Ainsworth Steamer Landing Virtually Barred Zone.

## TRESPASS NOT PERMITTED

Stringent Rules Enforced by Steamship Company Co-operating With Authorities for Safety of Property and Patrons.

Co-operating with municipal, state and Federal authorities in guarding the water front, the San Francisco & Portland Steamship Company has virtually held Ainsworth dock to be a barred zone, except to passengers for its ocean and river lines and persons who have business there. Private watchmen at the dock have been increased and the outside lighting system will probably be augmented by powerful searchlights, so persons about there after dark will have little op-

W. D. Wells, Portland agent for the ficet, said yesterday that the new ulations wilt prevent visitors oarding the vessels lying at the dock, while passengers, once aboard, will not be permitted to go ashore again. On the arrival of a liner from California ports visitors will not be permitted to ongregate on the dock and only in mergency cases will passes be issued.

terday was stopped by watchmen and questioned as to his business and only hose allowed to go further who could show they were not lolterers or curious. "We will do everything possible to minimize chances for interference on the dock and aboard the vessels and, while the rules may appear stringent, it is felt that in these times precautions must be taken," said Mr. Wells. Naturally, we have guarded the premises and vessels in the past, not risk-ing the welfare of the public or company, but since it has been announced publicly that the authorities are to increase the water front protective measures, it is best that all be informed that trespassing will not be

tolerated on the dock."
"Safety first" has been an aim of the O.-W. R. & N. interests on its railroad and water lines in the past, so it is uply given broader application in ining with the authorities in the water front precautions.

Another step is the regulation of launches and other small vessels in the harbor after night. Federal officials were in conference on that matter yesterday and hereafter occupants of such craft, unless it is known that they are usually ferried across the stream from plants working at night, will be compelled to give an account of their movements. There has been a strict night patrol maintained on the river between sunset and sunrise, movements of all craft being checked.

With warning signs posted along the

With warning signs posted along the river restricting enomy allens to with-in 100 yards of the harbor line, and guards placed on all property, as well as the moving river patrol maintained, it behooves all persons to promptly answer any challenge.

STEAMERS TO GET OIL HERE Owners Do Not Believe Port Will Be

Left Without Liquid Fuel. Action of the Standard Oil Company that deliveries by other companies may be suspended shortly, have not seriously alarmed steamboat operators been organized.

Handmaster Stevens, who was in the that the movement of inland vessels, the same as ocean carriers, will be re-garded as essential by the Government and provision made for them to obtain

will be heard when the first vessel is about 75 cents a barrel while the market price is about \$1.50, are not pleased because their fuel oil expenses will be more than doubled, the cancellation of some contracts leaving them with no choice but to purchase all at the prevailing market price. As to burning wood, should oil deliveries be cut off, it is said the steamers engaged in towing logs might obtain the fuel at mills, but there would be such an increase in consumption that householders would suffer. They think coal would be the best substitute, but are would be the best substitute, but are and J. K. Piepula.

Preparatory to delivery by Fair &

Moran to Walter Scammel and James Jerome, all of San Francisco, the schooner Forest Home was lifted on the Port of Portland drydock yester-day. Though lifted for an examinathe Port of Portland drydock yester-day. Though lifted for an examina-tion of the hull, it is expected the ves-sel will be cleaned and painted, as she made a long voyage from the antip-odes and is to return there with a cargo of lumber ready at Westport.

cargo of lumber ready at Westport.

The auxiliary schooner Erris, which loaded a part cargo of lumber at St. Helens, is to leave there foday for San around in the stream restriction. leaded a part cargo of lumber at St. Helens, is to leave there foday for San Franciscp. At the latter port she will take additional cargo and proceed to the Far East. The achooner Lottie Bennett left up from Astoria yesterday morning in tow of the tug Oneonta and will so to the St. Industrial of the St. Ind

business on the Middle Columbia will be included. The sevent of an accident if a hunch is carried so other lifebouts may be towed for port.

The versel is at the place of her construction, the Supple-Bailin Shipbuilding Corporations, yard, where her machinery is being installed and the final work done on the house and rigging. The Mount Shasta, lying there also, is for the stream to continue though the fall will be size or as far as work done on the house and rigging. The Mount Shasta, lying there also, is for the stream to continue though the fall will be size or as far as work done on the house and rigging. The Mount Shasta, lying there also, is for the stream to continue though the fall will be size or seamed as machinery is being installed and the final work done on the house and rigging. The Mount Shasta, lying there also, is for the stream to continue the core, as time. The work done on the house and rigging, the Mount Shasta, lying there also, is for the stream to continue the core, as time. The work done on the house and rigging, the Mount Shasta, lying the states and garden design is also considered.

B. MORRIS JOINS POWER.

B. Morris Joins Jo

Machinery Superintendent of Oregon District Lately of Northwest.

B. MORRIS JOINS FORCE of the steamer Nestor, relieving A. L. James. On the gasoline packet Myrile, operating here, though registered at Port Townsend, Charles A. Nelson.

San Francisco advices to the Merchants' Exchange yesterday were that the Emerald line steamer F. A. Kilburn, which sailed for Portland Friday night, put back at 3 o'clock yesterday morning with engine trounction is J. B. Morris, better known ong brother mariners as Jack Morformer chief engineer with the Francisco & Portland Steamship apany and the Great Northern Pa-Latest of the experts requisitioned by Lloyd J. Wentworth, head of the Oregon District, to expedite ship con-struction is J. B. Morris, better known struction is J. B. Morris, better knownamong brother mariners as Jack Morris, former chief engineer with the
San Francisco & Portland Steamship
Company and the Great Northern Pacific Steamship Company, who has been
named superintendent of machinery
nere. Mr. Morris was in charge of the
manne class of work in the Northwest
District, under Captain J. F. Blain, but,
naving been on liners operating out of naving been on liners operating out of a 49 A. M. .. 9.0 feet | 0:28 A. M. .. 2.6 feet | Portland and the Columbia River for 8:94 P. M. ... 5.0 feet | 2:04 P. M. ... 1.4 feet

a lengthy period, he consented to

hift his headquarters.

Mr. Wentworth is gradually strengthming his organization and if another
month will no doubt have his staff complete. In the selection of men to take charge of departments Mr. Wentworth has picked only those of extensive experience and has had in saind as well those familiar with the class of construction under way here and a knowledge of the plants and their forces.

Sugar Shipped to California.

TACOMA, Wash., Jan. 12.—(Special.) -Fifteen hundred tons of sugar was paded on the Pacific Coast Steamship ompany's steamer Firwood today for allfornia. It was brought here from the Philippines aboard a Government teamer. This is one of the largest sugar shipments ever brought to the Sound. Shipping men say many more will follow during the next few months, to make up the shoringe due to perilous passage on the Atlantic.

EMERGENCY RATION 15.

Outfitting of Lifeboats Cannot Proceed Until Uncertain Matter Is Cleared by Authorities.

Army emergency rations, in addition to hardbread or hardtack, started an inquiry among ship chandlers and others supplying marine goods as to what emergency rations were, with the result that a telegraphic request was sent yesterday to Captain J. K. Bulger, mergency cases will passes be issued. supervising inspector of steam vessels Every person going to the dock yesfor the Western District, asking for an official statement as to rations.

A special circular recently issued re-ferred to the stores as either hard-bread or emergency rations, and in later reference to the stores specified both. In addition it is ordered that to part of the rations be made up of ish, salt meat or other foods that

are not for sale in the district, and information has not been gathered as to
how they are prepared or what they
consist of. No delays have been experienced by vessels, but at present
delivery of lifehoat outfits cannot be
made complete until the question of
rations is disposed of.

Not having here officially informed.

Not having been officially informed regarding the emergency rations, officers of the steam vessel inspection service refrain from indicating what food might be used, the understanding being that the emergency rations are specially prepared and packed so as to withstand weather conditions, and the higher officials are expected to make known positively what is demanded and where it can be obtained.

CHINVARD CROUTE DAME

well.

There was talk yesterday that ships under charter to load on Puget Sound, where the congestion is not contineed to the docks, but extends to a number of cars as well, might be shifted here to load. Two of them were falked of that would take an underdeck cargo of general stuff and load "Japanese squares" on deck. The "squares" are large timbers, for which there is an active market in Japan.

The work being done here will be in support of the advances made by Senator MeNary to Director-General Mc-

BIG ST. JOHNS PLANT HAS REAL MUSICAL ORGANIZATION.

Leader Stevens, Once in Orpheum Orchestra, Finds Plenty of Good Material Among Workers.

In the Navy the bands play while the men are coaling ships, always providing a band is available, and at the In canceling fuel oil contracts on the St. Johns yard of the Grant Smithscore that tank steamers are being requisitioned by the Government, also
that deliveries by other companies may that deliveries by other companies may be suspended shortly, have not seriously alarmed steamboat operators.

period, says there is an abundance of desirable material among the volun-Some lines that held long-time contracts, one obtaining oil thereby at whom the first vessel is

be a real band.

## Marine Notes.

Bringing general cargo from San Francis

undine.

Members of the special river traffic committee named by the Port of Portland Commission, consisting of Commissioners D. C.

MT. HOOD TO CARRY LAUNCH

Power Boat Will Tow Lifeboats in

Event of Accident at Sea.

When the full powered motorship
Mount Hood is ready for acryling the

Nount Hood is ready for acryling the

Undine.

Members of the special river traffic commissioners of the special river traffic formissioner of Chelly's office to discuss further at the principally centered on the fault of the Upper Columbia and Snake Rivers, taking in facilities for handling freight, while the business on the Middle Columbia will be included.

Check-Up of Portland Waterfront Shows Room.

SEATTLE IS

Information on Situation to Be Forwarded to Washington to Let Government Know of Port Facilities Here.

In line with efforts being made by United States Senator McNary at Washngton to have freight, causing conges on at other Pacific Coast ports, rout ed via the Columbia River for trans-Facific trades, a start was made yes-terday by T. C. Davies, a statistician employed by the Oregon Public Service Commission, on checking Portland's dock facilities and the general situation with reference to trackage accessibility on the waterfront.
Without going into the situation in

Federal regulations providing that lifeboats, with which steamers bound for the war zone must be equipped, are to be stocked with 10 United States om was being utilized for the storage grain. The Commission of Public Docks is prepared to provide space for about 20,000 tons. Albers Bros. will do as much on their three docks, and on the Albina dock of the O.-W. R. & N.

the Albana door the several thousand tons is to be had.

Meanwhile it is believed that more docks will be open when wheat now stored is shifted to mills to be ground into flour and, if necessary, additional terrary will be found for wheat away. storage will be found for wheat away from the waterfront, where it can be transferred to the mills as handly as from the docks, thereby permitting space on the latter to be devoted to cargo

The Chamber of Commerce had gone would induce thirst.

So far as has been ascertained into the dock survey feature thoroughly and it is not improbable that some are not for sale in the district, and information has not been gathered as to

ator McNary to Director-General Mc-Adoo to assist in relieving railroad congestion. It is expected the Public congestion. It is expected the Fublic Service Commission will forward its information to Washington promptly, and there may be representation from Portland interests also, so it will be known at Washington that any surplus freight may be diverted here in safety.

It has been the understanding that at least new wooden steamers under construction here would be used in the Pacific trade, but they will not be ready in sufficient number soon enough to take care of the shipments now acemulated on Puget Sound and at San Francisco, and it has been proposed that some of the steel tonnage be diverted to the Pacific trade for one voyage each. On the other hand the need of the big, new steel carriers on some of the tramp tonnage on the Pa-

STEAMER MARGARET PASSES INTO HANDS OF NEW YORK FIRM.

Vessel Is One of Auxiliary Schooners Built at Astoria Plant and Launched on March 3, 1917.

would be the best substitute, but are not making preparations for either as yet.

As yet practice is largely confined to the noen hour, the men gathering for their daily drill as soon as they have eaten. They have been completely outfitted, and as several are men who formerly played for a livelihood, being attracted to shipwork during the past year, it promises to be a real band.

Sale of the stock of the Margaret Shipping Company, of Portland, to New Yorkers was announced yesterday through A. O. Andersen & Company, each Saturday night finds a large number of them gathered there, to listen to the vaudeville and musical programmes which are planned for the auxiliary schooners turned out at their pleasure.

The programme last night included the following numbers: Vocal solo by the following numbers: Vocal solo by the stock of the Margaret shipping Company, of Portland, to New Yorkers was announced yesterday through A. O. Andersen & Company, each Saturday night finds a large number of them gathered there, to listen to the vaudeville and programmes which are planned for the Astoria plant of the McEachern Ship Company and was launched March 1, 1917.

the vessel for the round voyage.

The schooner Else, controlled by A.
O. Andersen & Company, is now at Lyttieton, New Zealand, and will go to the Tonga Islands for a copra cargo for Portland. The company also is managing agent for the auxiliary schooner Wergeland, launched July 21 at Olympia, and she will be ready in a few days to load lumber for the Ana few days to load lumber for the Antipodes. The company will control in the same way the schooners Hjeltenses, Karseelass and General Pershing, which are being completed on Puget

The South Coast, a steam schooner, is hithe lower bay, with a cargo of lumber products for San Prancisco. SAN FRANCISCO, Jan. 19.-(Special.)

SAN FRANCISCO, Jan. 19.—(Special.)— Flifty-seven sailing vessels and motor ships are on the way to this port from various parts of the world, most of them with copra cargoes. Some are comparatively small craft, but in these days of scarcity of tonnage, are well worth while. After the war it is the prediction of shipping men that about half of the small carriers will be relegated to the mud flats. Large steam carriers will, to a great extent, be put back into the service and crowd the little fellows out. out back into the service and ittle fellows out.

In the last three days half a dozen schooners have arrived from the South Seas with copra and as many more may show up in the next three days.

The ship John Ena, which has been given an overhauling, will make an off-shore voyage before having auxiliary engines installed according to plans of the owners. The ship arrived December 19 from New Zealand with general cargo. She will take out case oil.

The schooner Schome arrived this evening the schooner Schome arrived this evening. It case oil. The schooner Sehome arrived this evening om Sydney with TST tons of copra after voyage of 66 days. The schooner William E. Burnham arrived from Vancouver today after a 14-ty, voyage with lumber for the Robert beliar Company.

After departing for Portland with passurers and freight today, the hoodoo ruck the steamer P. A. Kilburn for the urth time and she was towed back to ort on account of engine trouble. She had at been put in commission after a series similar breakdowns in northern waters.

No particulars are given. Movements of Vessels.

been put in commission after a series similar breakdowns in northern waters.

PORTLAND, Jan. 19.—Arrived—Steamers Dieum, from Port San Luis; Wapama, from San Prancisco.

ASTORIA, Jan. 10.—Left up at midnight, samer Wapama, from San Francisco; arved at 5 and left up at 6:30 A. M., steamer chalem, from San Francisco. SAN FRANCISCO, Jan. 10.—Steamer F, A.

SAN PEDRO, Jan. 19,-Sailed-Steamer Rose City, for Portland. POINT LOBOS, Jan. 18 .- Passed at 5 P. M., schooner Monterey, in tow of tus Navigator, from Monterey, for Portland.

TACOMA, Wash., Jan. 12.—Arrived—Anrox, motorship, towing Henry Villard, barge,
rom Ketchikan; steamer Rainler, from Sanrancisco; Mexico Maru, from Seattle. Dearted—Steamer Redondo, for Seattle; moorship Anyox, for Seattle; steamer Rainler,
or Souttle; steamer Nome City, for Seattle;
teamer Admiral Farragut, for Seattle.

ASTORIA, Jan. 18.—Arrived down at 8 M., motor schooner Astoria. Arrived at 1 P. M., steamer Wapama, from San Fran-

Washtenaw, for Portland. SAN FRANCISCO, Jan. 18.—Arrived at 5 M., steamer Breakwater, from Portland SAN FRANCISCO, Jan. 19 .- Sailed -- Steam F. A. Kilburn, for Portland.

SEATTLE, Jan. 19. — Arrived — Steamers Rainier, from Nome City; Admiral Farragui and Redondo, from Tacoma. Sailed—Steam-ers Mexico Maru and Firwood, for Tacoma.

U. S. Naval Radio Reports.

ADMIRAL EVANS, Yakutat for Katalla, miles east of Cape St. Elias, S P. M. VICTORIA, southbound, 836 miles west f Cape Flatters.
YOSEMITE, Port Gamble for San Fran-isco, 15 miles north of Blunts Reef.
KLAMATH, San Francisco for St. Helens,
0 miles north of Blunts Reef.
J. SMITH, in tow of tug Fearless, Coosay for San Francisco, 115 miles north of

ASUNCION, Meanmond for Asterman, in irranville Channel.
PROVIDENCE, Port Townsend for San rancisco, 10 miles from Port Townsend.
ADMIRAL WATSON, San Francisco for cartie, 190 miles from Seattle.
ATLAS, towing barge 91, Richmond for

ATLAS, towing barge 91, Richmond Portland, 400 miles north of Richmond, Notice to Mariners. ne following affects aids to navigation lows: he 17th lighthouse district: Illiapa Bay—Elk spit gas buoy, 1, re-Valeri ed as extinguished January 14. To be ameri orted as extinguished January 14. To be elighted as soon as practicable.
Puget Sound—Port Orchard. Waterman roint light, reported extinguished January 8, ras relighted January 12.
Puget Sound—Pully Point light, reported s out of order January 18. To be adjusted a soon as practicable.
BODERT WARRACK

ROBERT WARRACK,

'Y' HUT AFFORDS PLEASURE Soldiers and Sallors Guests at Weekly Entertainments.

Sale of the stock of the Margaret hut, which has been established in the

The programme last night included vog Miss E. Bushnell, Hawaiian and darkey selections by a male quartet, 15 min-The vessel got away from the Columbia River August 25, for Shanghai,
proceeding via Honolulu, and she is
now at the Chinese port, being about
ready to proceed to Japan. Later she
will go to the Philippines and will
bring back copra to Portland, the New
Yorkers now controlling the company
accepting the charters entered into for
the vessel for the round voyage.

## O. A. C. PROFESSOR AUTHOR

"Domestic Architecture" Title of Book Issued by L. E. Robinson.

OREGON AGRICULTURAL COLLEGE, Corvallis, Jan. 19.—(Special.)—"Domestic Architecture" is the title of a book recently published by L. Eugene Robinson, assistant professor of rural architecture, from a simple every-day viewpoint. To date 22 colleges and universities throughout the United States have included Mr. Robinson's

Pacific Coast Shipping Notes.

ASTORIA. Or., Jan. 12.—(Special.)—The steamer Reaver will asil tomorrow for San Francisco and San Pedro, carrying a capety our of freight and a large list of passisnagers from Portland and Astoria. She is delayed by the fog.

The steam schooner Frentiss will finish loading lumber at Khappton and sall for San Francisco advices to the Merchants Exchange yesterday were that the Emerald line steamer F. A. Kilburn, which salled line steamer F. A. Kilburn, which salled line steamer Friday night, put back at 3 o'clock yesterday morning with engine trouble.

Columbia River Bar Report.

NORTH HEAD, Jan. 12.—Condition of the bar at 5 P. M.: Smooth; wind, north, 10 miles.

Tides at Asteria Sunday.

High.

COOS BAY. Or., Jan. 12.—(Special.)—The steam schooner Capetal.

ASTORIA. Or., Jan. 12.—(Special.)—The steamer Beaver will sail tomorrow for San Pedro, carrying a capety cargo of freight and a large list of prastingers from Portland and Astoria. She is delayed by the fog.

The steam schooner Frentiss will finish loading lumber at Khappton and sall for San Francisco. The steam schooner Ennest H. Meyer shift-loading lumber at the Hammond mill, will sail tomorrow for San Francisco.

The steam schooner Wapama arrived during the night from San Francisco and went to St. Helens to load lumber.

The steam schooner Wapama arrived during the night from San Francisco, bringing freight for Astoria and Portland.

The tank steamer Atlas, with barge No. 21 in tow, is due from California.

A heavy fog has enveloped the river all day and has greatly delayed shipping.

When the war began the hig of airplane could not be depended to the steamer Associal method to the steamer Associal method to the part of freight and a large list of freight an WILLAMETTE UNIVERSITY, Salem, Or., Jan. 19.—(Special.)—The recent re-port of President Carl G. Doney to the board of trustees shows that the attendance at Willamette is about 25 per cent below what it was last year. Only 252 students are now enrolled, as ompared with 337 a year ago.

The decrease is entirely of men students, as the earollment of girls shows a small increase. A year ago 185 men were in school, while now but 37 are enrolled. The difference in enrollment is largely responsible for the fact that the university will face a deficit of \$3050 at the and of the year.

When the war began the highest type of airplane could not be depended upon to do much more than 50 miles an COOS BAY, Or., Jan. 19.—(Special.)—The make 126 miles an hour in long flights. Hamburg-American line.

German Vessels Damaged by Crews, Now in Use.

SEIZURES MADE HERE

Arnoldus Vinnen, Dalbek and Kurt Among Boats Put in Commission by Ingenious Mechanics.

Committee Issues Report.

As three ships seized here early last year, the Arnoldus, Vinnen, Dalbek and Kurt, all German barks, figure among 103 former vessels of the Kalser's that Yankee ingenuity and hard work have made available in eight months, there-by defeating the German intrigue which sought to damage most of the steamers beyond repair, a report issued by the committee on whilestion is of by the committee on publication is of

After viewing much of the damage aboard the steamers seized at different ports, estimates were made that from 18 months to two years would be required in which to make them fit for service, the assumption being that the only means of rehabilitating the ships was to reinstall much of their ma-chinery. Instead, however, the Gov-ernment called together many experts on welding and patching. After they had inspected the conditions it was said the ships could be repaired by Christmas, whereas the last went to sea Thankagiving. Thanksgiving.
The United States did not declare

state of war existed with Germany until April, 1917, while evidence is possessed that an order went forth from the German powers to begin destruction work man powers to begin destruction work about February 1. On one ship a rec-ord was recovered, probably overlooked by the officers, showing the damage that had been inflicted and each no-tation concluded with "cannot be re-paired." Not only were repairs made, but standard parts were replaced that had been thrown overboard and some of the vessels are making better speed PORT SAN LUIS, Jan. 19.—Sailed-Steam- than when under the Germans.

New Methods Used.

The method of patching and welding broken marine engines had never be broken marine engines had never before been practiced, although the art
has been known in railroad industry
for 15 years. Three methods of patching were used: Electric welding, oxiacetylene welding and ordinary mechanical patching, the latter often later
being welded. Following the repairs
tests of the machinery were first made
at the docks, where the ships were
lashed firmly to the piers while the lashed firmly to the piers while the propellers were driven at low speed and later each ship was taken to sea for vigorous trial tests. The patches and welds were reported as having given complete satisfaction.

When the Leviathan, formerly the Vaterland and the largest ship affoat was put into commission by the United ADMIRAL SCHLEY, San Francisco for sattle, 312 miles north of San Francisco. LYMAN STEWART, Scattle for San Luis, 250 miles from San Luis for Portland, 250 atless from Portland.

250 miles from Portland.

251 miles from Portland.

252 miles from Portland.

253 miles from Portland.

254 miles from Portland.

255 miles from Portland.

256 miles from Portland.

257 miles from Portland.

258 miles from Portland.

258 miles from Portland.

259 miles from Portland.

250 miles from Portland.

250 miles from Portland. ARGYLL, San Little for Fertians, and the strong Portland.

WHITTIER, Oleum for San Luis, 153 athan stood the test. She was one of the ships least mutilated, due to the fact that she was in bad repair and twee believed she would not be fit to put to sea for many months. The Navy engineers found it necessary to overhaul and partially redesign and regranville Chaunel. construct many important parts of the

engines.

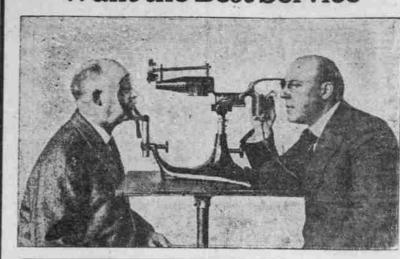
The larger German ships which have been repaired and are today in commission as a part of the United States Navy, with their former German and their new American names, are as fol-

	Vaterland Leviati
	Amerika Amer Andromeda B
	Andromeda B
	Barbarosea Merc
	Breslau Bridgep
	Cincinnati Coving
	Frieda Leonhart Asto
	Frederic der Grosse Hu
1	Geler Sch
	Geier Sch Geo. Washington Geo. Washing
	Grosser Kurfurst Aec
	Grunewald Gen. Geo. W. Goeth
	Hamburg Powhat
١	Hermes Herm Hohenfelds Long Bes
ı	Hobenfelde Long Ber
l	Kell Came
i	Kaiser Wilhelm II Agamemi
1	Koenig Wilhelm II Madawas
ı	Kronprinz Wilhelm Von Steut
l	Kronprinzessin Cecille Mt. Vern
ı	Leibenfels House Locksun Guifp
1	Locksun Gunp
ł	Neckar Antigo
1	Nicaria Namport No
ı	Odenwald Newport Ne
	Praesident Grant President Gra
ŧ	Praesident Lincoln President Linco
	Prinzess Irene Pocahon
	Delen Pital Prindrich Dekt
	Rhefn Susquehan
	Savonia Savann
ĺ	Staatssekraetar Solf Sam

Repaired by Shipping Board. The ships taken over and repaired by the Shipping Board, with their German and American names, are as fol-

German name.	I d
Allemannia Owasco	B
or T Ablase Monticello	10
	n
Arnuldus Vinnen Chillicothe	181
After (No name.)	8
Armenia (No name.)	D
Armedia (No name.)	100
Andalusia (No name.)	B.
Adamsturm Actacem Arnuldus Vinnen Chillicothe Atlas (No name.) Armenia (No name.) Arcadia (No name.) Andalusia (No name.)	11
Adeineid (No name)	g
Additheid (No name.) Bulgaria (No name.) Borneo Nipsie	100
Borneo Artemis Bohemla Montpeller Bochum (No name.)	11
Honemia Montpelier	S
(No name.)	
Bavaria (No name.) Calabaria (No name.) Carl Diederichsen	te
Caiabaria Raritan	77
Carl Diederichsen	11
Clara Jebsen	700
Clara Mennig Yodkin	W
Cobelenz Sachem	
Constantia(No name).	11
	et
Darvel Wamauth	0
Dalbek Wamsutta Darvel	h
	n
	C
Couvereur Jaeschke Watoga	G
Gouvereur Jaeschke Watoga Gouvereur Jaeschke Tippecanoe	H
Hoisatia Pawnee Harburg Tonswanda Indra	11
Indra Tonawanda	
	191
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I sonomia i	
Cantum Minnow	
Straws Muscoota	
Neptun Minnow Neptun Muscoota Ottawa Muscoota Olivant (No name.)	
Okenfels Pequot Prinz Eitel Friedrich Ostewgo Prinzess Alice Matolka	
Pring Eitel FriedrichOstewgo	at
Prinness Alice Matolka	
Zannsylvania Manasemond	af
Pennsylvania Manasemond	BI
	m
Y trees	F
Prinz Oskar Orion Prinz Sigsimund General Gorgas	-
Peter Signimund	w
Pring Waldemar Wacouta	he
Commern Rappahannock	or
Painh	
tajah theatia Black Hawk achsen Chattahoochee achsenwald General Ernst	th
achsen Chattahoochee	w
achsenwald General Ernst	
Harm Loo	5 m

## Bring Your Eye Troubles to Experienced Men if You Want the Best Service



Our Opthalmoscope and Retinoscope is one of the most scientific eye-testing instruments in the world. With it we can detect every error of vision instantly

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I You are sure of the genuine when you come to us.

SAVE YOUR EYES

Portland's Oldest and Largest Exclusive Optical Place Established 1901

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Men Studying for Deck Officers and Engineers Exempt.

ORDER IS MADE SATURDAY

Six Hundred Students Attending 30 Schools Affected by Ruling Issued by Recruiting Director

of U. S. Shipping Board.

Students at schools maintained by the United States Shipping Board to fit them for examinations to obtain it-censes, either as deck officers or in the consinser department, are exempt from censes, either as deck officers or in the engineer department, are exempt from military service, according to a statement given out yesterday.

The statement is from Boston and ws The "Announcement has been made Henry Howard director of recruiting for the Shipping Board, that under a recently issued regulation of the Prorecently issued regulation of the Pro-vost Marshal-General's Department, all students entering the Shipping Board's schools for deck officers or engineers will be exempted from military duty and will remain exempt as long as they pursue the calling for which the schools fit them. This affects more than 500 students now in the Shipping Board schools. There are 30 schools training deck officers for the merchant marine

deck officers for the merchant marine and eight training engineers.

"Only men who have had two years seafaring experience are admitted to the schools. On graduation a student is either sent to sea for further training as a reserve officer in the merchant marine or is licensed at once for the marine or is licensed at once for the convenience of the property of the convenience of the conveni is a reserve officer in the merchant marine or is licensed at once for the grade in which he is eligible.

"About 4000 new officers have been icensed since the war began. The shipping Board schools will continue o receive a limited number of students nonthly, the course being one month

the engineering schools and six ceks in the navigation schools." The Portland school, which is for raining dock officers, while one for raining dock officers, while one for rangineers is located at the University of Washington, Seattle, continues to sold an average membership and a number of men graduated have suc-essfully passed examinations before lovernment inspectors, being granted overnment inspectors, being granted censes as mates. All men obtaining censes are listed and as rapidly as hips are made ready for sea mates are awn from those enrolled.

OLDIERS TO BE HONORED ublic Funeral Services Will Be

Held at Corvallis Sunday.

CORVALLIS, Or., Jan. 19.—(Special.) Public funeral services will be held the Majestic Theater here Sunday ternoon in honor of George G. Watts ad Claude D. Perrin, Benton County embers of Company K, who died in rance of pneumonia.

The fire department and city officials ill attend in a body, as will the memers of the Masonic Lodge, of which der Mr. Watts was a member. Other orders that will participate are e Grand Army of the Republic, omen's Relief Corps, Home Guards and Women's Army and Navy Auxiliary. The city authorities of Monroe have

been notified and will attend. Perrin formerly lived at Monroe. Skamokawa Resident Drops Dead. CATHLAMET, Wash., Jan. 19 .- (Special.)—W. W. Marshall, a well-known resident of Skamokawa, dropped dead on the street Thursday afternoon.

Death was due to heart trouble, with

which disease Mr. Marshall has been afflicted for several years. The deceased was born in Michigan in 1845, and came to Skamokawa 20 years ago, where he resided continuously until the death of his wife two years ago. He had returned from a trip to Michi gan a few weeks prior to his death.

W. S. KIRK FALLS TO DEATH

Lodger Plunges Four Stories at Martin Hotel; Cause Unknown.

W. S. Kirk, 58, a lodger in the Martin Hotel, Second and Davis streets fell from the fourth story of the hotel at 6 o'clock last night, and sustained injuries from which he died. The man was identified by papers in his pocket.

Mr. Kirk went to the hotel yesterday and had engaged a room, although he had not registered. His former ad-

Hospital authorities said Mr. Kirk had a fractured skull, compound fractures of an arm and a leg and several broken ribs.

# FEDERAL CONTROL OPPOSED

Judges in Debates Decide Against Public Ownership.

CORVALLIS, Or., Jan. 19.—(Special.)
—If the decision of the judges in the inter-high school debates are any criterion the public sentiment is against public ownership of railroads. Two Corvallis teams debated the

## and Edward Belt.

IRVIN EBERLY SUCCUMBS Oregon City Woman Notified of Her Son's Death in North Dakota.

OREGON CITY, Or., Jan. 19 .- (Spe-Dakota.

Mr. Eberly leaves a wife and one child in South Dakota, and his parents, Mr. and Mrs. George Eberly; two brothers, Howard and Floyd, and a siser, Miss Gladys Eberly, of Oregon City

Read The Oregonian classified ads.

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