THE SUNDAY OREGONIAN, PORTLAND, JANUARY. 27, 1918. 21 struction and then to the shipbuilding yard, where he will supervise its erec-tion on board the ship and will take tion on board the ship and will take couple of days. The arrangement or which 60 Dutch vessels in New York harbor will be allowed to engage in traile is said to curver the Cejton. On account of the breakdown of the re-frigovating plant on the Union Staanship Company's staarship Navus on the voyage from Weilington, N. Z. in this port, 700 mass of aligntor pears, valued at about \$2000, had to be thrown overbased on ar-rival, as the heat had made them utifit. The molorship Tablel May, on the way from Hosolutu to this port, will be loaded for a voyage to Papets by Wightman & Crane ties was launched at noon today, when the Marie DeRonde, an auxiliary schooner, left her ways at the Grays Harbor motorship yard. She is 290 feet long. Her berth will be oncupied by a Government ship keel within a few days. The Marie DeRonde, while built for French parties, will so into the LARGE ORDERS ARE NEW FLAN FOUFUJEL cow or Tuesday for the consideration of a report on a proposed survey of the Upper Columbia and Snake rivers. vessel goes into commission. "The Board probably will first call for 125 chief engineers for this work. While on this special duty a chief will PLACED ON COAST "The Board probably will first Call for 125 chief engineers for this work While on this special duty a chief will receive both pay and an adequate al-lowance for board. On board ship he will receive the standard pay for his grade in the merchant marine, which is high and a bonus for war-zone voyages. high and a bonus for war-zone voyages. Portland Knows Many Vessels Victime of IL Pooto Victims of U-Boats. rine to Be Instructed. LACK OF SHIPS FELT ON BAY new motorship Erris arrived touight Fortland and will begin loading to-w for a voyage to Kobe and other tal ports for the American-Asiatio Hog Island Shipbuilding Proj-Assistants to Be Helped. C. A. Smith Lumber Company Has "The demand thus created for the services of chief engineers is expected ect Wants 10,000,000 Feet U. S. Naval Radio Reports. 44 OF 79 ARE STEAMERS PROMOTION TO BE HELPED Trouble Keeping Docks Clear. greatly to stimulate activity among first assistant engineers who wish to become chiefs. To assist any men of this grade, or of lower grades, to se-cure promotion, the Shipping Board in-vites them to its free schools in marine engineering where they much bruck up All reports for 8 P. M. yesterday unless otherwise noted. Company. The Pacific Mail Steamship Company's steamship City of Pars miled for Mexican and Central American ports with passingers and freight. of Lumber as Starter. MARSHFIELD, Or., Jan. 26-(Spe- MORTHWEST IS PRAISED
Mainter offens placed in Oregon withing the states for the states of the states o otherwise noted. SANTA ISABEL, San Francisco for Sent-le, 103 miles north of San Francisco. QUEEN, seven miles north of Cape ial)-If the C. A. Smith Lumber and COLEEN, seven miles north of Cape Blanco. MOTORSHIP ASTORIA, for Orlent, 150 miles west-of Heceta Head. KLAMATH, St. Helenis for San Francisco, 15 miles south of Blunts Reef. TOFEKA, for San Francisco, 23 miles north of Point Arena. ADMIRAL SCHLEY, Seattle for San Fran-cisco, 196 miles north of San Francisco. ERNEST H. MEYER, San Pedro for Co-timbla River, 160 miles from San Pedro, MOFFETT, San Pedro for Port Angeles, 90 miles north of San Francisco lightship. YOSEMITE, San Francisco lightship. YOSEMITE, San Francisco for Puget Sound, 20 miles east of Flattery. CELLLO, Everett for San Francisco, off Point Wilson. vites them to, its free schools in marine engineering, where they may brush up on technical matters, from a week to a month, as they may choose. There are eight of these schools, located respec-tively at Massachusetts Institute of Technology, Cambridge; Stevens Insti-tute, Hoboken; the Bourse, Philadel-phia; Johns Hopkins University, Balti-more; Case School of Applied Science, Cleveland: Armour Institute, Chicago; Cleveland: Armour Institute, Chicago; University of Washington, Seattle, and Tulane University, New Orleans.' Point Wilson Marine Notes. Columbia River Bar Report. NORTH HEAD, Jan. 26.-Condition of the bar at 5 P. M.: Moderate; wind, south west 12 miles. Digging has been finished in the main thannel at Fuget Island by the Federal lredge Wahkiakum, and she will shift to-norrow to Skamokawa, where considerable material is to be removed On discharging the last of her all cargo yesierday the tank steamer J. A. Chanslor departed for San Francisca. Newberg Church Raises \$390. NEWBERG, Or., Jan. 26 .- (Special.) Arriving yesterday from the Golden Gate, —At a Red Cross meeting at Friends the steamer Santa Barbara went to Stella Church, \$390 was raised by a drive to start her lumber cargo and she finishes among the members for the Friends could not handle the entire output and accumulations of lumber became com-mon and congested the docks. It was than the tug Tyee and a barge from Puget Sound were engaged to help in the work. The Smith mill saws more lumber than any mill on the coast, which it ships entirely to San Francisco Bay, and although furnishing the Coos Bay shipyards with an order of to the works where the engines are being built. Each chief will follow his cleared. de the kind in the world and will employ 60,000 mm. Include Just 1000 mm. The second main provides a constant of the first provides a constant of the fi reconstruction unit in France. Two days previous a box containing 400 newly-made articles of ciothing and hewly-made articles of clothing and \$35 in cash was shipped to headquar-ters in Philadelphia. This is in addi-tion to the \$40 per month paid regu-larly to the unit by the local church. families in the country. own engine through the process of con-Repairs and overhauling being ended, the **CHANNEL TO BE DREDGED** PORT OF BANDON PLANS ELAB-ORATE IMPROVEMENTS. Services of Dredge Oregon to Be Sccured-Diving Apparatus to Be Purchased.

and. "Obtaining machinery on the Pacific Const is not a case of 'coals to New-castia,' as might appear to some, for your shipyard gear is, in many re-spects, of lator design than much'avail-sble in the East. The Government wants the equipment that will prove the grant of a start is being built with tonnage the principal requirement now, the Hog Island plant is being built with the idea of turning them out as fast

ment Difficult; Classes Great-

THEFT OF SEXTANT FROM SCHOOL

submarine Augustus Welt, sch., sub... John Twohy, sch., sub... Carmeis, ga. s., submarine John Hays Hammond, sob. submarine Motano, tanker, sub.... 6 Campana, S.a., submarine, 7 Christiane, bark, sub... 6 Carl P. Cressy, sch., sub... 9 Laura C. Anderson, sch., submarine LAID TO GERMANS. Fuly 31 Searcity of Instruments Makes Replace Sept. S William H. Clifford, sch.

Millimen of this state and elsewhere in the Northwest are lauded by Mr. Lakin for their response to the Gov-ernment's call He says marvelous work has been done in getting the big string of trains stated across the find their way into the discard, the here at least a week and in that time he will without doubt prove to many that their efforts to get out timber and ships is a strike directly at winning the war.

MARSHFIELD, Or., Jan. 26. - (Spedal)-To provide such necessities for navigation as are required on the Lower Coquille River, near Bullard's ferry, and in the bar channel in particular, the Port Commissioners of the Port of Bandon have laid out an elaborate plan of dredging and jetty extension for 1918. The port expects to secure as-sistance in obtaining the improvements contemplated through the good offices of the Spruce Board and energetic rep-resentations by Bandonians and other

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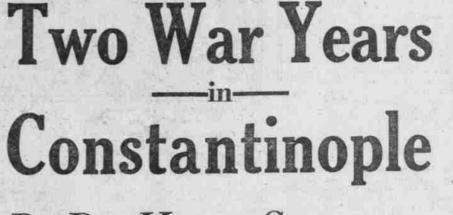
591

residents along the river as far as Co-Shouls are noted in two vital local-

Sho.ls are noted in two vital local-ities. At Bullard's the wind from the northwest sweeps across the spit and creates a sandbar in the river which is rather wide at that point, and there-fore subject to shoaling. The work at Bandon includes the extension of the inside south jetty toward the sea to connect with the south jetty already in place. This extension would eliminate another shoal which forms in a basin at the western end of the wing jetty. at the western end of the wing jetty

at the western end of the wing jetty built in 1916. The port Commissioners expect to se-cure the suction dredge Oregon, which is to be operated on Coes Bay also dur-ing 1918. The Port of Bandon requires a 10-foot channel from the sea to Co-guille, and shoals that have occurred ince the channel most dredged with the e since the channel was dredged will be e removed. It is realized by the Com-ing in that to maintain the depth of 10 feet dredging as frequently as once in two years is necessary. In connec-

More enlistments from Wall Street families are recorded in the War Of-fice than from any other one class of



By Dr. Harry Stuermer

A Distinguished German Journalist, Whose Conscience Has Forced Him to Bear Witness to German Injustice and Atrocities in Turkey.

and ships is a strike directly at winning the war. MANY CHRONOMETERS RATED Hydrographic Office Checks Instru-ments for Owners of New Vessels. Outfitting of Oregon-bullt ships is being carried into the Custom House being carried into the Custom House beadquarters of the United States hy-drographic office, where Nautical Ex-pert Schwartz has a number of chro-nometers each day, getting them ready pert Schwartz has a number of chro-nometers each day, getting them ready for use aboard the new carriers, in ad-dition to which masters of vessels ar-riving usually leave their chronometers in navigation instruments of all kinds

it the office to be regulated. One ict it is no easy matter to replace the he is to receive shortly will be 20 for the French government, which are for as many ships building here. In the past six months the work of looking after chronometers has grown from having to handle one or two.

from having to handle one or two a that situation has been faced and in week to having fully a dozen on hand one case here the master of a vessel at the same time. Before entering the said he was looking for a mate who Navy, Mr. Schwarz was connected with owned a sextant, being short such an a nautical instrument establishment at instrument. While it is much more Seattle, having spent several years in difficult than before to sign chief the work, so shipmasters and owners mates of general experience, he was of new vessels here are accorded the prepared to overlook some inexpericorvices of an expert, ence if an applicant could produce a

BREAKWATER GOES TOMORROW

go and will have her southbound freight aboard so as to sail promptly at 6 o'clock tomorrow night. The line is making a strong bid for business in

Pacific Coast Shipping Notes.

Pacific Coast Shipping Notes. EAN FRANCIBOO, Jan 26-(Special)-fra Manson Navigation Company's disamor fra Manson Navigation Company's disamor provide a series of the series of the series of the series of the same of the series of the series of the series and toward to Handelli. The Oregon to the same of the series of the stammark series and toward to Handelli. The Oregon to the same of the series of the stammark series and toward to the series of the series to the same of the series of the series of the series to the series of the series of the series to the series of the series of the series of the series are a series of the serie

Jan. 6 Harry Luckenbach. s.s., 2,705 "Beached: may not prove total loss.

DEPARTMENT WILL BE ESTAB-

LISHED FEBRUARY 1. Office Will Control All Auditing Connected With Both Wooden and

Steel Ships Built in Oregon.

Effective February I, the Oregon dis-

Most navigation instruments offered

BREAKWATER GOES TOMORROW Beaver Is on Way and Sails Again Next Wednesday. Arriving late yesterday from San Francisco, the steamer Breakwater, of the Emerald line, began unloading car-go and will have her southbound freight aboard so as to sail promptly t 6 o'clock tomorrow night. The line

and will have her southbound freight aboard so as to sail prompting to long as they are propared to prove on a fide ownership.
bona fide ownership.
const to the souther carry him from the Case apostation of the gentment there is another to the souther california dia a third in the guilr carry him from the California dia a third in the guilr careship shownership.
bona fide ownership.
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SAN FRANCISCO, Jan. 25.—Salled—At 5 P. M. steamer Santa Mobica, for Columbia River. Arrived-Schooner Samar, from Le-vuka for Columbia Biver.

Jan.

SAN FRANCISCO, Jan. 34 -- Arrived-teamer Admiral Watson, from Seattle.

SEATTLE, Jan. 36.—Arrived—Steamers Lyman Stewart, from Fort San Luis; Marico Marin, Admiral Deway and Skagway, from Tacoma. Sailed—Steamer Hawali Maru, for as director of the steel ships in the northern state.

Tides at Astoria Sunday,

591 0 Hon with the estimated improvements, the port proposes to buy, and will or-5,505 10 der soon, a modern diving apparatus 647 0 which will be necessary to the work 1.497 2s of removing pinnacles projecting from 6578 64 the rock bed of the channel between 404 0 Handon and the ocean. The new work s and dredging, dependent upon how ex-7 tensive the plans become, will cost 2 from \$18,000 to \$35,000.

3 DEEPER CHANNEL PLANNED

Vancouver to Make Effort to Have 30 Feet in Harbor.

VANCOUVER, Wash., Jan. 26.- (Special.) — An effort is being made to have cial.) — An effort is being made to have a 30-foot channel in the Vancouver harbor. A committee, including W. F. Edwards, A. L. Miller, Floyd A. Swan and Mayor G. R. Percival, went to Portland and held a consultation with Colonel Zinn, of the Engineers' Corps, U.S. A. T. is now represent to have S. A. It is now proposed to have no 20-foot channel to the east boundary of the city limits, which is east of Vancouver Barracks.

of Vancouver Barracks. The rivers and harbors bill, passed at the last session of Congress, pro-vided for a survey of the Columbia River channel to the bridge, but now that there is a large shipyard and the spruce cut-up plant above, it is desired to deepen the channel in front of them. The survey was to be made only upon the approval of the Secretary of War.

MARINE RULES ARE VIOLATED

Custom Officer Clark Collects Fines

NORTH BEND, Or., Jan. 26.-(Spe-cial.)-United States Custom Officer W. A. Clark, recently appointed to the Port of Coos Bay, amply repaid his department for a launch trip to the light-house at Coos Head when, on the re-turn trip to Marshfield, he registered \$500 in fines against the owner of the

have been left in the California dis-trict, because of being accessible from San Francisco, and it was the desire

ASTORIA, Jan. 25.—Salled—AI 11:30 A. M. motor schooner Astoria. far Japan: st risco and San Pretra. Salled—AI 6 P. M., seamer F. A. Kilburn, for San Francisco. SAN FRANCISCO

steel ships, Captain Blain remaining in command of vessels at both Washing-ion and Oregon yards, and he is rep-resented here by E. B. Egbert. Unoffi-

remented nere by L. B. Egbert. Unoffi-cial reports are that no different plan is to be placed in effect soon, though there are interests yst expecting that the steel tonnage under way will be-come part of Mr. Wentworth's respon-sibilities shortly, leaving Captain Biain of the steel the steel short in the

Marie DeRonde Is Launched.

idiy assuming big proportions in Clack-amas County. The Gamble-Kieg Ship-Knee Company, of Portland, has signed up with Henry F. Balley for the sale of all available ship-knees on 40 acres

of ground about three miles east of Parkplace. Mr. Bailey will receive 50 cents each for knees up to 12 inches in diameter, \$1 for knees from 12 to 20 inches and \$2.50 each for larger sizes. The Molalia country also has become

a big ship-knee center. The knees are made of fir stumps, which make the proper angle to the roots and give the scessary arm for ship bottoms.

Balistrand Gets Speed Trial.

ABERDEEN, Wash., Jan. 26 .- (Speal.)-The Norwegian auxiliary schoon er Balistrand was given her trial spin here Thursday and by all aboard was declared to be in excellent trim. While no charter yet has been announced for The Datch steamship Caylon, which has high a state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. Data state state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. The Datch steamship Caylon, which has high a state is a storie Sanday. Data state is a storie Sanday. ABERDEEN, Wash, Jan 26.—(Spe-her, it is expected that she will load lumber for South America and later go through the Canal to the East Coast.

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'A sensational serial dealing with Constantinople and German-Turkish relations and giving a German's view of Germany's blunders. This great feature is to appear serially in

THE OREGONIAN

Its publication will begin very soon and will continue daily and Sunday until completed.

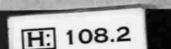
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As correspondent in Constantinople of the 'Kolnische Zeitung' (Cologne Gazette) Dr. Stuermer had access to information that none but a German could have obtained. His confessions are an amazing revelation.

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he Oregontan.



triet of the Emergency Fleet Corpora-tion will have its own independent auditing department. The office will

Aggregating \$500 on Coos Bay.