SAIL CONTRACTS LET

Portland Company Gets Order for Three New Suits.

SETS COST $3000 TO $6000

Other Lines of Business Related to Shipbuilding Are Also Reported to Be in Unusually Prosperous Condition.

Contracts placed here yesterday by J. H. Price, naval designer and builder, now located at Vancouver, B. C., with the Pacific Tent & Awning Company for three suits of sails for auxiliary schooners building there, make a total of 12 suits the Pacific plant has accepted for British Columbia vessels, in addition to which 11 contracts are held for vessels building on the Columbia River.

Competition has been keen among sailmakers for the trade brought by the new type of vessels and, while Portland is holding her share, it has proved strenuous work to get into the field and increase the business. Sails of the first five vessels building at the McEachern yard, Astoria, are to be turned out by George Broom, of Seattle, the first of which are now on the schooner Astoria, lying at Municipal Dock No. 1.

To turn out a complete set for the average auxiliary schooner requires about a month and the cost varies from $3000 to $6000. It is far from being new business here, inasmuch as Portland has had sailmakers for years and patronage was general in the days of big fleets of square-rigged grain carriers. With the grain ships being held in the Atlantic trade, war charters being more attractive, the renewed activity in deepwater ship construction here has given sailmakers about all that can be attended to.

Much heavier canvas is used for sails than for ordinary purposes and each is cut in a sail loft, where the huge patterns are marked out. Assembling the canvas and sewing each section is about the easiest task, the real work being in fashioning separate sails and completing the edges, sewing of that character being largely by hand.

Making sails is only one of numerous busy marine lines at present at Portland, other than the building of hulls in both steel and wooden yards, as the demand for many parts in equipment and rigging, besides materials in the way of hardware, paint, oakum, furnishings and the like has spread the new prosperity over a large territory. Practically all establishments engaged in marine work at present are crowded with orders and in some lines more men could be employed.

SANDY'S HULL STANDS TEST

Dredge Back to Yard After Nine Years Passed in Service.

When Joseph Supple built the dredge Sandy nine years ago she was rated a good job, and the fact she has not been out of the water for general overhauling of her hull since is taken by the river contingent to prove her rating. The digger, which has been at work in North Portland harbor for a lengthy period, is on the ways at Supple's Belmont-street yard, and besides hull labor the force will overhaul pumps and attend to other machinery details.

Mr. Supple has completed a contract entered into with the Government for the construction of 20 pipeline pontoons for a dredge on the Sacramento River. The pontoons will be shipped there this week. The house is on old Lightvessel No. 50, being converted into a passenger and freight vessel there for the Mexican trade, and she will be ready on time if her engine deliveries are not delayed.

COOS BAY CHANNELS MARKED

Course for Craft Designated by 228 Piles Painted White.

MARSHFIELD, Or., Feb. 10.—(Special.)—Two hundred and twenty-eight piles, with the tops painted white, dot the various channels of Coos Bay above the Willamette-Pacific Railway bridge and navigators are now able to ply their craft without the likelihood of running aground. The work of setting the piling was done by Charles Van Zile, of North Bend, through an order from the Port of Coos Bay. The job required several months, but the improvement is considered one of the most important made since the port was organized.

The channels now marked include: North, Haynes, Larson, Kentuck, Willanch and Eastside; also Pony. Port Commissioners Peter Loggie, of North Bend, and A. O. Rogers, of Marshfield, inspected the work and it was accepted on their recommendation.

SHIP PLANT TO BE BIGGER

Western Corporation Succeeds Peoples Company at Tacoma.

TACOMA, Wash., Feb. 10.—(Special.)—The Western Shipbuilding Corporation, capitalized at $500,000, has been formed to take over the Peoples Shipbuilding & Construction Company, which is erecting a plant for the construction of lumber schooners at Gig Harbor. A. B. Gellerman, of Tacoma, is its president and G. C. Lemcke, of Seattle, is the secretary.

The Peoples Company was capitalized at $250,000. The Western Company, with its larger capital, plans to construct a much larger plant than the one contemplated by the former organization. The Western Company is reported to have contracts for the construction of a number of large lumber schooners.

ROCKS FROM OLD COUNTRY

Mining Interests Draw Material From England to Idaho Fields.

Reshipment has been made from Ainsworth dock of unusual cargo, being 1000 sacks of flint pebbles, brought from England on one of the Harrison liners and transshipped at San Francisco. There were two shipments of 500 sacks each, consigned to mining interests at Wallace and Enaville, Idaho.

The Rose City sailed on time yesterday afternoon with close to 100 travelers and a full cargo. The Beaver is due Wednesday and leaves out again Friday.

There were three departures from the Golden Gate for Portland yesterday in the general cargo fleet, the turbiner Northern Pacific, steamer Breakwater and steamer Despatch.

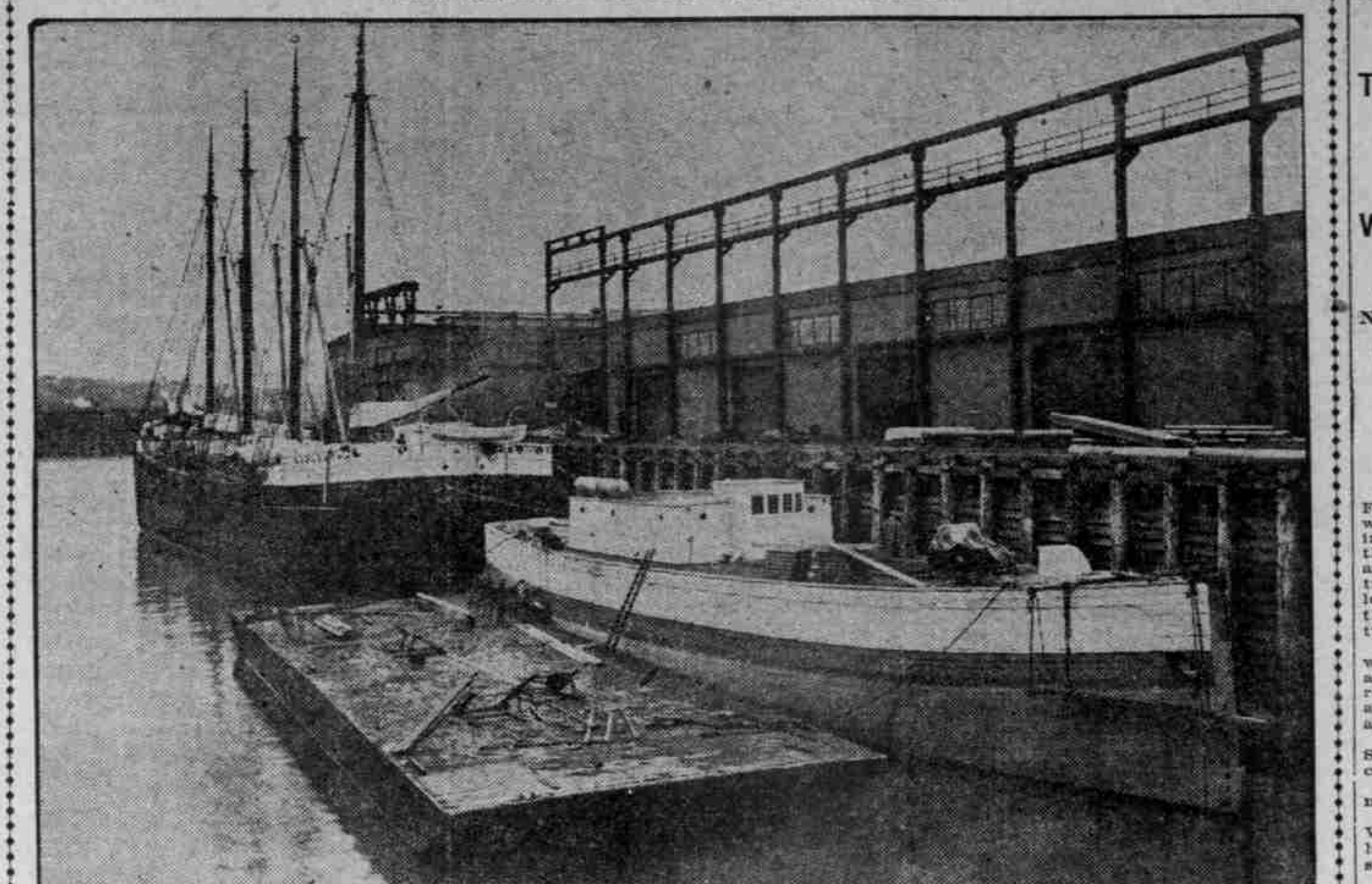
ONE HOLIDAY IN FEBRUARY

Waterfront Workers Not to Get Extra Time Lincoln's Birthday.

Custom-House departments and other Government branches will be closed tomorrow, Lincoln's birthday. The day will not be regarded on the waterfront as a holiday, because of provision in wage scale and working conditions of the Columbia River Stevedoring Company, adopted by stevedores, as Lincoln's birthday is omitted from the exceptions.

Dates considered legal holidays are New Year's day, Washington's birthday, Decoration day, Fourth of July, Labor day, Thanksgiving day, Christmas and all Sundays. As to Congressional elections longshoremen and others employed by stevedores are to be allowed one hour off with pay in order to vote. In spite of the ruling as to Lincoln's birthday, the men will get in one holiday in February, Washington's birthday.

FINISHING WORK BEING DONE ABOARD TWO PRODUCTS OF OREGON SHIPYARDS THAT WILL SHORTLY ENTER FOREIGN TRADE.



AUXILIARY SCHOONER ASTORIA AND MOTORSHIP ANGEL.

Lying in the slip at the north end of municipal dock No. 1 are the four-masted auxiliary schooner Astoria, of A. O. Andersen & Co.'s fleet, built at Astoria and brought here for drydocking, and the motorship Angel, the hull of which was built on the Coast a few years ago and purchased the latter part of 1916 by the Merchants' Navigation Company, of Los Angeles. The Astoria will be drydocked tomorrow and, after her official trial trip, loads lumber at St. Johns for Australia in the interest of Balfour, Guthrie & Co. The Angel will be ready Thursday to shift to St. Helens for a cargo of lath, with which she will tow to San Francisco for the installation of a 200-horsepower gasoline engine. She will operate between San Pedro and Mexican ports in the future.

NEW CONTRACTS IN SIGHT

Head of Northwest Steel Company Leaves for New York.

On the heels of reports that the Northwest Steel Company had virtually accepted more contracts for 8800-ton steamers, Joseph R. Bowles, president of the company, left yesterday for New York and it is expected he will close for the vessels.

At present the company has contracts for eight and the first will take the water the latter part of February or early in March. There are more than 1000 men working at the yard and if steel deliveries are satisfactory it is probable half as many more will be on the payroll during the Summer, as there are four ways for building. The Columbia River plant adjoining has six ships to build as well as to turn out boilers and auxiliaries. The Willamette Iron & Steel Works is building boilers and auxiliary machinery for the ships at the Northwest yard and it is said boilers for any additional taken on by the Northwest interests will have to be built elsewhere.

BANDON TO OPEN PLANT

NEW ERA CLUB STARTS MOVE TO RESUME SHIPBUILDING.

Yard Large Enough for Two Vessels Five Contracts in Sight for Immediate Future.

BANDON, Or., Feb. 10.—(Special.)—The New Era Club, an organization of local business men, has inaugurated a campaign for securing industries here and is now looking for ships to build. While contracts for wooden vessels have been turned away in the Northwest, the Bandon shipyard has been idle. The club is raising funds for placing the plant in complete repair and has secured a shipbuilder to take charge.

Five contracts are in sight and it is planned to have the plant in operation within a month. The yard is large enough to accommodate two vessels and is located alongside the Moore Mill & Lumber Company's plant, where the finest kind of ship lumber can be secured at a low price.

Negotiations have been resumed between the local merchants and the Portland Chamber of Commerce in view of launching the project to build a vessel for the Portland-Bandon run.

TICKET LOST FOR 30 DAYS

Master of Coquille River Steamer Telegraph Gets Month Off.

Captain Allan R. Panter, master of the steamer Telegraph, on Coquille River, charged with carelessness in colliding with the steamer Dispatch, at Prosper, January 22, had his license suspended for 30 days by United States Steamboat Inspectors Edwards and Wynn. The inspectors, with Arthur F. Merrill, clerk of the board, returned last night.

"Pure cussedness" was the comment of Captain Thomas O. White, of the steamer Dispatch, in reporting the accident to the inspectors. About a year ago Captain Panter's ticket was suspended for 18 months by the inspectors, but the period was shortened on appeal taken by him. Rivalry between transportation lines is attributed as the principal reason for some of the cases the inspectors have been called on to try in the Coquille River district.

Marine Notes.

Before the gasoline schooner Roamer was cleared yesterday for Tillamook and Coos Bay with 70 tons of miscellaneous freight, her skipper, P. Olsen, was succeeded by G. W. G. A. Bjorkholm.

In ballast, the steamer La Primera was cleared yesterday for Anacortes, where she loads box shooks for San Francisco delivery.

Last of the lumber cargo of the schooner Muriel went aboard at the Hammond mill, Astoria, yesterday afternoon. She will be dispatched for Valparaiso.

In addition to the steamer Klamath, which sails Wednesday for San Francisco, the McCormick line will have the steamers Multnomah and Celilo sailing Friday and the steamer Willamette Saturday, all for ports as far as San Diego.

One of the vessels expected this week will take on an offshore cargo, the new motorship Sierra, which is to load lumber for Valparaiso. She was finished the latter part of 1916 on Grays Harbor, and has made three voyages from here to California ports.

Tides at Astoria Sunday.

Low.	High.
3:15 A. M.....8.2 feet	9:46 A. M.....7.7 feet
3:26 P. M.....7.0 feet	9:28 P. M.....1.8 feet

CANDY DETERS NOT

Boys Believed to Have Put One Over on Captain Speier.

REPORTER GATHERS YARNS

Little Stories Gleaned Along the Water Front Mention Men Prominent in Marine Circles. Ed Wright Patriotic.

Three boys, four, six and eight years of age, caught yesterday adrift in the river aboard an antiquated skiff with boards for paddles, "put one over" on Harbormaster Speier, after being taken from the craft and questioned at the harbor patrol station.

They refused to give their names or places of residence and it was not until it was suggested that a dark cell be prepared for them that one broke down and promised "to be good."

Hoping to make friends, as well as to stop the tears of the eldest, Captain Speier donated some change to the trio, advising them to buy candy and strike for home. They pledged themselves to keep away from the river.

An hour later Hugh Brady, city grappler, reported that at the upper end of the harbor, on the West Side, he had driven three boys away from the waterfront who were seeking a long plank on which to embark. Captain Speier is looking for a new treatment to be applied, deciding that candy has its drawbacks.

Harry Pennell, well-known nautical authority and sawmill operator, is the central figure in a new story. It is told that one night last week he left his automobile on the Stark-street side of the Oregon Hotel and went to the show. Leaving the amusement place, he headed for Oak street and searched the block near the Hotel Benson, where he usually moors the conveyance.

Not finding his car he sought the aid of a patrolman. The latter was equally unsuccessful. Getting his bearing about that time, Mr. Pennell recollected that the machine was a block away. Handing the patrolman a smoke, he talked of going to the station to report his loss, but instead tacked around the block when out of sight of the officer.

Someone questioned the neutrality of Ed Wright, manager of the Port of Portland, the other day because American flags were not displayed on the dredges immediately on Mayor Albee's proclamation being issued. In refuting the imputation that he is not all American, Mr. Wright brought forth copies of letters written by his ancestors as far back as 1822, when they were engaged in whaling, and some correspondence was even before that period. Copies of some of the letters are to be published by George H. Himes in the Oregon Historical Society's quarterly.

J. Gifford Euson, who helps C. D. Kennedy run the Portland office of the American-Hawaiian line, demonstrated his patriotism yesterday through the purchase of a five-foot American flag, which he suspended in the window of the office in the Railway Exchange building.

Captain Frank X. Edthofer, Assistant United States Inspector of Hulls here, who served in the Navy during the Spanish-American War, being an ensign on the supply ship Supply, has written Secretary Daniels, offering his services in the event of trouble. He says he prefers deep-sea fighting to land maneuvers any time.

DOLLAR BARGE BEING BUILT

Camp Equipment to Be Floated to British Columbia Operations.

MARSHFIELD, Or., Feb. 10.—(Special.)—The Robert Dollar Company, which operated logging camps on the Coquille River, is constructing a large barge at Bandon on which a camp equipment from two localities will be loaded for transportation to British Columbia.

The Dollar Company is completing a new sawmill not far from Vancouver, and has a large area of timber to cut. This company owns practically all the sawmills and camp equipment between Coquille and Bandon, and none of the mills are operating. Robert Dollar sees greater profits in operating in British Columbia, and had always operated his fleet of vessels under British registry until the European war broke out.

Notice to Mariners.

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

Coos Bay—Outer buoy, PS, reported adrift, was replaced February 5.

Umpqua River—Outer buoy, PS, reported adrift; was replaced February 5. Ork Reef Buoy, 2, found out of position, February 5, was replaced same date.

Yaquina Bay—Reef south end buoy 1, reported out of position, was replaced February 7. Outside bar buoy 3, which was temporarily discontinued January 5, 1916, was re-established February 7. Fairway buoy, PS, reported missing, was replaced February 7. Channel buoy 2, reported damaged, was replaced by a perfect buoy February 6.

Willapa Bay—Toke Point to South Bend: Beacon 8, reported by Captain A. W. Reed, February 7, as having been carried away. It will be replaced as soon as practicable.

Charts 5984, 6063, 6057, 6185.

Buoy list, 17th district, 1916, pp. 12, 13, 14, 15, 33.

By order of the Bureau of Lighthouses.

ROBERT WARRACK,
Lighthouse Inspector.

Marconi Wireless Reports.

All positions reported at 8 P. M., Feb. 10, unless otherwise designated.

SANTA CRUZ, South America for San Francisco, 1586 miles south of San Francisco, Feb. 9.

VANDYKE, San Francisco for Balboa, 330 miles south of San Francisco.

CELILO, San Pedro for San Francisco, 15 miles west of Point Concepcion.

CORONADO, San Francisco for San Pedro, 240 miles south of San Francisco.

MULTNOMAH, San Pedro for San Francisco, 51 miles north of Point Arguello.

WAPAMA, San Francisco, for San Pedro, 30 miles east of Anacapa.

BEAVER, San Pedro for San Francisco, 24 miles east of Point Concepcion.

KENTRA, San Francisco for Santa Rosalia, 412 miles south of San Francisco.

WILLAMETTE, San Pedro for San Francisco, 20 miles west of San Pedro.

YOSEMITE, Port Gamble for San Francisco, 20 miles north of Blanco.

CENTRALIA, Coos Bay for San Francisco, 15 miles south of Blanco.

PRESIDENT, Seattle for San Francisco, 350 miles north of San Francisco.

NORTHERN PACIFIC, San Francisco for Flavel, 12 miles south of Blunts Reef.

KLAMATH, San Francisco for St. Helens, off Blanco.

SENATOR, Seattle for San Francisco, 22 miles from San Francisco.

LUCAS, towing barge 95, Richmond for Seattle, 235 miles north of Richmond.

SHERIDAN, Manila for San Francisco, 668 miles from San Francisco, Feb. 9.

LOGAN, San Francisco for Manila, 1121 miles from San Francisco, Feb. 9.

ACME, Orient for San Francisco, 600 miles from San Francisco, Feb. 9.

MATSONIA, Honolulu for San Francisco, 1206 miles from San Francisco, Feb. 9.

WILHELMINA, San Francisco for Honolulu, 755 miles from San Francisco, Feb. 9.

MINNESOTAN, Hilo for San Francisco, 473 miles northeast of Hilo.

BREAKWATER, San Francisco for Eureka, 100 miles north of San Francisco.

GOVERNOR, San Francisco for Seattle, 21 miles north of Point Arena.

NEWPORT, San Francisco for Balboa, 64 miles south of Point Bonita.

DISPATCH, San Francisco for Portland, 130 miles north of San Francisco.

ACME, Shanghai for San Francisco, 310 miles from San Francisco.

ASUNCION, Juneau for Richmond, 600 miles north of Richmond.

SANTA ALICIA, San Francisco for Tacoma, 478 miles north of San Francisco.

KILBURN, Astoria for Coos Bay, 72 miles south of Columbia River.

Movements of Vessels.

PORTLAND, Feb. 10.—Arrived—Steamer Argyll, from San Francisco. Sailed—Steamers La Primera, for Willapa Harbor; Rose City, for San Francisco and San Pedro.

ASTORIA, Feb. 10.—Arrived at 1 A. M.—Steamer Santiam, from San Pedro via San Francisco. Arrived at 9:20 and left up at 10:40 A. M., steamer Argyll, from San Francisco. Sailed at 10:50 A. M.—Steamer F. A. Kilburn, for San Francisco via Coos Bay and Eureka.

SAN FRANCISCO, Feb. 10.—Sailed at 5 A. M.—Steamer Despatch, for Portland; at 11 A. M., steamer Northern Pacific, for Flavel; steamer Breakwater, for Portland via Eureka and Coos Bay.

SAN PEDRO, Feb. 9.—Sailed—Steamer Necanicum, for Columbia River.

ASTORIA, Feb. 9.—Arived at 9 and left up at 11 P. M.—Steamer Tiverton, from San Francisco. Sailed—Steamer W. F. Herrin, for San Francisco.

BALBOA, Feb. 10.—Arrived—Steamers Wearwood, Portland; Panuco, Seattle.

SEATTLE, Feb. 10.—Arrived — Steamer Spokane, Southeastern Alaska; power schooners Progress, Crossbay, Seaborn, Mukilteo. Sailed—Steamers Admiral Schley, San Francisco; Eva Marie, Vancouver Island; power schooner Bonner Bros., Cape Pankof.

SAN FRANCISCO, Feb. 10.—Arrived—Steamers Chehalis, Grays Harbor; Westerner, Astoria. Sailed—Steamers Sanno Maru (Japanese), Kobe; Northern Pacific, Despatch, Portland; Governor, Victoria; Newport, Balboa.

Vessels Entered Yesterday.

Gasoline schooner Roamer, general cargo, from Coast ports.

Vessels Cleared Yesterday.

Gasoline schooner Roamer, general cargo, for Coast ports.

American steamer La Primera, ballast, for Willapa Harbor.

South Santiam to Be Bridged.

ALBANY, Or., Feb. 10.—Plans have been announced by the County Court for the construction of a new bridge over the South Santiam River near Foster this Summer. It will be a 150-foot span with approaches. County Commissioner Butler is preparing plans for the bridge.

Quicksilver Property Sold.

GOLD HILL, Or., Feb. 10.—(Special.)—The Utah Quicksilver Company, located in the Meadows district near Gold Hill, was sold this week to R. E. Doane and G. E. Harney, a mining man from California. It is promised that operation will start as soon as the snow leaves.

GRADES FOR COAST

Tentative Basis for Proposed Wheat Standards.

WILL BE CONSIDERED HERE

Northwestern Grain Classes as Suggested by Government to Be Incorporated Into New Federal Grain Standards Act.

The tentative basis for the proposed Federal grain standards for wheat, which will be considered at the Government hearing to be held at the Multnomah Hotel in this city on February 14 and 15, to which all grain dealers and producers in this district are invited, are set forth in the following announcement just received from the United States Department of Agriculture:

It is contemplated that the standards for wheat under the United States grain standards act shall be on the basis of the grain remaining after the determination of "dockage," and the following classes, sub-classes and grades are proposed.

I. Hard red Spring, (a) dark hard red Spring; (b) hard red Spring; Nos. 1 to 5, inclusive, and sample.

II. Durum, (a) amber; (b) red; (c) mixed; Nos. 1 to 5, inclusive, and sample.

III. Hard red Winter, (a) dark hard red Winter; (b) yellow hard red Winter; (c) hard red Winter; Nos. 1 to 5, inclusive, and sample.

IV. Soft red Winter, Nos. 1 to 5, inclusive, and sample.

V. Common white, (a) hard white; (b) soft white; Nos. 1 to 5, inclusive, and sample.

VI. White club, Nos. 1 to 5, inclusive, and sample.

VII. Mixed, Nos. 1 to 5, inclusive, and sample.

When any grain, after the determination of "dockage," is found to contain more than 6 per centum of grain of a kind or kinds other than wheat, it shall not be classified as wheat.

The classes of particular interest to grain men in this section are described as follows:

Class IV, soft red Winter wheat—This class includes all varieties of soft red Winter wheat and also red club wheat of the Pacific Northwest. Grain which, after the determination of dockage, consists of soft red Winter wheat and more than 10 per centum of other wheat or wheats shall not be classified as soft red Winter wheat.

Class V, common white wheat—This class includes all varieties (except Sonora) of common white wheat, whether Winter or Spring grown. Grain which, after the determination of dockage, consists of common white wheat and more than 10 per centum of other wheat or wheats shall not be classified as common white wheat.

(A) Hard white wheat—This subclass includes bluestem, early baart, allen, galgalos, martin amber and other similar kinds of common white wheat, except those of soft, chalky texture.

(B) Soft white wheat—This subclass includes all common white wheat, except sonora and the white club varieties and hybrids, not included in the subclass of hard white wheat, and also includes wheat of a soft, chalky texture of the kinds embraced in the subclass of hard white wheat.

Class VI, white club wheat—This class includes all varieties and hybrids of white wheat of the variety known as sonora. Grain which, after the determination of dockage, consists of white club wheat and more than 10 per centum of other wheat or wheats shall not be classified as white club wheat.

Mixed wheat includes any mixture of wheats not within any class from I to VI, inclusive.

Dockage includes foreign material such as sand, dirt, small weed seed, weed stems, chaff, straw, grains other than wheat, and undeveloped, shriveled and small, broken pieces of wheat kernels, which readily can be removed from the wheat by the use of proper sieves, screens or other practical means best suited to the character of foreign material present. The quantity of the dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated shall be stated in terms of whole per cent and half per cent. A fraction of a per cent when equal to, or greater than, a half shall be treated as a half and when less than a half it shall be disregarded. The percentage of dockage so determined and stated shall be added to the grade designation.

Grade requirements for class III and class IV are given in the following synopsis, with minimum limits:

GRADE NO.	Test weight per bushel, not less than— (Lbs.)	Moisture content (P.C.)	Wheats of other classes (P.C.)	Inseparable foreign material (P.C.)	*Total (P.C.)	May include heat damaged or mahogany (P.C.)
1	61	13	2	0.5	1	0.0
2	59	13	4	1.0	5	0.0
3	57	13	6	2.0	5	0.5
4	55	14	10	4.0	10	1.0
5	53	15	10	6.0	15	3.0

*Damaged kernels.

The synopsis of grade requirements for class V and class VI follows:

GRADE No.	Test weight per bushel, not less than— (Lbs.)	Moisture content (P.C.)	Wheats of other classes (P.C.)	Inseparable foreign material (P.C.)	*Total (P.C.)	May include heat damaged or mahogany (P.C.)
1	60	13	2	0.5	1	0.0
2	58	13	4	1.0	5	0.0
3	56	13	6	2.0	5	0.5
4	54	14	10	4.0	10	1.0
5	52	15	10	6.0	15	3.0

*Damaged kernels.

Sample grade—Hard white wheat, soft white wheat, or white club wheat, as the case may be, that does not come within the requirements of any of the five numerical grades, or that is hot, fire-burned, infested with live weevil, or otherwise of distinctly low quality.

(a) Wheat of grades Nos. 1 to 4, inclusive, must be cool and sweet.

(b) Wheat of grade 5 may be musty or slightly sour, but must be cool.

(c) Of wheats of other classes the maximum limit specified for each numerical grade may include not to exceed 1 per centum of durum wheat.

(d) Of inseparable foreign material not more than one-half of the maximum limit specified for each numerical grade may consist of kinghead, corn cockle, vetch, darnel, or wild rose, either singly or in any combination.

Percentages specified in the grade requirements in the proposed standards, except in the case of moisture, shall be ascertained by weight.

The percentage of moisture content in wheat shall be equivalent to that ascertained by the moisture tester and the method of use thereof described in circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry.

The test weight per bushel involved in the determination of grade under the proposed standards shall be equivalent to that ascertained by the testing apparatus and the method of use thereof described in bulletin 472, dated October 30, 1916, issued by the United States Department of Agriculture.

Inseparable foreign material includes all matter other than wheat remaining in the grain after dockage has been properly removed.

ARMY INSPECTOR IS HERE

Colonel W. B. Burtt Starts In on Infantry Companies in City.

Captain W. B. Burtt, of the United States Infantry and Colonel of the Fifth Regiment, National Guard of California, arrived in Portland yesterday to aid in the inspection of the various units of the Oregon National Guard. He began last night when he inspected Company E. Colonel Colwell, of the Inspector-General's department, of San Francisco, will arrive tomorrow and will direct the general inspection work.

Other units will be inspected and the dates of inspection are: Company F, February 12; Company G, February 13; Company H, February 14; machine gun company, February 15; Company D, February 16; supply and sanitary unit, February 17; headquarters company and regimental headquarters, February 19.

The storehouses on Clackamas range and at Fort Stevens, as well as all property of the United States Army, also will be inspected.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Northern Pacific	San Francisco	Feb. 11
Breakwater	San Francisco	Feb. 13
Beaver	Los Angeles	Feb. 14
F. A. Kilburn	San Francisco	Feb. 17
Rose City	Los Angeles	Feb. 20

DUE TO DEPART.

Name.	For	Date.
Yale	S.F. for L.A.-S.D.	Feb. 12
Northern Pacific	San Francisco	Feb. 13
Harvard	S.F. for L.A.-S.D.	Feb. 14
Klamath	San Francisco	Feb. 14
Breakwater	San Francisco	Feb. 15
Beaver	Los Angeles	Feb. 16
Multnomah	San Diego	Feb. 16
Celilo	San Diego	Feb. 16
Willamette	San Diego	Feb. 17
F. A. Kilburn	San Francisco	Feb. 19
Rose City	Los Angeles	Feb. 22

Pacific Coast Shipping Notes.

SAN FRANCISCO, Feb. 10.—(Special.)—To the tunes of popular airs and island melodies played by a Filipino orchestra, the Pacific Mailer Newport left for the Canal via West Coast ports this afternoon with the largest list of passengers carried in months. So great was the demand for passage that several men and women paid cabin fare and had to sleep in steerage accommodations while they had cabin privileges otherwise. The Newport went out with a capacity cargo and left freight offering behind because there was no more stowage space on board.

Reporting an uneventful trip from the Canal and that everything along the Mexican West Coast was quiet, Captain H. L. Jones brought the Pacific Mailer Peru into port this morning. On board the vessel were 52 cabin and 12 steerage passengers. In her tanks there was $145,521 in specie and her holds carried 1749 tons of cargo. The greater part of the freight consisted of coffee and sugar.

ASTORIA, Or., Feb. 10.—(Special.)—The steam schooner Daisy Gadsby sailed today for San Pedro with 275,000 feet of lumber from Westport and 725,000 feet from Knappton.

The steam schooner Tiverton arrived during the night from San Francisco and went to Westport to load lumber.

After discharging fuel oil at Portland, the tank steamer Wm. F. Herrin sailed last night for California.

Carrying freight and passengers from Portland and Astoria, the steamer F. A. Kilburn sailed this morning for San Francisco via Coos Bay and Eureka.

The steam schooner Santiam arrived during the night from San Pedro and went to the Hammond mill to load lumber.

Bringing a cargo of fuel oil, the tank steamer Argyll arrived today from California.

The steamer Rose City sailed tonight for San Francisco and San Pedro with freight and passengers from Portland and Astoria.

COOS BAY, Or., Feb. 10.—(Special.)—The steam schooner Hardy sailed with lumber from the Buehner mill, for San Francisco.

The steamship F. A. Kilburn is due tomorrow from Portland, and will sail for Eureka.

The steamer Centralia sailed for San Francisco with a lumber cargo loaded at the Bay Park mill.

Arriving from San Francisco, the steamer Adeline Smith is loading lumber for Bay Point.

Sailing this afternoon the steam schooner Yellowstone had a lumber cargo from the North Bend Mill & Lumber Company dock, for San Francisco delivery.

SEATTLE, Wash., Feb. 10.—(Special.)—The steamer Admiral Schley sailed at 11 A. M. today for San Francisco with 49 passengers and a capacity cargo. The only other departure today was the power schooner Bender Bros., for Cape Panko with cannery supplies.

Arrivals today included the steamer Spokane, with 33 passengers and a fair cargo including 44 boxes of fresh fish, and the power schooner Progress, from Cross Sound, in distress at 10 A. M. The Progress sailed from Seattle January 20, towing the sailing schooner Harold Blekum for Seward. Off Cape Ommanney the hawser parted in a gale and the Progress was forced to turn back while the windjammer proceeded, making Seward February 8. The Progress made heavy weather of it, losing her mainmast and eight dories when a big sea swept her decks. Her first mate, Charles Quinn, was knocked down by the same sea and suffered a broken rib. Other members of the crew were badly frostbitten. She will refit here and sail in about two weeks for the fishing banks.

The steamer Admiral Farragut will take the sailing of February 17, to San Francisco, with freight and passengers instead of the Dewey, which will make a special freight trip to San Francisco, sailing February 16.

Bids on the building of two seagoing barges of 1500 dead-weight tons capacity were opened today by the Alaskan Engineering Commission. The low bidder was the McAteer Shipbuilding Company, of Seattle, with a tender of $44,900 each, delivery in 90 and 120 days. Only one bid on operating barges between Seattle and Anchorage was received today, the firm being the Columbia Barge Company, which offered two barges at $65 a day and a tug at $195 a day running, and $145 per day anchored.

Frank Waterhouse & Company today chartered the steamer Luiz Nielsen for two voyages from B. Stolt Nielsen, of Norway, for private terms. The Nielsen was launched from the Skinner & Eddy plant here, January 23. Shee will be ready for service early in March, and Waterhouse will send her to Singapore.

GOODS BUYING LIBERAL

COTTONS EASIER BUT WOOL PRODUCTS ADVANCING.

Large Attendance of Buyers at Central Markets—Orders for Fall Accumulate.

Steady business in the Eastern dry goods market is reported in mail advices just at hand from New York. The distribution of dry goods continues on a liberal scale and the attendance of buyers at large central markets indicates a maintenance of confidence in the consuming power of the country. The developments of the past week show an increasing interest in the systematic pursuit of foreign trade in textiles, demand for export being more general, and sales in small lots being more frequent.

Intermittent labor troubles in widely separated localities are reported from time to time and mills that have attempted night operations have not found them profitable in many instances, owing to the dearth of desirable labor. Production is steadier, on the whole, and manufacturers are still bending most of their energies toward filling the orders in hand, rather than in trying to add to their sold-to-arrive list.

Orders for Fall have been accumulating steadily, most of the large cotton goods houses having sold as many Fall cottons as mills will make for the new season. In the wool goods division, rising prices are becoming more marked in consequence of the openings of new fine and fancy lines, where advances are accentuated by the scarcity of fine wools. Some lines of silk goods are being offered and sold for Fall delivery.

That existing high prices are causing hesitation is most evident among converters and other traders who must look months ahead. The desire to keep assets liquid, and stocks low, is still apparent, especially in retail channels, where values are not yet on a parity with those quoted in primary markets, especially on many staple cloths.

Staple convertibles and domestics are generally easy, but, as mills still have many goods on order, price revisions are slow and irregular. Cotton yarns have been reduced in some instances as much as 10 per cent from the extreme top. Staple and dress ginghams are in good demand, and colored cloths are generally firmer than other lines of cottons. Duck is offered more freely from second hands at lower prices. Bleached cottons are quiet, branded lines being held firm, and unbranded lines offered at prices nearer the lower parity of gray cloths. Prints are quiet and percales steady. Novelty washgoods continue in demand, reorders on low-priced staples being slow. Silk and cottons are in good demand, especially in novelty designs, while Fall dress cottons, in piece dyes, both plain and fancy, are selling well. A very substantial business has been booked for Fall in all napped cottons.

LABOR SHORTAGE FACED

GOVERNMENT HAS MANY POSITIONS TO FILL.

Examinations Are to Be Held March 15, and no Educational or Mental Tests Are to Be Required.

In many ways the Government is experiencing a labor shortage, which is shown in a list of positions maintained by the Corps of Engineers, U. S. A., in the projects under way in Oregon and Washington. Such billets as blacksmiths and blacksmith helpers, brakemen, cranemen, steam and gasoline marine engineers, mates for ocean-going vessels, quartermasters for deepwater service and rock dumpers are said to be available, and applications have been insufficient to meet the demands of the service.

As a means of establishing an eligible list and placing such men as will be required for 1917, examinations are to be held here April 1, and the last date for filing applications with the secretary of the board, room 102 Custom-House building, is March 15. Some of the positions for which applications will be accepted are as follows:

Blacksmith, blacksmith helper, brakeman, carpenter, cranesman, derrick hand, engineman, fireman (marine, stationary and locomotive), handyman, inspector, lineman, marine engineer (steam), marine engineer (gasoline), mate (ocean-going), master, oiler, overseer, piledriver helper, quartermaster (steersman), rock dumper, surveyman (who may perform the duties of transitman, level man, recorder, rodman, chainman).

No educational test will be given, and applicants will not be assembled for a mental examination. The examination is open to all citizens of the United States who meet the requirements.

DAILY CITY STATISTICS

Births.

CARLSON—To Mr. and Mrs. Swan J. Carlson, Fairview, Or., February 2, a son.

HYDE—To Mr. and Mrs. Garnett Hyde, 866 Powell street, February 2, a daughter.

LIEBLE—To Mr. and Mrs. Henry S. Lieble, 709 East Eighth street North, February 3, twin daughters.

HAYS—To Mr. and Mrs. Leroy Hays, Stanfield Apartments, February 3, a daughter.

COX—To Mr. and Mrs. Neil M. Cox, 1162 East 28th street North, February 3, a son.

MISENHIMER—To Mr. and Mrs. John Misenhimer, Sixty-ninth and Cooper streets, February 4, a daughter.

Marriage Licenses.

FOSTER-HAJEK—Arthur L. Foster, 1502 East Eighth street North, and Virginia Hajek, 1327 East Eleventh street North.

ORDSTRAND-WALL—F. A. Van Ordstrand, 554 Sixth street, and Mildred R. Wall, 430 Morris street.

DRYNAN-ZIERDEN—Fred James Dryden, 3531 Sixty-fifth street Southeast, and Alicia M. Zierden, Hillsdale, Or.

BUCKLEY-BRACE—Carl A. Buckley, 448 Rodney avenue, and Alice Brace, same address.

Building Permits.

W. W. RUCKER—Erect one-story frame garage, 763 Everett street, between Twenty-second and Twenty-fourth; builder, same; $50.

W. W. RUCKER—Repair one-and-one-half-story frame dwelling, 163 Everett, between Twenty-second and Twenty-fourth; $200.

ERNEST STANSBERY—Repair two-story frame cone factory, 543 First, between Lincoln and Grant; G. Moore, builder; $200.

BERTHA MAXWELL—Repair one-and-one-half-story frame dwelling, 871 East Irving, between Twenty-eighth and Twenty-ninth; G. E. Maxwell, builder; $150.

BERTHA MAXWELL—Erect one-story frame garage, 77 Forty-first street, between Davis and Couch; G. E. Maxwell, builder; $150.

W. D. FENTON—Repair four-story mill, steel frame, printing shop, 65 Broadway, between Oak and Ankeny; H. Hirschberger Company, builder; $40.

BERTHA MAXWELL—Erect two-story frame garage, 77 East Forty-first, between Davis and Couch; G. E. Maxwell, builder; $6000.

R. E. ALLEN—Repair one-and-one-half-story frame dwelling, 5721 Seventy-seventh street, between Fifty-seventh and Fifty-eighth avenues; Powers & Heald, builder; $380.

LOUIS JOHNSON—Repair one-story frame dwelling, 6435 Seventy-first street, between Sixty-fourth and Sixty-fifth avenues; builder, same; $100.

PORTLAND HOTEL COMPANY—Repair six-story hotel, 167 Sixth street, between Morrison and Yamhill; builder, same; $50.

ENTERPRISE HOME BUILDERS—Erect one-story frame dwelling, 1365 Westanna, between Syracuse and Lombard; builders, same; $2000.

C. E. GRABLE—Erect one-story garage, 1273 East Main, between Forty-second and Forty-third; builder, same; $100.

GUS HOLMES ESTATE—Repair one-story frame store, 263 Russell, between Williams and Vancouver; builder, A. Benton; $75.

D. P. THOMPSON—Repair one and two-story brick ordinary workshop, 24 Second street; builder, J. G. Kilgren; $100.

JOHN KIERNAN—Repair two-story brick ordinary employment office and rooming-house, 24 Second street, between Burnside and Couch; J. W. Thurman, builder; $40.

BERTHA VANTERWALD—Repair frame dwelling, 1661 Clarendon street, between Willis and Lombard, W. H. Lacer, builder; $335.

Oregon Man on Lost Ship.

MARSHFIELD, Or., Feb. 10.—(Special.)—James Magee, first mate on the steamer Portland, abandoned in the Atlantic Ocean in December after the crew had burned all the woodwork available to keep the ship proceeding toward land, has written from Kirkwall, where the crew landed after being picked up by the steamer Brazil. The vessel drifted helpless after losing its oil supply in a gale for 17 days, and as they were about to be brought into harbor in Bermuda the Umbria's towline broke and they were abandoned.

Afterwards they drifted for another week before being picked up by the Brazil, whose captain refused to attempt towing the Portland, since there had been a westerly gale prevailing for a full week. The crew returned from Kirkwall to America on the Bergensfjord, a Scandinavian liner.

Mr. Magee is a resident of Empire, on Coos Bay. When they were rescued by the Brazil the crew of the Portland had but three days' rations left.

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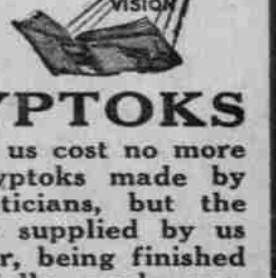

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