SIBERIA MAY START AMERICAN SERVICE

war, will be placed in service between them to start an American service.

It was in connection with the plan that C. J. Medzikhofsky, the sole com-mercial attache remaining of old Rus-sia's administration, visited Portland, and he has departed with considerable data bearing on commercial features here and the opening for steamship con-

Mr. Medzikhofsky says the Siberian government, the only one he thinks competent to speak for real Russia, will ask America for the five chips soon. To get an idea of the best connection on this side for such fleet, Mr. Medzikhofsky made his recent trip, and was Invited to Portland by the Chamber of Commerce, the Dock Commission and the Port of Portland. He carried away with him exhaustive data on port con-ditions and facilities, and these will be presented to the officials who finally pass upon the status of the trans.

Siberia's Future Viewed.

Speaking in the most encouraging way of Siberia's future, the commercial attache urged Portland business men to make trade connections with that country, to ally themselves with financial interests competent to undertake the great work needed there and economic and industrial aid great people struggling to regain their feet as free, independent people of the earth.

of the earth.

In the conferences here the visitor put before business men a number of Interesting ideas, which will be given careful consideration. It is hoped that steamer connections may be made with Viadivostok and that out of it will come a steady trade, benefiting Siberia in her hour of need and laying the foundation for a profitable commercial relationship for America in the coming years. The Chamber will uncoming years. The Chamber will un-dertake energetically to aid the Rus-sian movement and expects Portland will be fully considered in the final determinations of the officials

Power.
"What have we given to the allied cause, entitling us to consideration in the final peace analysis?" said Mr. Medzikhofsky.

Sacrifice Is Great.

We have given our all," continued the visitor with dramatic force. "Russia has given as I gave, two brothers, two sisters. I am alone, Fambrothers, two sisters. I am alone. Family and property are gone. Yet while I was in British Columbia I found that the Russian flag had been taken from the allied group. It almost broke my heart to see it. That Russia stopped fighting was the cause offered. But Russia has given her all. We did not get shells when the enemy came, and our men died by armies. It was understood at the beginning that we had stood at the beginning that we had men, but not munitions, adequate arms or supplies. These latter we were to have supplied us. They came slowly, and we paid a terrible price for the de-

speaks for what he styles the only Russian government, that having headquarters in Siberia. That, he holds, is the only power that can speak for the Russian people, because the Bolshevik he terms armed robbers who have selzed a prostrate country. That the Bolshevik must surrender its usur-pation, he is confident. When that day he feels certain that the thoughtful Russian people, expressing the sentiment of a majority of his countrymen, will find their first expression through the all-Russian govern ment now having headquarters in Si

SCHOONER IS ABANDONED

CAPTAIN AND CREW OF JANET CARRUTHERS GO TO SEATTLE.

One Sailor of Crew Declares Vessel's Back Is Broken; Captain Makes No Estimate of Damage.

ABERDEEN, Wash, Jan. 25.—(Special)—The back of the five-masted auxiliary power schooler Janet Carruthers, which went into the breakers on the north beach during the gale of Wednesday night, is broken, according to one of the surviving sailors, who told his story of the wreck here this morning before leaving for Seattle and not much, he thinks, can be salvaged. Captain Carrney, master of the wrecked ship, who with the eight survivors of the crew, reached here last night after a strenuous motor trip from the beach, had no estimate to make of the possible damage to the vessel. Some reports say the ship is probably damaged but little. She stranded bow on and lies high on the beach on an even keel. The engines were powerless to work her off in the raging sea and gale.

Captain Carrney and the survivors spent the night at the Hotel Washington here and left this morning for

Klickitat Fruit-Tree Census Taken. GOLDENDALE, Wash., Jan. 25.— (Special)—E. E. Mills, of White Sal-mon, horticultural inspector for West-

ern Klickitat County, has compiled a census of all the fruit trees in the county and the acreage covered, the survey being made for the Government. Results are: Apple trees, 349,363; other fruit trees, including pears, peaches, cherry and nut trees, 138,392. Total acreage, 7720. Mr. Mills estimates that more than three-fourths of the orchard acreage in the com-west of the Big Klickitat River. county is

Food Supplies to Be Rushed North.

Grocery Company, which sends sup- committed that have proved botherplies north each season. The Bender Brothers is owned by the Kuskokwin Fishing & Transportation Company. Information received by the West Coast Grocery Company from its representative said that reports of food shortage in the vicinity of Unga, Sand Point, Unalaska and Port Heiden were bonds to E. F. Rollins & Sons, of Dencoming in and it was urged that sup- ver, at a premium of \$275,

plies be rushed north. The Bender may not make Port Heiden, which is on Bristol Bay, where the ice is bad in

Espada Confirmation Received. SAN FRANCISCO, Jan. 25 .- Confirnation of published reports that the chooner Espada was wrecked off a South Sea island some time prior to

COMPANY SELECTED

steam schooner Vellowstone, steamer G. C. Lindauer and steam schooner Martha Buehner, for Bay Point, San Francisco and San
Pedro, respectively.

The C. A. Smith had been harbound for a
week and failed to leave this morning.

At 11:20 this forenoon the City of Topeka,
arriving from Portland and Astoria, crossed
in and notification was issued that she would
not sail south for Eureka and San Francisco
until tomotrow morning, leaving the Marshfield dock at \$ o'clock.

Russia's Sole Commercial Attache Visits Here.

FIVE VESSELS IN FLEET

Five Vessels of the Russian volunteer

Land by Civic Constitution of the Seattle carpenters and Joiners union will have much influence here.

Latest Coal-Handling Devices to Ballands by Civic Company, which are taking earn of the understanding that the tomage is to be returned with the companies for the Seattle carpenters and footners.

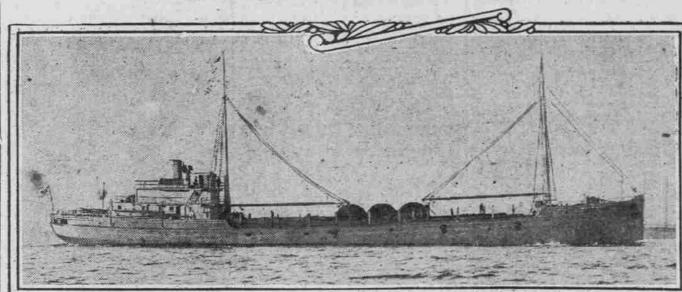
Five Vessels of the Russian volunteer is operating under charter with the American Government is operating under charter with the carried to Calliago, Peru, and South Shipping Notes.

Five vessels of the Russian volunteer fleet, which the American Government is operating under charter with the carried to Calliago, Peru, and South Shipping Notes.

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Vladivostok and other ports, three of COAST-BUILT WOOD SHIP MAKES CREDITABLE SHOWING ON VOYAGE ACROSS PACIFIC WITH BOIL-ERS OF WRECKED STEAMER BEAR ON DECK.



That the motorship Alabama, built last year at Scattle and which was sold to French interests the latter part That the motorship Alabama, built last year at Scattle and which was sold to French interests the latter part of 1918, made an average of 10 3-10 knots on the voyage from the Golden Gate to Shanghal is recounted by Charles A. Burckhardt, of Portland, who was interested with others in the construction of the vessel. She was fitted with twin Meintosh & Seymour engines, each of 500-horsepower, and it is said the average oil consumption was 18% barreis a day. Her cargo was made up of general freight and the total on a weight measurement basis was 3980 tons. The Alabama loaded bollers taken from the wrecked steamer Bear and delivered them at Shanghai. She is 270 feet long, 46 feet beam and 26.6 feet depth of hold, being a 'tweendeck type.

and Salina Cruz, Mex. on their way to Callao. The lumber is for the account of W. R. Grace & Co.

The Fort Angeles and the Rufus E. Wood The San Pedro cargons will be earlied by the steam schooners Mayfair, from Mand the barge Charles Nelson, from Port Angeles. The Maryfair will take 759,000 feet of lumber and the Sasinaw and Charles are owned by the Charles Nelson Company, as vice-presidents; Emery Ompany, and P. H. H. Wood The San Sasinaw and Charles are owned by the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary as the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary owned by the Charles Nelson Company, went to Everett this mornary are to the Sastina and Charles Nelson Company, went to Everett this mornary are to the Sastina and Charles Nelson Company, went to Everett this mornary are to the Sastina and Charles Nelson Company, went to Everett this mornary and the Philipplines.

Astrolla, Gr., Jan. 25.—(Special.)—The Emergency Pleat steamer Fort Scott The Sastina and Charles Nelson Company, went to Everett this mornary and the Philipplines.

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Astrolla, Gr., Jan. 25.—(Special.)—The Emergency Pleat steamer Fort Scott The Sastina and the Print on the Activation

ber laden, are awaiting more favorable weather conditions before proceeding to sea.

SAN FRANCISCO, Cal., Jan. 25.—(Special.).—Germans are not desired to fill out vacancies in the local shipping ranks. Today two sallors of Teutonic origin booked to become members of the crew of the pilot boat Adventuress and immediately the chemy alien inspection officer on the water-front appeared on the scene and marched them away for investigation. Two other sallors were then secured and the Adventuress proceeded to sea without delay. There is a misunderstanding about the employment of Germans on the ships. No effort is made to interfere with their employment about Puget Sound, but the rule is still in effect here.

It is an ill wind that blows no good to somebody and this seems to be the case with the numerous minadventures to Shipping board vessels arriving at Honolulu reporting damage. The Belding, which salled from Astoria January I, arrived at the island port today with boilers leaking, which will result in a big bill for repairs at Honolulu.

The recent gale from the southeast which

island port today with boilers leaking, which will result in a big bill for repairs at Honolulu.

The recent gale from the southeast which has been in evidence off the coast of California, Oregon and Washington, has played have with time schedules of rall the coasters en route from Oregon and Washington ports for San Francisco. On an average the vessels have been delayed about 48 or 50 hours. The Klamath took 197 hours from Everetts the Johan Poulsen 115 hours from Fort Gamble, the Admiral Dewey from Seattle 104 hours, the Chehalis steamed from Grays Harbor in 195 hours, the Charles Christensen logged along from the same port in 117 hours, the Svea 118 hours and the Daisy Putnam broke the record by steaming in five days. A number of smaller craft are still unreported.

Ships are becoming so cheap that shipping men now expect to see the big steel curriers thrown upon the bargain counter and offered for sale at any old price from the proverbial old song to something less than the amount quated before the war came along and pushed the price to the skies. This became known today when one of the big operators of San Francisco was offered the sale of two British steel freighters at the rate of \$100 a ton. The sale was not consummated because the local firm, which operates to Australia and the Orient, expect the price to drop to the old pre-war level of \$40 or \$50 a ton within another six months period.

BOLSHEVIKI MENACE PLANT

Albina Engine & Machine Works Has Experience With Enemies.

Tampering with equipment and ma-chinery by unknown workmen at the yard of the Albina Engine & Machine Works, a condition William Cornfoot, president of the organization, says has been going on for some time, but which had become more pronounced recently, has increased the vigilance of department heads and others there, who are inclined to the view that workmen of Bolsheviki tendencies are

George Savolainen, 19 years of age, was arrested Thursday for distributing Bolsheviki literature, and the impres-sion is that other men employed there of late have been of much the same TACOMA, Wash., Jan. 25.—(Special.) stamp. Oxygen has been allowed to escape from tanks through valves bewill sail from Tacoma about February ing left open, cocks on oil tanks in with supplies for isolated settlements of Western Alaska. The cargo turned so as to permit the contents will be shipped by the West Coast to flow out and numerous minor acts

Astoria Commisison Sells Bonds.

ASTORIA, Or., Jan. 25,-(Special.)-

front of the dock and with the railroad connection as well, we feet that it is an ideal location for the purpose."

Until the character of cranes and machinery to be installed is determined the present warehouse there will not be disturbed, though it is contemplated to provide a combined bunker and flat storage capacity of close to 10,000 tons. The Pacific Coast Coal Company is completing new bunkers on its North Front-street property and the Port of Front-street property and the Port of Portland Commission is constructing an open dock for the storage of coal alongside the St. Johns drydock, in connecsion to the storage of coal along-side the St. Johns drydock, in connecsion to the transportation with which a locomotive crane has already been purchased and delivered

Columbia River Bar Report. NORTH HEAD, Jan. 25.—Condition of the Everett, ar at 5 P. M.: Sos, moderate; wind, south- Everett. west, 24 miles.

Pacific Coast Shipping Notes.

FORMER STEAMSHIPMAN WINS I



Ensign J. G. Euson.

News that J. G. Euson, for ten years with the American-Hawai-ian Steamship Company, eight years of the time as chief clerk, had gained a commission in the Navy has proved gratifying to friends here. At the outbreak of the war he endeavored to enlist in various branches of the service, but officers with whom he talked advised selecting that in which his ability as a transpor-tation man would be utilized. On entering the Navy he studied dil-igently and made his way to the rating of yeoman, and at last passed examinations for admis-sion to a class of student pay-masters. He is now supply officer and paymaster abroad the 8800-ton steamer West Cohas, which is en route for France.

Scott was president of the transportation company, and remained with the line during the construction and opera-tion of the steamer Telephone. Then he went to Puget Sound, making his residence at Seattle, and there was in-terested in the Flyer, the pioneer of the express boats that plied between Seattle and Tacoma. He was also in-terested in the operation of the City of Everett, plying between Seattle and

Eight or ten years ago, when competition by modern steel vessels put the Flyer in second place. Mr. Mauzay recoos bay, or, Jan, 25.—(Special)—The shipping blockade that has been in effect here for three or four days, was lifted this morning when lumber laden vessels were able to sail south at 7:30. The craft that had been barbound all sailed in a procession at that hour this morning, numbering the

STONE" SHIP SOON TO FLOAT Vancouver Vessel to Go Overboard

With Machinery. To permit the installation of machinery in the hull of the first concrete motorship under way at the Vancouver Minn. How

The freshet waters rose to within a few feet of the vessel, and it was fully intended to float her last week until a liquor search warrant, was told by Government representatives concluded it would be an advantage to get some of the gear aboard. The vessels are intended for the War Department, to pleased in transporting oil and matter the decision Seattle points of the feather than the officer and the letter files of the officer and the letter files of the officer and the feather than the officer and the letter files of the officer and the officer and the letter files of the officer and the letter files of the officer and the letter files of the officer and the officer and the letter files of the officer and the letter files of the officer and the officer and the letter files of the officer and the officer and the letter files of the officer and the officer be used in transporting oil and water; also, part of the hold space can be util-ized for general freight. While planned during the war, they are expected to prove useful in time of peace in carrying supplies to vessels of the transport fleet when in port.

Notice to Mariners.

The following affects aids to navigation in the 13th lighthouse district:

Columbia River approach—Main channel gas and whistling buy 2, found extinguished January 17, was relighted January 20. Until this buoy is relieved its flashing periods may be irregular.

Columbia River—Tongue Point Crossing gas buoy 1, reported extinguished January 16, was relighted January 20. Tongue Point Crossing gas buoy 6, reported extinguished January 19, was relighted January 19, was relighted January 20.

Vaquina Bay—Outside bar buoy 3, re-ported adrift January 19, will be replaced as soon as practicable. Umpqua River—Outer buoy reported miss-ing January 10, will be replaced as soon as practicable.

practicable.

Washington — Sencoasi, Wiliapa Bay —
Inner buoy found out of position and replaced January 20 slightly to the eastward
of its former position. Bearings will be
published later.

Puget Sound—Eagle Harbor Sand Spit
buoy 3, reported out of position January 24,
will be replaced as soon as practicable.

Washington Sound—San Juan Channel—
Turn Rock light reported extinguished January 18, will be relighted as soon as practicable.

ROBERT WARRACK.

In Brazil most of the cultivated land was originally a forest or jungle, and

MACY BOARD'S AWARD

suit that Seattle may lose valuable shipping board contracts, was made evident today to all shippard owners by Charles Piez, Director-General of the U.S. Emergency fleet corporation in a telegram advising the operators not to make any effort to resume op-erations unless the men are willing to accept the labor adjustment board's decision as regards the Macy scale.

"The Government is not so badly in need of ships that it will compromise an a question of principle," said Mr. Piez in conclusion.

Labor Unions Determined. When asked what would be the stand of the unions relative to the statement of Mr. Piez that "the fleet corporation stands by the Macy Board cision and will do nothing more," the

following announcement was issued by the strike committee: the strike committee:
"Until we have given these statements careful consideration we will issue no official announcement. However, our organizations were given authority by this same Mr. Piez last month to nethis same Mr. Piez last month to he-gotiate separate agreements with ship-yards if we desired to do so. We have made these proposals, which have been rejected by the shipbullders. That is our stand in the matter."

Prolonged Strike Expected. Further arrangements for a pro-longed strike were made by the strike committees representing every metal sinion involved in the strike Saturday. Committees were selected to finance the strike, to give out publicity and to investigate regularly all plants now closed by the strike.

Annuncement was also made by

Announcement was also strike officials that the Pacific Ship Company's steamers, Admiral Watson and Governor, were unfair because r pair work was done on these vessels in Seattle by non-union men. This action means that no ship can be repaired or dry-docked in either Seattle, Tacoma or Aberdeen during the strike of the metal unions.

metal unions.

"Conferences have been held and will besheld between the striking shippard employes and the shippard officials," declared Henry M. White, conciliation commissioner, today. "It is hoped that a basis can be found on which the whole situation can be adjusted to the satisfaction of each side." atisfaction of each side.

Sympathetic Strike Possible. Seattle's building trades council, it became known today, has voted to join in a general sympathetic strike here February 1, 1919, if the Seattle Central Labor Council orders such ac-

Referendum votes on the question of alling a general strike are now being taken by unions affiliated with the Central Labor Council.
The general strike, if called, will be

The general strike, if called, will be a walkout in sympathy with Seattle metal trades workers, who, approximately 25,000 strong, struck last Tuesday to press their demands for higher wages. All of Seattle's big shipyards were closed by the strike.

Seattle retail grocers last night decided to give no more credit to strikided to give no more credit to strik

ing shippard workers. The men will be taken care of, union leaders said today, by a co-operative market and store organization controlled by union

TACOMA LABOR PLANS ACTION

Question of General Strike to Be

Considered at Next Meeting. TACOMA, Wash., Jan. 25 .- The Tama Central Labor Council will conider at its next meeting. Wednesday vening, the request made in resolu-ions of the Metal Trades' Council that it take action looking toward support of the shipyard and metal workers' strike through a general strike, it was stated at union headquarters tonight. Pending the requested consideration of a general strike, union labor of Tacoma will proceed with the organiza-tion of a co-operative retail store and market through which the Tacoma strikers and others may supply themserves with necessities. It will at the same time, in conjunction with Scattle, which already has a co-operative mar-ket and store, and possibly in conjunc-

The decision to form at once in Tacoma a co-operative market and store was reached today by the Metal Trades Council, after listening to an address by P. H. Magill, co-operative engineer and industrial organizer for the Puget Sound district and a representative of the Co-operative Wholesale Society of America, with headquarters at St. Paul,

Shipbuilding Company the launching of the vessel has been postponed until the middle of February.

The freshet waters rose to within a few feet of the vessel, and it

going to be worse off than ever be-



was originally a forest or jungle, and the crops are planted among stumps.

fore," said Magill. "I don't know how s with you in Tacoma, but we are ng to have a general strike in Seat-How in God's name is a man going to live today without money? We are up against a serious proposition. All the actions of our unions so far is negative. A strike is negative, Can't we get somewhere along constructive lines to get consumers and producers to-gether? There are enough liberty bonds in Tacoma to do anythings'

U. S. Naval Radio Reports.

(All locations reported at 8 P. M. yester-day unless otherwise indicated.)
ASUNCION, from Richmond for Ketchikan, 281 miles north of San Francisce.
C. A. SMITH, from Marshfield for San Francisce, barbound inside Coos Bay.
MOFFEIT, from San Pedro for Richmond. 35 miles from Richmond.
RAINIER, from San Francisco for Seattle, 25 miles from San Francisco for Seattle, EL SEGUNDO, towing Monterey, from Richmond for Seattle, 80 miles north of Richmond.

BARGE NO. 9, from San Francisco for th Fedro, 330 miles north of San Pedro, ADMIRAL FARRAGUT, from San Fran-

PORTLAND OFFICER GOES SOUTH TO REPORT FOR SEA DUTY.



Ensign Clayton R. Jones. Following a visit with his parents, Mr. and Mrs. W. J. Jones, Ensign Clayton R. Jones, U. S. N., has departed for Mare Island Navy-yard to report aboard one of the new destroyers as torpedo officer. The vessel has been or-dered to Newport News. Ensign Jones entered on the new year with assurances that a recom-mendation that he be promoted to enant, junior grade, had approved. His father is a Lieutenant, well-known shipping man-

see for Scattle, 67 miles north of San Fran J. A. CHANSLOR, Gaviota for Linaton 0 miles north of Gaviota.

.......

CARLOS LOSES DECKLOAD STEAMER FROM ABERDEEN

BUCKS INTO HEAVY GALE. Eureka Temporary Port for Vessel in Need of Fuel-Passengers

on Board All Safe. ABERDEEN, Wash., Jan. 25 .- (Special.)-The steamer Carlos, which crossed out Monday afternoon with a large fleet, lost her deckload of lumbe

dispatch received by the Donovan Lum- O'Shea, of Buffalo, N. The steamer Daisy, the first boat to Union, together with three other labor cross the bar since Tuesday, arrived at leaders, was arrested here today on boat o'clock last night, and is loading charges of conspiracy to interfere with

lumber at the Anderson-Middleton mill EUREKA, Cal., Jan. 25 .- (Special.) Listed heavily, leaking badly, her deck cargo gone and burning pine ties in lieu of off, the steam schooner Carlos crived at Eureka early this morning five days out of Grays Harbor, for repair. Her cook was badly injured uring the Carlos' battle with the gale

The Carlos left Aberdeen last Mon-day for San Diego, with 10 passengers for debarkation at San Francisco, Late that flight, the steamer ran into a southwester, and her cargo shifted. naking it necessary to cut her ashings and jettison part of her deck

A few hours later the rest of the duck load went overboard. After that the Carlos rode easier, but was forced to burn pine ties comprising part of her cargo, to make this port. cargo is being readjusted today pending her departure tomorrow for San The vessel was chartered to McCor-

MARKED DECLINE RECORDED AT ALL VALLEY STATIONS.

Columbia Shows Little Change. Present Stage of Water at The Dalles Has Lasted 24 Hours.

terday the Willamette River had at-tained a stage of 17.2 feet above zero at 5 o'clock yesterday, a fall of eight-tenths of a foot in 24 hours. At all stations in the Willamette Valley there was a marked decline recorded and Meteorologist Wells, of the Weather | Bureau, says the stream here will continue to fall slowly today and more rapidly tomorrow and Tuesday. The Columbia River is not changing much and yesterday afternoon's re

ports were that it had been stationary at The Dalies for 24 hours. Some of the smaller streams emptying into the Willamette carried large amounts of water during the past week, so that local rains had an appreciable influence at times, though the principal rise grew from rains general throughout the Willamette Valley. The official gauge readings yesterday were:

Rainfall last 24 Change i STATIONS in hours 17.55 2 regon City

Movements of Vessels. PORTLAND, Jan. 25 .- Arrived, at 5 A. M.,

steamer Argyll, from San Francisco,

VARIOUS METHODS OF EXAMINATION

Odd to tell, the large fact that the eye is alive and not a rigid, inanimate box is only too often forgotten by both opticians and

oculists. They think in terms of lenses and anatomy, and too often forget muscular tension, tissue strain and the other vital activi-

THE LIVING EYE is not addead device or a scientific instrument of precision. It is a pulsating, adaptable, living thing subject to changes of humor, health, tone, fatigue, vitality, foods eaten and drugs taken.

Years of study, much practi-

cal experience and keen judgment must be used to determine the exact lens to prescribe-to assure Perfect Fitting Glasses. Here you receive the benefit of my more than twenty years' experience and the best equipped

Dr. Wheat

establishment in Portland.

and most modern sight-testing

Eyesight Specialist. 207 Morgan Bldg. Washington at Broadway

iled, steamers El Segundo, Nome City and semile, for Seattle: barge Montercy, for retland: Admiral Forragui, for Victoria; stegprise, for Honolulu.

ASTORIA, Jan. 25.—Left up at 11 las ight, steamer Argyti, from San Francisco SAN FRANCISCO, Jan. 23.—Sailed at 16 t. M., steamer El Segundo, for Portland, owing schooner Monterey. ABERDEEN, Jan. 25.—The British auxiliary schooner Janet Carruthers is reported a leaking seriously.

SAN PEDRO, Jan. 24.—Salled, steamer Edgefield, from Portland, for France. SAN FRANCISCO, Jan. 24.—Salled at 1 M., steamer Santa Barbara, for Columbia

BALBOA, Jan. 24.—Arrived, French Reamer General Serret, from Portland via San Diego. HONOLULU, Jan. 25.-The steamer Beld-ng is due today. GAVIOTA, Jan. 2t.—Sailed, steamer J. A.

YOKOHAMA, Jan. 22.—Arrived, steamer renyo Maru, from San Francisco and Hono-ulu, for Hongkong.

HONGKONG, Jan. 23.—Arrived, steams Siberta Maru, from San Francisco and Hono ulu, for Manila. SEATTLE, Jan. 25.—Departed, steamer overnor, for Sair Diego. TACOMA, Jan. 25.—Arrived, steamer Hol-rook, from Seattle. Sailed, steamer China, or Henolulu; steamer Kurcha Maru, for

okohama.

Car Men's Official Arrested. KANSAS CITY, Mo., Jan. 25,-Fran of the International Streetcar Men's charges of conspiracy to interfere with interstate traffic.

DAILY METEOROLOGICAL REPORT. BAHA MELDANDERS STATEMENT TO THE WEATHER STATEMENT OF THE WEATHER STATEMENT OF THE STATEMEN

THE WEATHER

Max 250 VID STATIONS.

(A. M. today, *P. M. report of preceding Portland and vicinity-Rain; souther; inds.

Oregon and Washington—Rain west, rain r snow east portion; moderate souther; ale interior, fresh southerly gale along the oast shifting to westerly.

Idaho—Pair south, rain or snow north

EDWARD I. WELLS, Meteorologist. Phone your want ads to the Orego-ian. Phone Main 7070, A 6095.

PRODUCTION AGAIN INCREASED

Last month we manufactured 5,800,000 pounds of RIVETS, BOLTS

BOAT SPIKES Can we serve you? NORTHWEST STEEL CO. Portland, Oregon