of the bridge was lowered into place and pedestrians were allowed to walk across until the Harkins went on the run, when it was raised again. Early this morning a number of men who had to get to work in Portland climbed the high ladders and crossed on the span, while fully 1000 people walked across after the span was lowered.

Offices Close for New Year's. Custom-House employes and other Government staffs entered on another two days' vacation yesterday afternoon, as all departments are to remain closed until Tuesday morning. On the water-front much the same plans apply as

FLORENCE UNDERTAKES REVIVAL OF SHIPBUILDING FOLLOWING IMPROVED CONDITIONS AT ENTRANCE TO HARBOR.



STEAMER LUELLA, A FLORENCE PRODUCT.

EUGENE, Or., Dec. 30.—(Special.)—The steam schooner Luella, built at Florence 18 years ago, for W. H. Beagle, of San Francisco, and which is still in commission, is offered as proof of the possibilities of the shipbuilding industry at Florence, especially when taking into consideration the additional depth of water

shipbuilding industry at Florence, especially when taking into consideration the additional depth of water gained by recent jetty construction.

The Eugene Chamber of Commerce has volunteered to co-operate with the people of Florence in an effort to induce shipbuilders to locate a plant at Florence. J. F. Bergman, of Florence, has been named as a representative of the combined forces to confer with certain shipbuilders, asking them to submit a definite proposition of some sort which would mean the beginning of the industry at Florence.

The Lucila is 165 feet in length and draws about eight feet of water, having a capacity for 400,000 feet of lumber. At high tide there is now a depth of about 20 feet of water on the bar at Florence, as compared to a depth of 14 feet when the Lucila was constructed.

Not since the early days of the Fleetood, a speedy propelier. Captain U. B. Scott built in 1881 to compete with the O.-W. R. & N., between Portland and the Cascades, later operating as an opposition boat on the Portland-Astoria route, was Alder-street dock given hup by the White Collar or Regulator pipe. The China salled from San Franline until the removal of the furniture from the office last night, the Regulator interests having discontinued the tor interests having discontinued the

service to The Dailes for the Winter. The dock may be reoccupied when the steamers resume March 1.

The Fleetwood preceded the famous stern-wheeler Telephone, which the White Collar interests built in 1883. It was about 1903 that the Regulater line was merged with the White Collar fleet and finally the company switched from the lower river to The Dailes field. The fleet now consists of the Dailes City. Bailey Gatzert and State of Washington. The vessels are laid up in South Portland, where a wharfboat, brought from The Dalles, will be shifted today.

KENT CLARK TO RUN HOTEL

### Steamship Company Selects Purser to Manage Kobe Property.

Kent W. Clark, purser on the steamer Beaver from the time she went on the Portland-California run in 1916 until of the Oriental Hotel, at Kobe, Japan, the hostelry being one of a chain opesuch that barges might not be handled rated by the Toyo Kisen Kalsha, with without danger. About two weeks ago which line Mr. Clark has been serving the Port Commission figured on retiring as purser of the Korea Maru, now at

San Francisco.

Portland friends have predicted for of the others. Less fuel is available purser would ultimately find a path now, as several mills have shut down leading from the steamship sphere, if he did not become head of some fleet, and in his selection for the important post as "mine host" at the big Kobe hotel he is believed to have started on Beaver Sails With 150 Grests and Big Load of Oregon Shipments, he went with the China Mail and then

Miss Mabel Claridge, Portland, Or.

N. L. Claridge, Portland, Or.

Except Miss Ruth Williamson, registered from New Zealand, and J. A.

Roberts, of Merced, Cal., all the other passengers were registered from San Prancisco hotel addresses or not at all.

Reginald Black, the agent of the Union Steamship Company here, said today:

"I do not believe that the Maitl is River Line for Many Years.

Miss Mabel Claridge, Portland, Or.

N. L. Claridge, Portland, Or.

Except Miss Ruth Williamson, registered from New Zealand, and J. A.

Roberts, of Merced, Cal., all the other their schedules.

White Collar Leaves Dock

White Collar Leaves Dock

White Collar Leaves Dock

White Collar Leaves Dock

White Collar Leaves Committee After

CHANGES MADE IN LLOYD'S

Lighthouse inspector.

L. B. Adam Leaves Committee After

Steamship China Held by Mishap. HONOLULU, T. H., Dec. 30.—The China Mail steamship China, which ar-

### Marine Notes.

Her lumber cargo having been finished sesterday at Prescott, the schooper Carrier Dove, bound for Sydney under charter to the Canadian Trading Company, is to tow to the lower harbor tomorrow.

Preparatory to starting her wheat cargo he British steamer Don Benito shifts today rom the North Pacific mill to Mersey dock. the is expected to be ready for sea the last

of the week,
Captain Whitcomb, of the Steamer Joseph
Kellogg, was berated by other officers of
the steamer yesterday for having exhibited
such unusual strength handling a sack of
bran into a chute that it flopped overboard.
With the chief engineer he volunteered to
help load brand to get warm and, it having
been many years since he qualified as a
deckhand, he gave a new-fangled twist to
the sack, thereby increasing claims against
the company somewhat.
Buoy work at the entrance to the Columbia was finished yesterday by the lighthouse
tender Heather and the tender Manuanita
had one task, that of relighting the outside
gas buoy off the river, when both were to
lay up until Tuesday. The new tender
Rose is at Astoria and will be kept in regular service.

To learn how his real estate at Seasida was withstanding Winter rigors, Inspector Warrack, of the Seventeenth Lighthouse District, left for the beach yesterday.

Having finished the quarterly survey of the mouth of the Columbia River, a crew of Government men aboard the tug Geo. II. Mendell arrived home last night. While soundings have not been reported on, it is said there is virtually no change in the deepwater area, where 40 feet is available.
Aboard the Government dredge Col. P. S.
Michie there was music galore yesterday on
the receipt of a handsome phonograph and
numerous records, the gift of the Facilic
Steamship Company, and in appreciation for
work done by the Michie's company in the
rescue of passengers from the big coaster
Congress, when she caught aftre off Coos
Bay early in the Fall,

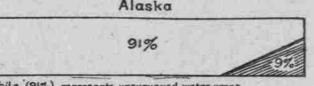
Delayed at Coos Bay the steamer Break-water was late leaving there yesterday and her departure from Portland has been fixed for Tuesday night.

Notice to Mariners.

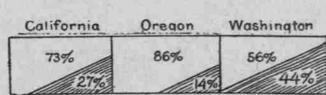
The following affects aids to navigation in the Seventeenth Lighthouse District:
Columbia River, Astoria to Harrington Point—Tongue Point crossing gas budy 6 eported as extinguished since December 25. To be relighted as soon as practicable.

Willams Bay outside bar gas and whistling muy PS reported by steamer Hoquiam De-

COMPREHENSIVE CHART IS ISSUED BY GOVERNMENT TO ILLUSTRATE ENORMOUS AMOUNT OF WORK REMAIN-ING FOR COAST AND GEODETIC SURVEY FORCE.



White (9170). represents unsurveyed water areas Shaded (9%) - represents water areas surveyed in past 30 years At the present rate it will take 333 years to complete a first survey of Alaska's navigable waters



White (73%, 86% and 56%). represents unsurveyed water areas.

Shaded (27%, 44%, and 44%). represents water areas surveyed in past 66 year At the present rate it will take 170 years to complete a first survey of the navigable waters of this coast

For 20 years no systematic survey of mater areas has been made on account of lack of facilities

Philippine Islands

White (39%) \_ represents unsurveyed water areas. Shaded (61%) represents water areas surveyed in past 16 years. Philippine surveys have progressed more rapidly in 16 years than in the other regions shown on this sheet due to the funds and four (4) ships supplied by the Philippine Government.

# PHILIPPINE TASK NEARING END.

E. Lester Jones, superintendent of the coast and geodetic survey of the Department of Commerce, who has visited Portland a few times, being here last a few months ago, when he met with shipping and commercial interests and by means of slides and motion pictures de-picted the "drag" system in vogue in Alaskan waters, by means of which navigable waters are swept to locate obstructions, has furnished more food for thought in his latest chart, setting forth the stages of completion of the surveys on the Coast and in the Philip-pines. In all cases on the West Coast of the United States the backwardness of the surveys is attributed to lack of vessels and other

J. B. Adam Leaves Committee After Having Served 25 Years.

Walter Lang, surveyor here for Lloyd's Register of Shipping, received information yesterday of changes in the personnel of Lloyd's committee, Sir John Ellerman, Bart. Sir Owen Phillips, K. C. M. G., M. P., Daniel Stephens and W. G. Noble, having been elected to that body. Sir John Ellerman is president of the Ellerman line, and not long ago obtained control of the Wilson line, at Hull, England Sir Owen Phillips is chalman of the David No. Phillips is chairman of the Royal Mail Steam Packet Company, the Union Cas-

Steam Packet Company, the Union Castle Line, Elder Dempster Line, Lamport & Holt fleet and director of the Pacific Steam Navigation Company, Nelson line, and other organizations. Resignations of J. Knott and J. B. Adam resulted in the election of Mr. Stephens and Mr. Noble. Mr. Adam had been with the society 25 years and on a visit to the United States in 1900 there were only nine ships of 1900 there were only nine ships of 2,000 tons building on this side for classification in Lloyd's, while today there are so many several special surwere sent from England during

### Pacific Coast Shipping Notes. GRAYS HARBOR, Wash., Dec. 30 .- (Spe cial.)—The steamers Quinauit, Isqua and Tabos are due Monday from San Francisco. The steamer Multnomah should arrive to-

corrow.

The steamer Caries arrived and is loading at the Donovan mill,

The schooner Roy Somers got out over the bar last night on a trip to Honolulu, a which she carries \$55,000 feet of lumber.

Organization of the Union Longahoremen's twedore Company, which plans to complete with the Graya Harbor Stevedore Company, some party is well advanced, according to Jack stry, is well advanced, according to Jack ny, is well advanced, according to on, secretary of the Aberdeen Longs n's Union. Axon says the company opposed to live in San Francisco who ting business from the steamship ties. The company of the union is done no loading on Grays Harb but its members hope to secure the company of the union of the secure of the company of the course of the company of the course of the course

liciting business from the union men panies. The company of the union men has done no loading on Grays Harbor as yet, but its members hope to secure business.

The officers of the Grays Harbor Stevedore Company refuse to worry about the activities of the union men in organizing a company to compete with them. They say they believe the present company has been giving satisfaction to ship owners and chippers and they believe they will held their present business. The steamer Northwestern arrived from

The steamer Northwestern arrived from Portland, via Asteria, today with passengers and merchandise little the worse for the slight collision with the steamer Northland off Eureka.

The steamer Quinault, which returned to port to land the body of a fireman killed by falling into the machinery of the engine, departed this morning for Aberdeen. The ateamer Northern Pacific, with passengers and freight, left for Flavel this morning. Making her third round trip from Hawaii,

the turbiner Great Northern arrived in port this afternoon, bringing 233 passengers and a cargo of 620 tons of general island The Dutch steamer Bintang left this afternoon for Batavia and way ports with a small passenger list and full general cargo

ASTORIA, Or., Dec. 30 .- (Special.) -The astoria, or, bec. 30.—(special)—The steam schooner Northiand, which was in a collision yesterday morning off Eureka with the steamer Northwestern, came into portearly this morning and went to Portland for repairs. The Northiand was en routs to Grays Harbor. Her stem was stove in and several planks above the water line were damaged.

Carrying a full cargo of lumber from

were damaged.

Carrying a full cargo of lumber from
Linaton, the steam schooner Daisy Matthews
sailed today for San Francisco.

The coast guard cutter Manning returned today from a cruise to Puget Sound. SAN FRANCISCO, Dec. 30 .- (Special.)-

SAN FRANCISCO, Dec. 30.—(Special.)—
Bringing the largest single shipment of nitrate which has come into port in many months the British steamer Kentra made port today. The vessel came from Caleta Buena with 7200 tons in her cargo for the Dupont Powder Company.

Upon discharging here, the Kentra will be put on the berth for United Kingdom by E. C. Evans & Ca., going to Puget Sound to take on part of her cargo.

The Japanese freighter Tokiwa Maru, New York for Vladivostok, put in for fuel here today and will probably proceed tomorrow.

COOS BAY, Or., Dec. 30.—(Special.)—The steam schooner A. M. Simpson salied at 4 this afternoon with a lumber cargo from the Buehner mill, bound for San Francisco. Dispatches here announce that the steamship Kilburn is delayed in the Columbia River by ice and will not arrive until Monday.

The steamship Breakwater arrived teday at 8 from Eureka and salied for Portland at 13:30.

SEATTLE, Wash., Dec. 30.—(Special.)—
The Vancouver Dredging & Salvage Company, of Vancouver, B. C., today purchased the steamer Georgia from the Juneau Steamship Company. The Georgia formerly had the mail contract between Juneau and Sitka, but lost it four years ago and has been laid up here ever since.

The submarine N-1, first of three divers building at the Seattle Construction & Drydock Company, was launched this morning at 10 o'clock. The other two will be launched within two months and all three will be stationed at Bremerican until October, when they are to be taken to the Padama Canal.

The steamer Admiral Schley sailed at 11

Padama Canal.

The steamer Admiral Schley sailed at 11 A. M. today for San Francisco with a full cargo and 40 passengers.

The arrivals today included the steamer Dolphin from Southeastern Alaska, with 25 passengers and a light freight cargo, at 12:30 P. M., and the steamer D. G. Scofield at 12:45 P. M. from San Francisco.

Tides at Astoria Sunday. High Low. 6:15 A. M...S.5 feet 5:01 P. M.....1.5 feet

First Off-Shore Grain Carrier in Six Months Arrives.

steamer Don Benito, and she is the first offshore grain ship to be handled since the season opened July 1, and the

since the season opened July 1, and the prospects are she will be the last when the period terminates June 30, 1917. The Fear's business is confined to that shipped between January 1 and June 30, amounting to 1,698.463 business, valued at 1,862,864.

In foreign lumber chipments Portland has fared better, 22,341,713 feet, valued at 1,862,864.

In foreign lumber while none has been available for grain. But as 16,813,747 bushels of wheat and 65,758, 000 feet of lumber moved to foreign destinations during 1915, both lines have suffered enormously, all due to the inability of shippers to engage carriers for the business. The result has been little means of moving foreign lumber. In 1914, only the latter part of which was affected through the European war, Fortland exported the European war, Fortland exported the foreign lumber. In 1914, only the latter part of which was affected through the European war, Fortland exported state of the total was less only 1912 the total was less only 1912 the total was less only 1913 the south of 1913 the total was less only 1913 the total was l

\$1,539,225. Domestic flour shipments for 1916 were 600,746 barrels, of which 283,684 barrels moved the last half of the year, and for the last six months preceding the year 208,568 barrels had

Lamthe December summary of the Merchants Exchange, covering cereal transactions since July 1, it is set forth that the total shipments to date from the Northwest, which includes straight wheat and flour reduced to wheat measurement where and the same period in the 1915-16 season, are same period in the 1915-16 season, the same period in the same period in the 1915-16 season, the same period in the 1915-16 season, the same period in the same period in the 1915-16 season, the same period in the 1915-16 season, the same period in the 1915-16 season, the same period in the 1915-16 season the same period in the same period in the same period in the same period in the 1915-16 season, the same period in the same pe

# MARINE INTELLIGENCE.

# mer Schedule

Diction Communication	
Name. From Date Breakwater. San Francisco. Dec. Northern Pacific. San Francisco. Dec. Rose City. San Francisco. Jan. Northwestern Les Angeles. Jan. Northwestern Les Angeles. Jan. Beaver. Los Angeles. Jan.	81 81 2 6 7
Name. DUE TO DEPART. Dat	e. ,

200	or Date.
Name. F	Dr
Yale S.F.	for L.A S. D - date
Breakwater San	Francisco Jan.
Northern Pacific San	Francisco
Harvard S.F.	for L.AS.D.Jan.
Klamath San	Diego Jan.
Rose City Los	Angeles Jac.
F A Küburn San	F ancisco Jan.
Northwestern Los	Angeles Jan.
Wapama San	Diego Jan. 1
BeaverLos	Angoles Jan. 1
Transfer and a service and a service	bentintes

# Movements of Vessels.

ASTORIA, Dec. 30.—Arrived at 6 and left up at 7:30 A. M.—Steamer Northland, from San Francisco for Grays Harbor; was notilision with steamer Northwestern off Eureka at 5 A. M. yesterday; stem damaged; will drydock. Salled at 5 A. M.—Steamer Dalsy Matthews, for San Pedro. Arrived at 9 A. M.—U. S. Revenue cutter Manning. from Seattle.

SAN FRANCISCO, Dec. 30.—Arrived at 6 A. M.—Steamer Northwestern, from Portland. Sailed at noon—Steamer Johan Paulsen, for Columbia River.

Dec. 29.—Arrived at 4 P. M.—Schooner Monterey in tow of tug Navigator, from Portland. Sailed at 4 P. M.—Steamer Tiverton, for Columbia River.

SAN PEDRO, Dec. 30.—Sailed at non—

Steamer Ross City, for Portland via San

Hyde-Betson cases. COOS BAY, Dec. 30.—Arrived at 7 A. M. and salled at noon—Steamer Breakwater, from Ban Francisco and Eureka for Portland.

SAN FRANCISCO, Dec. 30.—Arrived—Steamers Great Northorn, from Honolulu; Tokiwa Maru (Japanese) from New York

BIG PICTORIAL EDITION TO

## APPEAR TOMORROW. The Oregonian Annual, which will be issued tomorrow, New

Year's day, will be the most complete pictorial number ever published by any newspaper in Oregon. In addition to the regular news section, it will contain four special sections devoted to the progress of Portland and Oregon. One section will present entirely in pictures the chief activities of the state, including industrial, farming, shipping and scenic views. Another section will contain exclusive Portland scenes. Two other sections will review, by picture and story, the chief activities of both city and state. The shipbuilding industry especially will be featured. Tomorrow's Oregonian will be a complete pictorial Oregon number.

Steamers Governor, for Seattle; Johan Poul-sen and Northern Pacific, for Portland; Stanwood, for Columbia River; Quinauit, for Aberdeen; Bingtang (Dutch), for Batavia; Enterprise, for Hilo.

SEATTLE, Dec. 30.—Arrived—Steamer olphin, from Southeastern Alaska; D. G coffeld, from San Francisco. Sailed-teamer Admiral Schley, for San Pedre.

## Marconi Wireless Reports.

SHIPPING FIGURES SHRINK

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SHIPPING

seco, 1716 miles northeast of Honoiciu, Desember 29.

Curacao, Seattle for San Francisco, 12 the harbor yesterday morning to have the forward part of the hull sheathed, and a second departure was made last niles north of Point Arena.

Drake, Richmond for Cordova, 118 miles of the Golden Gate.

The steamer Northland, bound here the steamer Northland, bound here for repairs, but into St. Helena at 1

### U. S. Naval Radio Reports.

NORTH HEAD, Wash., Dec. 30.—Admired Watson, Seward for Seldova, hove to off Seal Rocks in western gale, S.P. M. Dec. 29. Admired Farragut, Tacoma for San Francisco, 460 miles north of San Francisco, 8.P. M. Dec. 29. C. G. C. Manning arrived at Astoria 10:30 A. M. Dec. 30.

EUREKA, Cal., Dec. 30.—Admiral Good-rich, San Francisco for Seattle, 40 miles north of Cape Mendocino.

ATTORNEY-GENERAL BROWN FILES ESTIMATE FOR BIENNIUM.

Constant Increase in Demands on Staff Asserted Due to Variety of Calls on Department.

SALEM, Or., Dec. 30 .- (Special.) -At torney-General Brown in submitting his budget to the Secretary of State for the next biennium asks for a total appropriation of \$38,320, or an increase of \$3320 over the last blennial period.

"The work of the office has constantly increased during the past two years," asserts Mr. Brown in submitting his estimates. "This increase is partly owing to the change in the law ex-tending the duties of the office of At-PORTLAND, Dec. 30.—Arrived—Steamer Northland, from San Francisco, Salled—torney-General, and partly to the work Steamers Beaver, for San Francisco and San Pedro: P. A. Kilbura, for San Francisco via Coos Bay and Eureks. the past two years, the greater part of the services of one Assistant Attorney-General; the Public Service Commission during the past six months has called upon this office also for a great deal of assistance due to the fact that it no longer has an attorney on the commis-

"The Hyde-Benson cases have taken up aimost the entire time of one as-sistant, and a considerable portion of the Attorney-General's time, with several clerical assistants, and it has been impossible to complete the cases during the two years. The office has attempted to do on a small appropriation what it cost the Federal Government nearly \$200,000 to accomplish in the

# FRIENDS WILL CONVENE

MINISTERIAL CONFERENCE WILL BE AT SALEM, JANUARY 15-18.

Entire Membership Is Invited to Attend-Programme Is Rendy and Speakers Are Named.

NEWBERG, Or., Dec. 30.—(Special.) -The annual conference of the Ministerial Association of the Friends' Church of Oregon yearly meeting will be held January 15-18, in the Highland Friends Church, of Salem. The con-

Friends Church, of Salem. The conference this year is not to be confined to the ministers of the church, but the entire membership is invited, and many of the laity of the church will aitend.

The programme will begin Monday evening, the principal address of the evening being the conference sermon by Homer L. Cox, pastor of the Sunnyside Friends' Church, of Portland.

One of the features of the daily programme will be a lecture each day at 9:45 on practiced homiletics, by Prosident Levi T. Pennington, of Pacific College. President Pennington also will give an address on "Friends' Attitude on Peace" Tuesday afternoon at 2:15.

The evening address, aside from the conference sermon, will be given by President Carl G. Doney, of Willamette University. Other addresses will be: "Church Finance," by Nettle Riley, of Lenis, and "The Romance of Preaching," by Joseph Hockett, of Salem.

The music for the entire conference will be in charge of Homer L. Cox. Chester A. Hadley, of Portland, is president of the association and will preside at all the sessions.

WEATHER CONDITIONS,

A low-pressure area of no great energy is central north of Montana. A large high pressure area control over Northern Ullinois controls the weather over the greature area control over Northern Ullinois controls the weather over the greature area control over Northern Ullinois controls the weather over the greature area control over Northern Ullinois controls the weather over the greature area controls we area controls the weather over the greature area controls the weather o

F. A. Kilburn Forced Back for Sheath to Break Path.

# DREDGE TOLD TO TIE UP

Floating Ice Reported by Masters Coming in From Middle River Points-O.-W. R. & N. Fleet Is Expected to Quit Soon.

Ice in the Lower Columbia River forced the North Pacific steamer F. A.

some rivermen declare a marked drop in temperature would undoubtedly make navigation on the Lower Columbia de-cidedly bothersome and might block the

Queen, arriving last night from Astoria, said little lee was found in the river below St. Helens and above that point there were large quantities, but floating in small pieces and no delay was ex-perienced, the ateamer making sched-uled time from St. Helens here. They were not as apprehensive of trouble as

### SALEM, Or., Dec. 10 .- (Special.)-About 25 County Superintendents from all over the state arrived in Salem to-day to start their week's work of grading papers of the December teachers' examinations. Tonight the re-elected Superintendents were the guests of the retiring Superintendents at the

Cruiser Frederick in Puget Sound. SEATTLE, Dec. 30.—The cruiser Frederick, which has been on Mexican patrol duty, arrived at the Puget Sound Navy-yard today from San Francisco to undergo extensive repairs.

# DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 30.—Maximum temperature, 29 degrees; minimum, 24 degrees, Biver reading at 8 A. M., 1.5 feet; change in last 24 hours, 0.7 foot fall. Total rainfall (5 P. M. to 5 P. M.) trace; total rainfall since September 1, 1916, 12.52 inches; normal rainfall since September 1, 19.11 inches; deciciency of rainfall since September 1, 19.16, 6.59 inches. Total sunshine December 30, nose; possible sunshine, 8 hours, 42 minutes. Barometer (reduced to ma level) at 5 F. M. 30.98 inches. Relative humidity at noon, 60 per cent. PORTLAND, Dec. 50 .- Maximum temper

THE WEATHER.

riocity.... pliation t 24 hours STATIONS. Weather.