

Alaska service, but was taken over by the Shipping Board and sent to Hawall. She left San Francisco January 3 last.

but returned on account of engine trou-but and made a fresh start January 18, after having covered all but 200 miles of her journey she was forced to call for help. The experience is said to

fice has charge of work in Gregon and Washington, will move from the ground floor to the third floor, so all of the engineer offlices in that building may be together. The inspectors of steam-vessels will take the ground-floor quarters, while the internal revenue offlicers will be given more space by occupying the present offlices of the steamvessel inspectors on the second floor



street; Eugene E. Smith, county enrol

tural ironworkers (riveters, erect bolters up), other trades (cement

Agenies Are Open. The following enrollment agencies

sponsible positions. When they have dined in the Grotto,

When they have dined in the Grotte, they will receive messages concerning the grave importance attached to speed-ing up on the building of ships. They will be told eaacily what it will mean if the ships are ready for the Govern-ment ahead of contract time, and they will know before they have the room exactly what failure will cost.

Another what failure will cost. Mr. Hausser is arranging a programme of music and other entertainment for the occasion. Judge John II. Stevenson will be one of the speakers. Day shift men at the big plant will be entertained by Mr. Hauser at a later data.

10020

EIGHT STUDENTS LICENSED

Additional Nautical School Gradu-

ates Take "Exams" This Week.

Of nine graduates of the Governmen by nine granuation in over granted ficanses during last week by United States Inspectors of Steam Vessels Edwards and Wynn, one applicant be-ing permitted to take a "post-gradu-ate" course so as to freshen up on a few

Captain Matt N. Brander, a well-known malling-ship master, was grant-ed a steam ticket fog any ocean, and unlimited tonnage. W. J. Curot, of unifmited tonnage. W. J. Curott, of Fortland, and William C. Swenson, of Seattle, were given second mater fickets. Third mates licensed were Ole renson, Oscar Carlson and Emar A. Mose, of Astoria, and Robert Mayer and Ress D. Forsyth, of Portland. About 15 pupils are new shrolled in the school. Two or three of them will be before the inspectors this week. More students expected to entoll, so in a short the average number will be in at-

DRAFTING FORCE IS EXEMPT

"Heatless Nights" Not Applied to

Dock Commission's Staff.

Regulations promulgated last week for "heatless nights" in downtown hulidings promised to prove a hardslp on the drafting-room force at the Starkbatreet headquarters of the Com-mission of Public Docks, because it has been necessary to work nights for many weeks, getting out plans and specifications for the St. Johns munici-pal grain elevator. However, Federal Fuel Administrator Hoimes, when mude requainted with the situation yesterday, decreed that an exception would be made, insamuch as the grain ele-vator is being rushed to accommodate part of the 1915 wheat crop.

Chief Engineer Hegardt 1st hopeful the night work will be ended soon.

street: Eugene E. Smith, county enroll-ment agent, 637 Fittock black: H. W. Shaw, Metal Trades Council, 212 Stock Exchange building. Jeffe V. Hauser, vike-president and general manager of the Grunt Smith-Portar Ship Company, will lead off tomorrow mean in the effort to align the 2100 employes of that yard and to get the men into the game to their full limit. Mr./Hauser is arranging to meet the night forement of the big plant at a luncheon at the Multhomah Hotel. There are about 40 of the men in re-sponsible positions. MENT NOT ENCOURAGING. Major Jewett, Local Engineer Officer Reports Adversely on Project and Superiors Concur. OREGONIAN NEWS BUREAU, Washngton, Feb. 9 .- There is no prospec for getting an appropriation at this session of Congress for deepening the ngton-street dock in Portland Monday, Wednesday and Friday of each week,

channel of "oung's Bay, near Astoria, in view of the adverse report made by the Army Engineers. Major Henry C returning the next day. The new owners are Captain Arthur Heston, of the LaCenter, now on the Portland-LaCenter run, Frank Reming-The army ingineers, shaper from y c-jewett, the local engineer officer, after an examination of Youngs Bay, re-ported adversely on the proposed im-provement, and his views are concurred in by his superiors and by the Secre-tary of Whr. ton who will be Captain and pilot the Ellen, L. D. Fitzgerald and Ber

FIRST SHIPYARD BAND ON COLUMBIA RIVER IS FORMED TO CHEER MEN AND SEND GOVERN-

MENT SHIPS DOWN WAYS WITH LIVELY AIRS.



MeEACHERN SHIP COMPANY'S MUSICIANS.

Later these players are to "doll up" in regulation band uniforms, but absence of such trimmings is not detracting from their ability to render music, for, though arrayed in the garb of their daily toll, they have been "looting their own horns" for some time. Fred B. Wright, assistant manager of the yard, says no score yet offered is beyond them, classics being interpreted as easily as the latest soldiers' compositions. Each Monday. We deschay and Friday the band plays at the messionuse, colleyening the noor hour, and, as each of the ten Government steamers building there are sent down the ways, the band will play its part. At Port-land the Grant Smith-Porter Ship Company and the Northweat Steel Company have bands.

MARSHFIELD, Or., Feb. 9.--(Spe-cial.)-The annual report of Engineer D. M. Charleson, of the Port of Umpqua, declares the construction of the jetty in the north side of the river at Win-

sester Bay has favorably affected the hannel and adjoining the completed ortion of the jetty the water is found o be ten feet deeper than before. The onstruction is about one-third finished, ment the matter of cutting down the Shatzman hill so that ship knees and lumber for the Government can be brought to Molalla for shipment. ut has not reached the bar, which is

the important section of the work. The Government angineers have favorably reported aid in the sum of \$500,000 for helping the jetty work and the port commission expects the money will be available for 1918.

In by his superiors and by the secretary of the part of the part

MOLALLA, Or., Feb. 9.-(Special.)-Putio & Fincer, who have a large ship knee camp and mill south of Moialla, have taken up with the War Depart-

worth dock at \$30 cclock. The vessel will sail on the return tomorrow afternoon and will have about as many passengers outbound as

Pacific Coast Shipping Notes. she arrived with yesterday

Pacific Coast Shipping Notes. COOS BAY, Or. Feb. 8.—(Special.)—The barge Johanna Smith, en route down the bay, today anchored because of rought water and during the afternoon was forced out of the channel on the tide flats where she is fast. The vessel is not in a dangerous po-sition and will come off at the next tide. It is believed. The Coos Bay Shipbuilding Company in-augurated bonne payments of 10 per cont. in the weekly checks, paying for the week of January 27 to February 2. Bonus money due from December 15 to January 27 will be paid next week. The steam schooner Hardy, which broke her tail shaft yenterday off Bandon, pro-ceded south under tow by the Martha Buehner, another Buehner craft. ASTORIA: Or., Feb. 8.—(Special.)—The ASTORIA, Feb 9.—Arrived at 5:30 and left up at 9:50 A. M.—Steamer Beaver, from San Pedro and San Francisco. Salled at 8:10 A. M.—Steamer Oleum, for Port San Luis. Salled at 9 A. M.—Steamer Klamath, for San Pedro and San Francisco.

SAN FRANCISCO, Feb. 9.—Salled at noon, steamer Ross Clix, from Portland, for San Pedro, Salled at 1 P. M.-Motor schooner City of Portland, for Columbia River. ASTORIA: Or., Feb. R-(Special.)-The onk steamer Oleum after discharging fue I in Astoria and Portland, suiled today for GAVIOTA, Feb. 9.-Arrived-Steamer J. A. Chunslor, from Portland.

ilifornia. Steamer Beaver arrived this morning from in Pedro and San Francisco, bringing eight and passengers for Astoria and Port-

land. Steam schooner Tiverton sailed today for San Francisco, carrying lumber from West-port and Prescott. Steam schooner Klamath sailed today for San Francisco, with a cargo of lumber from St. Helens.

St. Helens. SEATTLE, Wash., Feb. 9.—(Special.)-The Skinner & Eddy Corporation this after noon launched the steamship David Rodgers pamed in honor of the general manager of the plant. She will be renamed the Weed Lake, according to Shipping Board efficials She is an S800-ton freighter of the famous seattle type, and was christened by Mrs. David Rodgers, wife of the man honored by his employers.

SAN FRANCISCO, Feb. 9. — Arrived-Steamers Firwood, from Victoria: Carlo from Aberdeen. Sailed-Steamer City (Portland, for Astoria: Queen, for Seattle.

through the Golden Gate from distant ports or sailing out. The Facific Mail Steamship Company's liner Columbia, Captain Drennan, the Java-Pacific line's steamship Silcenbang, Captain Jurriaanse, the Pacific Mail Steamship Company's steamship Newport, Captain Yardley; the Pacific Staamship Company's steamships Queen and Yale, and the San Francisco & Portland's steamship Rese City took out normal passenger lists and all the cargo the holds could take. The Matson Navigation Company's steam-ship Banoa brought the usual batch of Honolulu people and one of the largest car-

Movements of Vessels.

PORTLAND, Feb. 8. - Arrived - Steam Seaver, from San Pedro and San Francisc alled-Steamer Shasta, for San Pedro.

SAN FRANCISCO. Feb. 8.—Sailed at 7 M.—Steamer Daisy, for Columbia River, alled at 8 P. M.—Steamer F. A. Kilburn, or Portland.

POINT REYES. Feb. 8.—Passed at 1 ^{*}. M.—Steamer Dalay Mathews, from Port-and, for San Pedro. HONOLULU. Feb. 7.—Sailed — Motor chooser Astoria, from Portland, for Yoko-

flagship of the fleet, the Beaver prob-ably will draw a permanent third mate from the Rose City. There were 220 passengers on the Beaver. Captain Rankin made the usual time from the Golden Gate and discharged Astoria cargo so as to leave up soon after 9 o'clock in the morn-ing. The Beaver was alongside Ains-worth deak at 470 o'clock though it does take considerable pride in its standing as the biggest newspaper in the Pacific Northwest, and its recognition

as the most valuable news and advertising medium in the huge territory which it serves.

But when advertisers report, the receipt of communications from all parts of the United States and Canada, the Circulation Manager is not to be censured for occasional mental journeys which make The Oregonian a National daily.

D. S. Walker, of Eugene, is a persistent and successful user of the Want Ad Section of The Sunday Oregonian who has established business connections with all parts of North America. He deals largely in farm and stock lands of the Willamette Valley and has made a number of deals directly through The Oregonian.

S. R. Hemphill, of Hemphill's Trade School, is a Portland man who can attest to the value of The Oregonian Want Ad as ,a Northwest medium. He reports that every mail brings a bundle of letters in response to his attractive Want Ad announcing that students will be received for learning the gas engine trade. He has students enrolled from all over the Northwest, and nearly all of them "saw your ad in The Oregonian."

Beach resorts in Oregon and Washington have discovered the value of The Oregonian as a medium for the exploitation of their wares, and California hotels and resorts appreciate the comprehensive character of Oregonian circulation. So with Northwest and National manufacturers. A circulation of volume and quality-meaning purchasing ability-rings the gong of popularity with them.

Northwest manufacturer desiring to reach Northwesterners in their homes is overlooking a bet by failing to utilize The Oregonian.

SEATTLE. Wush., Feb. 9. - Arrived--teamers City of Seattle, from Alaska: Ad-niral Dewer, from Tacoma. Salled--Steam-r Valder for Alaska: barge William H. mith, in tow tug Defiance, for San Fran-Disrid Rodgers, wile of the man honored by his employee. Assembly the advices reaching here today, Carisin Walter Tim, formerly in the Alaska famin Walter Tim, formerly in the Alaska famin walter Tim, formerly in the Alaska famine walter Tim, formerly in the Alaska the Landanas Ho is now on the East Coast. All employees of the waterfront are en-raged in registering in accordance with the Department of Justice ruling. It is esti-mated that over 30,000 men are affected by the ruling and the work of enrolling them will commence as soon as the cards arrive. The streamship City of Scattle, arriving to-night from Southwestern Alaska ports, herdit from Southwestern Alaska ports, herdit from Southwestern Alaska ports, herdit from Alaska ports, be also had 62 passengers from the North. ranged in registering in accordance with the bepartment of Justice ruling. It is estimated that over 30,000 men are affected by the ruling and the work of enroling them will commence as soon as the cards arrive. The estemathy fully of seattle, arriving to night from Southwestern Alaska ports. The same has of concentrates and 300 tors of paper, the latter from Ocean Palls. She also had 62 passengers from the North.
SAN FRANCISCO. Feb. 9.—(Special.)—It seemed something like the times before the war on the waterfront today, with half a seemed something like the times before the south of san Francisco. The marking until the last chance for paring at all departures of large through the Golden Gate from distant ports ming out. The Parific Mail Steamship Company's atsamship Company's atsamship Company's atsamship Company's the Pacific Mail Steamship Company's the Pacific Mail Steamship Company's the Pacific Mail Steamship Company's town and yake, and the San' Enclistant for San Francisco. U. S. Naval Radio Reports.