LLOYD WENTWORTH ASSUMES CONTROL

J. W. Hall to Be Retained as Superintendent of Construction of Wooden Ships.

POWER TENDERS ARE DUE

Seventeen Yards Are Embraced in Oregon District With Vessels Under Construction and Three Others Not in Readiness.

Under telegraphic orders from James O. Heyworth, who is managing the wooden shipbuilding campaign for the Emergency Fleet Corporation, Lloyd J. Wentworth yesterday assumed charge of the Oregon district, defined by Mr. Heyworth as "Columbia River and Oregon," as regards wooden ship contracts.

J. W. Hall, who has been inspector for the Emergency Fleet Corporation at the plant of the Peninsula Shipbuilding Company, where eight wooden steamers are under contract, was selected by Mr. Wentworth to superintend wooden construction in the Oregon district, acting under his orders.

Until he receives direct advice from Admiral Bowles he will not include steel ships in his field. It is thought that as soon as there is a lull in the Congressional investigation at Washington, Admiral Bowles will make known his instructions relative to this territory.

Two more offices are being arranged for in the Oregon building, on the fourth floor of which the headquarters of the Emergency Fleet Corporation and the Shipping Board for Oregon are located. There will be an immediate increase in the force of stenographers by adding two. Mr. Wentworth had not determined on other changes or additions.

Records to Be Sent.

It is understood that Captain Blain, of Seattle, who has been in charge of construction in Oregon and Washington and will now devote his energies to the Washington District, has been instructed by telegraph to forward to the Portland office all records pertaining to the vessels under way and contracted for here, so in a short time they will be available. With no material shifting of the force, either among inspectors at shipyards or in the main office, there is not expected to be any lull in progress.

Mr. Hall, who will look after the wooden vessels, has been a Portlander for some time. His earlier experience was in shipyards on the coast of Maine and he is an engineer in addition.

Bids asked for at Washington from yards and machine plants for the installation of motive power and auxiliary machinery in wooden vessels, were to have been filed yesterday, but Mr. Wentworth was advised by telegraph that the time had been extended until tomorrow. It is known there will be tenders from Oregon firms and corporations and it is promised they will compare with proposals from other ports. A short time ago bids were received for the same work, but were rejected and new tenders requested.

Segregation Not Heavy Task.

Details of checking the Oregon district and separating it from the Northwest district are not expected to require much time. As Mr. Wentworth was officially named Christmas eve, he has familiarized himself with many of the features while awaiting confirmation of his appointment, which came Friday, and yesterday the receipt of his first orders found him ready to take the helm.

His jurisdiction will embrace all yards in the river holding contracts for wooden ships, which, on the Columbia, will take in from Vancouver to Astoria, and on the Willamette from South Portland to Linnton, and those on Coos Bay and at Tillamook, as well. There are 17 yards having wooden ships under way, two others have plants started and one more is about to break ground. During the past week eight more contracts were placed, four with the Wilson Shipbuilding Company at Astoria, and the same number with Somerstrom Bros. at Columbia City, and it is known that others have been recommended and in a short time awards may be forthcoming.

While some plants are extending their lighting systems now so as to carry on night operations, it is promised that during the Spring, Summer and early Fall season there will be a real drive in construction, at least two shifts being employed in most yards, so from morning until midnight work will be constant.

SHIPWRIGHTS FORM UNION

Portland Organizer Directing Hand in Coos Bay Organization.

MARSHFIELD, Or., Jan. 5.—(Special.)—The Shipwrights' and Fasteners' Union was organized in Marshfield with a membership of 182, about 30 per cent of the men engaged on Coos Bay shipbuilding. The membership is made up largely from the workmen employed at the Coos Bay Shipbuilding Company yard, although some are from the Kruse & Banks yard at North Bend.

R. A. McInnis, a Portland organizer, was the directing hand in perfecting the temporary organization, with R. F. Snyder, president; W. H. Cavanaugh, vice-president; H. R. Price, recording secretary; S. C. Christensen, treasurer; W. Hummerbeck, warden.

SCHOONER'S ESCAPE NARROW

Safety of Monongahela Credited to Good Seamanship of F. O. Parker.

HONOLULU, T. H., Jan. 5.—(Special.)—Only good seamanship saved the big schooner Monongahela from being wrecked on Duncan's rock opposite Tatoosh Island in the Juan de Fuca Straits after she left Seattle for Honolulu. As the schooner left the straits the hawser line of the tug towing her parted and left the ship within a few hundred yards of the rock.

The vessel was headed into an easterly wind. Captain F. O. Parker ordered the lowering of the topsails and put the helm hard over, bringing the ship dangerously close to the rocks, but in the comparative safety of the deeper water of the straits.

Cowlitz Boom to Be Rebuilt.

KELSO, Wash., Jan. 5.—(Special.)—The Silver Lake Railway & Timber Company will start rebuilding its boom on the Cowlitz above town just as soon as the river falls sufficiently. A. E. Hayes, who has the contract to drive the piling, has his machine ready to work, and rebuilding of the boom will be hurried, so that loggers can start work on the upper river. The Silver Lake company's railway and tracks two miles below Castle Rock, which were washed out by the freshet, also will be rebuilt at once, the pile-driving outfit from Silver Lake doing the work.

WONDERFUL PHOTO SHOWS CREW ON DECK AS U-BOAT, HIT BY YANKEE DESTROYER, SINKS.

—Photo Copyright by Committee on Public Information.

This most remarkable photo is vivid testimony to the great work of our destroyers combating the submarine menace in European waters are accomplishing. As this big U-boat slowly sank beneath the waves the entire crew clambered on deck. A few were drawn under with the craft, the rest were rescued by the American destroyer as they struggled to keep afloat. Some were so exhausted that Yankee sailors had to dive overboard to rescue them. This U-boat was hit by a direct shot at a long distance by the United States destroyer Fanning.

LINE DRAWN TIGHTER

Duplicate List of Boat Passengers Required.

MEN MUST GIVE DETAILS

Strict Requirements Made by Government for Seamen in Addition to Increased Number of Ships Make Scarcity.

Instructions issued last week by the Navy Department, requiring all steamship passenger agents to ascertain from prospective passengers their ages and birth places, have been followed by orders for a duplicate list of passengers, containing birthplaces of all and the ages of men only, to be filed with boarding officers at each port when vessels leave.

It was reported yesterday that the work of duplicating passenger lists will hereafter be delegated to the agents, whereas the few steamers leaving since the amended order was issued have supplied a list made out by the purser.

With the passengers checked in that manner and all members of the crew required to have identification certificates, with their photographs attached, the Government is not alighting marine avenues in efforts to prevent the movement of alien enemies. Incidentally, should any manage to move from one port to another and be caught, in most cases they can be traced to their starting point by the passenger lists.

More travel by water is expected if train service is generally cut down by the Government and the same vigilance will be exercised as now. No transportation is permitted to be sold to alien enemies, as they are prevented by Federal order from approaching to within 100 yards of the water front, so cannot board vessels if their nationality is known.

On other than the regular liners crew problems are multiplying these days, for, besides having to carry men not classed as alien enemies, all must have proper certificates. The regulations have attracted many men to shore jobs in preference to the sea, while the turning out of more ships drawn on those available to such an extent they are not sufficient at all times for the coastwise and deep-water trade. The Government hopes to assemble crews for the new merchant marine through inducing former seamen to enlist, as well as attract landsmen and train them on special cruises.

FERRY CHARGES DECIDED ON

Coos County Commissioners Commence Tentative Schedule.

MARSHFIELD, Or., Jan. 5.—(Special.)—Coos County found the cost of its ferries will amount to more than $20,000 yearly and decided upon eliminating free transportation across the waterways. There are ferries at Marshfield and Eastside, Coquille, Bullards and Riverton. The Commissioners decided upon a tentative schedule of prices for charges on all ferries, as follows: Single passengers, 5 cents; school children from one family, whether one or more, 5 cents inclusive; man on horseback, 10 cents; team and wagon, 20 cents; automobiles, 25 cents.

The Commissioners based their action on the regulations governing the interstate bridge between Portland and Vancouver, where tolls pay upkeep, maintenance, interest and provide sufficient sinking fund to eventually pay off the bonds.

HOME SHIP REGISTRY SOUGHT

Coos Bay Interests Start Move to Get Recognition.

NORTH BEND, Or., Jan. 5.—(Special.)—Following the suggestion that all vessels built in Oregon under contracts with the Emergency Fleet Corporation be registered at the port of construction, the North Bend Chamber of Commerce, through its secretary, J. A. Smith, has taken up the matter with the shipping authorities and the Portland Chamber of Commerce. The secretary of the Portland Chamber says that the Emergency Fleet Corporation has announced definitely that all ships built in Oregon would be registered in the state, and he supposes that they naturally would be registered at their port of construction. To avoid any misunderstanding, however, the Portland body will co-operate with the North Bend Chamber of Commerce, to ensure that the proposal made by L. J. Simpson is acted upon.

The Emergency Fleet Corporation has requested the Chamber here to supply topographical and other information concerning Coos Bay to enable Mrs. Wilson, wife of the President, to choose suitable names for all future vessels launched here. Four Federal boats are now on the ways at the Kruse & Banks yard.

SHIP CONTRACT CLOSED

HOQUIAM FIRM WILL CONSTRUCT AUXILIARY SCHOONERS.

Vessels Will Be of Three-Masted Type and Equipped With Auxiliary Engines—Work Starts Soon.

HOQUIAM, Wash., Jan. 5.—(Special.)—Contracts were awarded yesterday to Ivar Chilman for the construction of two auxiliary schooners for a French shipping concern. This means a new shipyard for Hoquiam, as the Chilman yards have turned out only small river craft. The city has granted the use of a tract of land adjoining the present site and work will be started at once.

Mr. Chilman says he will employ about 50 men to start with and will gradually increase his force. He expects to have the first keel in position in about two weeks. The vessels will be of the three-masted variety and will be equipped with auxiliary engines. They will be 140 feet in length, 31 feet beam and 13 feet 8 inches depth of hold.

PAULINE'S TRIAL TOMORROW

Sixth of McEachern Fleet to Make Run to Test Engines.

To thoroughly test her engines the official trial of the new auxiliary schooner Pauline is to be held tomorrow. She is the sixth vessel of the type completed by the McEachern Ship Company at Astoria and is the last of that fleet finished for A. O. Andersen & Co. The Carmen, the seventh ship, is in the water and the eighth will be launched soon. The Carmen is to be ready about March 1, and a month later the last will be delivered, after which the McEachern force will concentrate on wooden steamers for the Government, some of which are already well along.

It so happens that the first vessel floated at the McEachern yard is here as well, the auxiliary schooner Astoria, which is loading lumber for Yokohama. She had a new foremast stepped yesterday, the other having been damaged on the voyage from Australia. While the same in general appearance, the Pauline boasts some improvements over the Astoria.

RIVER MAY RISE SLIGHTLY

Willamette Falling, but May Be Affected by Surplus Above.

Influenced by increased flow reported at points on the Upper Willamette, the river may rise here today and remain stationary tomorrow, according to the forecast yesterday of Edward L. Wells, meteorologist of the weather bureau. There was no influence indicated yesterday on the stage here, the river having fallen from 16 feet at 8 o'clock in the morning to 15.7 feet at 6 o'clock last night.

Reports reaching the weather bureau yesterday morning showed the Willamette had risen six-tenths of a foot at Eugene, 1.8 feet at Albany, 1.3 feet at Salem and six-tenths of a foot at Oregon City, so some of that is looked for here today. No marked rainfall was experienced yesterday in the district and, with an east wind prevailing on the coast, the velocity being 12 miles at 5 o'clock yesterday afternoon, a shift in weather is expected.

Columbia River Bar Report.

NORTH HEAD, Jan. 5.—Condition at 5 P. M.—Sea, smooth; wind, east 12 miles.

NAVY NEEDS WOMEN

Positions of Yeomen Open to Fair Volunteers.

SOME ALREADY ENLISTED

Just How Many Billets Are Available for Girls in Doubt, as Duties in Certain Instances Require Technical Skill.

Just how many billets in the United States Navy women may be capable of filling is being discussed following a report that all yeomen now on shore detail will be ordered to sea duty forthwith. So far a number of women have been enlisted at Portland and elsewhere as yeomen or "yeomenesses." The work assigned them is principally stenography.

Whether they can be detailed to technical duties is a question. Chief Yeoman William E. Gibbons, who has been on duty at the hydrographic office with Nautical Expert Schwarz, is at the Bremerton Navy-yard, taking examination for a commission as ensign. Whether he is commissioned or retains his present rating he will not be returned here as he is slated for sea duty in either event.

Schwarz May Soon Depart.

Mr. Schwarz is listed among those too valuable in experience to remain in the hydrographic office during war, so it is expected that he will soon go up for examination for ensign, but in his case it is said to be certain no woman could take up the work. He has shouldered the tasks formerly disposed of by Yeoman Gibbons and they have to do principally with licensing vessels, which is also held to be beyond the scope of women.

From the Canadian line to Mexico the various districts have been combed for vessels and it is said that few remain that have escaped the regulations. The office labors at Portland are added to in that connection because every time there is a change of master recorded or a vessel sold a new license must be made out, forwarded to the Bremerton Navy-yard and then returned here.

Task Too Big for Stenographer.

That system, together with the responsibility of keeping tab on carriers that must be licensed and numbered, is regarded as beyond the bounds of the average stenographer.

Along the Willamette and Columbia rivers vessels of the sizes coming within the law are being carefully checked and few remain to be numbered and licensed. The Navy officials have ceased their efforts at educating boat owners and in the future will take more direct action in the case of slackers.

ANNIE LARSEN REACHES KAUAI

Notorious as Carrier of Arms, Vessel Has Lumber for Plantations.

HONOLULU, T. H., Jan. 5.—(Special.)—The schooner Annie Larsen, which was caught with a cargo of arms and ammunition in Grays Harbor in 1915 and which is alleged by United States Government officials to have been employed by German agents in the attempt to carry munitions to India for a rebellion, is now in Port Allen on the island of Kauai after an unusually long voyage from the port where she was seized with arms.

She was more than 50 days in making the trip. She has a load of 450,000 feet of lumber for the plantations there.

FEW SEAMEN ASK EXEMPTION

Two Tenders Muster 20 Men Whose Ages Place Them in Draft Classes.

Of 13 men within the draft ages on the lighthouse tender Manzanita and seven in the same class on the tender Heather only two have asked exemption from the call to join the National Army. While seamen are exempt so long as they remain in the service, men within the draft ages must have been registered and regularly exempted.

The tender Rose came into port yesterday for drydocking and repairs and will be rushed so as to return to the lower river. As the vessels are used by the Navy frequently these days in carrying on other work besides that having to do with aids to navigation, they are kept busy and are spared usually only when it is necessary to carry out overhauling details.

Pacific Coast Shipping Notes.

ASTORIA, Or., Jan. 5.—(Special.)—The schooner Columbia River, carrying a cargo of lumber from Portland, is to sail tonight for Australia, after being delayed several days on account of rough weather outside.

Coming to load a full cargo of lumber at Westport, the steam schooner Tiverton arrived during the night from San Francisco.

The steam schooner Klamath arrived during the night from San Francisco en route to Portland.

Carrying lumber from Portland and Wauna, the steam schooner Nehalem sailed today for San Francisco.

The steam schooner E. H. Meyers sailed today for California with a cargo of lumber from St. Helens.

The steam schooner Daisy sailed this afternoon for San Francisco with lumber from Knappton.

The barge St. James will finish loading lumber at Westport tomorrow. She has ship timbers for Eureka and will be towed down the coast by the tug Relief.

Carrying a full cargo of lumber from Portland, the schooner Golden State sailed today for Australia.

SEATTLE, Wash., Jan. 5.—(Special.)—The steamship Skagway sailed this afternoon with 600,000 feet of lumber for Cordova, Alaska.

SAN FRANCISCO, Cal., Jan. 5.—(Special.)—The Matson Navigation Company's steamship Lurline, Captain Johnson, sailed today for Honolulu with a good passenger list and a heavy cargo. All the Honolulu boats are being taxed to their utmost to transport all the men and women desirous of visiting the islands. It was thought the withdrawal of the big steamships Maui, Wilhelmina and Matsonia would deter quite a lot of people from planning trips to Honolulu, but things do not seem to have worked out that way.

After being delayed about three hours at Meiggs Wharf the Pacific Mail Steamship Company's steamship Newport, Captain Yardley, sailed this afternoon for Mexican and Central American ports. Customs men are said to have held the Newport pending determination as to the vessel having all the requisite export licenses.

A report at the Custom-House yesterday was to the effect that the patrol of the waterfront ordered by Washington would not be under the direction of the United States Marshal, as originally intended, but by guards assigned by the Collector of the Port. The guards will patrol the entire waterfront to protect shipping from spy activities and alien enemy attempts to injure ships and wharves.

Under the new plan the Navy will convoy all departing vessels to the heads in order to prevent persons from boarding or messages being dropped from the ships.

COOS BAY, Or., Jan. 5.—(Special.)—The gasoline schooner Roamer, Captain Levi Snyder, sailed for Portland at 10:30 this morning without cargo, to be delivered to the Columbia River Navigation Company.

The steam schooner Hardy moved to the railroad dock this morning to load white cedar ties and poles. She will finish her cargo at the Bennett dock, taking on more ties.

Laden with lumber, poles and ties, the steam schooner South Coast sailed for San Francisco this afternoon at 4 o'clock.

The gasoline schooner Tramp went to the lower bay this afternoon, but found a heavy swell running at sea and put about instead of sailing for Port Orford and Wedderburn. Bay for San Francisco, 75 miles north of San Francisco.

HORACE X. BAXTER, San Pedro for Seattle, 355 miles from San Pedro.

WILLAMETTE, San Pedro for San Francisco, 115 miles south of San Francisco.

Movements of Vessels.

PORTLAND, Jan. 5.—Arrived—Steamer Klamath, from San Francisco; schooner Forest Home, from Melbourne. Sailed—Steamers Breakwater, for San Francisco; La Primera, for San Francisco; Wapama, for San Diego via San Francisco and San Pedro.

ASTORIA, Jan. 5.—Left up at midnight, steamer Klamath, from San Francisco. Arrived at midnight and left up at 2 A. M., steamer Tiverton, from San Francisco. Left up at 2:30 A. M., schooner Forest Home, from Melbourne. Sailed at 9 A. M., steamer E. H. Meyer, for San Francisco; at 9:10 A. M., steamer Daisy, for San Francisco; at 9:20 A. M., steamer Santiam, for San Pedro; at 10:50 A. M., schooner Golden State, for Sydney. Sailed at 1 A. M., steamer Nehalem, for San Pedro.

SAN FRANCISCO, Jan. 5.—Sailed—Schooner Lottie Bennett, for Columbia River.

SAN PEDRO, Jan. 5.—Arrived—Steamer Rose City, from Portland; yesterday, steamers Daisy Mathews, from Portland; Flavel, from Columbia River.

SEATTLE, Jan. 5.—Arrived—Steamers Firwood, from San Francisco; Tillamook, from Prince Rupert, B. C. Sailed—Steamer Skagway, for Alaska.

Tides at Astoria Sunday.

High.	Low.
6:50 A. M. ....8.1 feet	0:14 A. M. ....3.2 feet
8:00 P. M. ....5.7 feet	2:15 P. M. ....2.2 feet

CITY DOCK BUSIEST

Municipal Terminal at Fifteenth Street Piled High.

COPRA CARGO UNLOADING

Auxiliary Schooner Loading Huge Timbers for Shipment to Japan. Falling River Opens Lower Dock to Use Again.

Freshet conditions of the past two weeks and the fact the property is being used as a terminal in the fullest sense, has made the Fifteenth-street municipal terminal the busiest dock on the water front, not the least important of the cargo handled there being copra the barkentine Alta is unloading.

In order to accommodate all shipments "Hooverizing" has been resorted to. So much so, that space usually required for copra, piled five or six feet high, has been squeezed until the stack of Samoan Island product is almost as high as the trusses of the dock and only half of the cargo is unloaded.

The auxiliary schooner Astoria is berthed there, loading huge timbers, known in the parlance of lumbermen as squares, for Japan. Some of the material comes from mills on the river, being rafted to the dock and loaded from the stream. The remainder arrives on cars from mills in the interior and it is handled easily direct from the cars to the ship.

Good Market in Japan.

The latter system is an advantage to the plants removed from the scene of shipbuilding activity which have been unable to market their product as easily as others in the vicinity, yet the Government embargo will now cause a halt there. It is said there is a good market in Japan and there would be another in China, but now the Government wants all big timber conserved for ship construction.

The steamer Santa Barbara is loading lumber there for the south and the steamer La Primera, of the Standard Oil Company's fleet, finished working a cargo of box shooks last night that she will discharge at San Francisco. The auxiliary schooner Pauline is lying in the slip, at the north end of the dock, and during the present week will go to a loading berth. The Astoria will be away from there in another week and by then probably the Alta will have finished.

As the river is falling gradually, the lower level can be used without danger of being covered again soon, and with that space thrown open, there will be less congestion. The Alta was to have unloaded her copra on the lower level, where there would have been abundant space, but the rising water precluded the plan being carried out.

Electric Conveyors Used.

When arrangements were made for the use of a part of the upper level the matter of discharging the copra advantageously was gone over and it was decided to use electric conveyors. Three of them were rigged, extending from the outer platform of the dock, so the tubs of copra are dumped onto them and the stuff carried to the big pile. It is the first time conveyors have been used for that purpose here and Matt Troy, superintendent for Brown & McCabe, thinks the system is a time saver.

Because of the business being taken care of on the dock it is understood the Commission of Public Docks is to be asked to amend the name from the Fifteenth-street terminal to the Fifteenth-street Municipal Terminal, the same designation being given the East Washington-street and Pittsburg-street terminals.

Marine Notes.

Bound here to load an offshore lumber cargo, the schooner Lottie Bennett sailed from the Golden Gate yesterday.

Lumber laden for the Antipodes, the schooner Golden State towed from the river yesterday and, favored by an east wind, stood away to the westward on the first slant of her long voyage. She is commanded by Captain Eagles and had been in the river since November 3, when she arrived with a copra cargo.

On being floated from the St. Johns drydock yesterday the motorship James Timpson was towed back to a berth at the Standifer plant at Vancouver. Her engines have not arrived.

It is reported from Vancouver, B. C., that the auxiliary schooner Pelikan, formerly the May, which was built at Astoria by the McEachern Ship Company, is loading a lumber cargo there for San Pedro. On discharging here she is expected to load offshore. The vessel was to have loaded for the Orient at first, but plans were changed when she was sold by the Dollar fleet to Eastern interests.

With a number of passengers and good cargo the Emerald line steamer Breakwater sailed last night for San Francisco. The steamer Wapama, flagship of the McCormick line, got away for the Golden Gate, Los Angeles and San Diego with a number of travelers, all her accommodations being taken. The Klamath, of the same flag, will sail tomorrow afternoon over the same route.

J. S. O'Brien, assistant superintendent of construction in the Bureau of Lighthouses, is in the city from the East, having made the trip from Washington, D. C., and the change from freezing temperatures to Oregon's balmy ozone is fully appreciated by him.

Southbound sailings today will include the liner Beaver, of the San Francisco & Portland Steamship Company's line, which is due to depart at 3 o'clock. The vessel will have a capacity cargo and large list of cabin passengers.

Failure to obtain a quorum for a special meeting yesterday afternoon of the Port of Portland Commission caused a postponement until the same hour tomorrow. The regular meeting of that body is scheduled for Thursday.

U. S. Naval Radio Reports.

(All Reports Received at 8 P. M. Unless Otherwise Noted.)

FRED BAXTER, Port Townsend for San Pedro, off Eureka.

MULTNOMAH, San Francisco for Seattle, 40 miles north of Blunts Reef.

YOSEMITE, Port Ludlow for San Francisco, 18 miles north of Blunts Reef.

QUEEN, San Francisco for Seattle, 20 miles south of Cape Mendocino.

NORWOOD, Tacoma for San Pedro, 340 miles from Tacoma.

KILBURN, Astoria for San Francisco, 270 miles from San Francisco.

RAINIER, Seattle for San Francisco, 70 miles south of Tatoosh.

OLEUM, for Seattle, 213 miles from Seattle.

IDAHO, San Francisco for Tacoma, 445 miles north of San Francisco.

DAILY CITY STATISTICS

Births.

YEM—To Mr. and Mrs. Sharp Yem, 241½ First street, December 27, a son.

ELLIS—To Mr. and Mrs. Alexander Ellis, 6718 Eighty-third street, January 1, a daughter.

CHRISTIE—To Mr. and Mrs. William W. Christie, 1364 East Twenty-seventh street, December 29, a daughter.

TAYLOR—To Mr. and Mrs. Earl Albert Taylor, 1842 East Stark, December 21, a son.

DRESSLER—To Mr. and Mrs. Peter Dressler, 665 Northrup, December 25, a son.

POTTER—To Mr. and Mrs. Roy V. Potter, 5 East Eighty-first street, January 1, a daughter.

EMERY—To Mr. and Mrs. John J. Emery, 877 East Thirty-seventh street, January 3, a daughter.

KULBEL—To Mr. and Mrs. Charles M. Kulbel, 330 Russett, December 29, a son.

BROWN—To Mr. and Mrs. Wright U. S. Brown, 997 East Thirty-first street, December 21, a son.

WESSINGER—To Mr. and Mrs. Henry W. Wessinger, 71 East Sixteenth street, December 30, a son.

KREMER—To Mr. and Mrs. Fred Kremer, 5522 Fifty-eighth street, December 22, a son.

BUSH—To Mr. and Mrs. Walter Bush, 1421 Vancouver avenue, December 31, a son.

HOLLAND—To Mr. and Mrs. Thomas Holland, 410 Vancouver avenue, December 27, a daughter.

BLASER—To Mr. and Mrs. Ernest J. Blaser, 1403 Grand avenue, January 2, a daughter.

Marriage Licenses.

KOMP-SAUNDERS—Benjamin W. Komp, 22, 873 Commercial street, and Martha Saunders, 21, 1614 Rodney avenue.

SHAW-McCAWLEY—Wayne A. Shaw, 23, Vancouver, B. C., and Grace M. McCawley, 22, 1664 Van Houten avenue.

HINTON-CRUSOE — Joseph J. Hinton, Keona, Alberta, Canada, and Margaret Crusoe, legal, 772 Roosevelt street.

COLATORTI-SALANDRA—Vito Colatorti, 27, Eugene, Or., and Antoinette Salandra, 26, 333 Jackson street.

HEWITT-BONER—Arthur L. Hewitt, 39, St. Johns, and Ruth Boner, 22, same address.

KELLOGG-SCHULZ—William H. Kellogg, San Antonio, Tex., and Leonore Schulz, 20, 297 Tillamook street.

KOCH-NAEGEL—John H. Koch, 61, Ritzville, Wash., and Mrs. Katherine Naegel, 49, 691 Rodney avenue.

SUN-WONG—Suie Lai Sun, 22, Salem, Or., and Myrtle Wong, 20, 228½ Pine street.

Vancouver Marriage Licenses.

MAYBELL-SHAHAN—Lewis B. Maybell, legal, of Springfield, Or., and Miss Coral E. Shahan, legal, of Springfield, Or.

SHEEHAN-GERZAN—John H. Sheehan, 30, of Portland, and Mrs. Hedwig Helma Gerzan, 30, of Portland.

ALF-ALF—William Alf, 56, of Oregon City, Or., and Mrs. Anna Alf, 45, of Oregon City, Or.

CROSBY-LOERTSCHER—Harry W. Crosby, 36, of Portland, and Miss Meta Loertscher, 21, of Portland.

GRAY-HANSEN—Arthur E. Gray, 22, of Bend, Or., and Miss Martha M. Hansen, 20, of Leaburg, Or.

OLSON-KLATT — Harry Olson, 27, of Portland, and Miss Dorothy E. Klatt, 21, of Portland.

YOUNG-SCHULTZ—Louis F. Young, 19, of Portland, and Miss Luella E. Schultz, 18, of Portland.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Jan. 5.—Maximum temperature, 32 degrees; minimum, 49 degrees. River reading, 8 A. M., 16.0 feet; change in last 24 hours, 0.5 foot fall. Total rainfall (5 P. M. to 5 P. M.), .01 inch; total rainfall since September 1, 1917, 21.16 inches; normal rainfall since September 1, 20.55 inches; excess of rainfall since September 1, 0.61 inch. Sunrise, 7:53 A. M.; sunset, 4:40 P. M. Total sunshine, none; possible sunshine, 8 hours 47 minutes. Moonrise, 12:34 A. M.; moonset, 11:24 A. M. Barometer (reduced to sea level), 5 P. M., 30.12 inches. Relative humidity at noon, 90 per cent.

THE WEATHER.

STATIONS.	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	28	46	0.01	..	S	Cloudy
Boise	32	46	0.04	4	NW	Clear
Boston	12	28	0.00	24	NW	Pt. cloudy
Calgary	24	30	0.00	..	N	Clear
Chicago	22	30	0.00	14	E	Cloudy
Denver	30	42	0.00	12	NE	Cloudy
Des Moines	26	32	0.00	8	N	Cloudy
Duluth	20	24	0.02	14	NW	Cloudy
Eureka	52	54	0.01	6	NE	Cloudy
Galveston	60	70	0.00	22	NW	Pt. cloudy
Helena	30	40	0.14	4	SW	Pt. cloudy
Jacksonville	34	62	0.00	10	SE	Cloudy
Juneau†	32	*40	0.14	4	NE	Cloudy
Kansas City	34	*40	0.04	24	NW	Snow
Los Angeles	44	66	0.00	..	SW	Clear
Marshfield	50	64	0.00	..	NW	Pt. cloudy
Medford	43	58	0.00	4	W	Pt. cloudy
Minneapolis	20	22	0.08	14	NE	Cloudy
New Orleans	48	70	0.00	8	S	Clear
New York	14	28	0.00	14	NW	Clear
North Head	48	52	0.01	12	E	Cloudy
North Yakima	30	46	0.00	..	SE	Cloudy
Phoenix	40	72	0.00	..	SW	Clear
Pocatello	30	42	0.06	4	NW	Pt. cloudy
Portland	46	52	0.01	4	SW	Cloudy
Roseburg	52	60	0.00	..	W	Pt. cloudy
Sacramento	42	46	0.00	..	SE	Cloudy
St. Louis	30	42	0.04	4	NE	Rain
Salt Lake	38	44	0.02	4	E	Pt. cloudy
San Diego	46	62	0.00	..	SW	Cloudy
San Francisco	44	54	0.00	..	NW	Clear
Seattle	50	52	0.00	4	S	Cloudy
Sitka*	..	44	0.00	..	NE	Rain
Spokane	36	38	0.12	4	NW	Cloudy
Tacoma	48	52	0.11	4	SE	Cloudy
Tatoosh Island	48	50	0.14	20	E	Rain
Valdez†	10	32	0.14	..	..	Pt. cloudy
Walla Walla	46	46	0.00	..	SW	Cloudy
Washington	18	26	0.00	..	NW	Clear
Winnipeg	6	10	0.02	12	N	Cloudy

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Fair; moderate southeasterly winds.

Oregon — Fair; moderate southeasterly winds.

Washington—Fair, except rain near the coast; moderate southeasterly winds.

Idaho—Fair.

EDWARD L. WELLS, Meteorologist.

Thompson's Deep-Curve Lenses Are Better.

Intelligently Applied Service

¶ When your eyes, worn out and strained by too much work, need the positive relief that properly prescribed, made and fitted glasses give, consider our service.

¶ Well-appointed examination rooms; two skilled specialists; modern instruments, intelligently used, in all examinations; completely equipped factory for grinding lenses; lenses ground by experts—this is our service under one roof, where all work is done promptly, accurately and at the lowest manufacturing costs.

¶ The Thompson system of making glasses is knowledge (developed by our many years' experience) rightly applied.

¶ Complete lens-grinding factory on premises.

SAVE YOUR EYES

THOMPSON
OPTICAL INSTITUTE
Portland's Oldest and Largest Exclusive Optical Place.
Established 1901.
209-10-11 Corbett Building
FIFTH AND MORRISON