

RESCUE CRAFT AND TAHOMA MAKE SLOW HEADWAY TO PORT

Immense Field of Ice Choking Columbia Hinders the Progress to Safety.

5 MILES GAINED AT DUSK

Details of Steamers Watched by Interested Folks on Columbia Highway; Expected Here Today.

Tahoma Passes Corbett. Corbett, Or., Feb. 12.—The steamer Tahoma, which passed this place at 8 o'clock tonight, was lighted by a searchlight from a fire boat. The steamer was seen from the shore.

Two staunch steamships, the Tahoma and George Burton, are engaged in a hard battle with the ice in the Columbia river.

The Tahoma, imprisoned for five weeks in the ice at Cape Horn, was partially released yesterday afternoon, when the George Burton reached her.

At dusk the two vessels were only a few miles from the river.

The floor of ice is so heavy that the craft cannot navigate down stream with it. The George Burton cut her way through three miles of ice to reach the Tahoma, and all went well until the two craft started down stream.

There the ice which before had flowed away from the paddlewheel of the rescue steamer, commenced following and hindering the turning of her wheel. Watchers on the hill near the Columbia highway saw the battle and watched with straining eyes until darkness cut them off.

Steamer Dislodges Ice. The methods used by Captain Al James of the Burton were to work back and forth between the Tahoma and the points where the ice seemed to catch. The giant tug moved gingerly, when some heavy mass caught against a sand bar and the whole crushing mass would rise on end and halt the progress of both boats and men.

In six hours of work the two steamers had moved ahead a trifle less than five miles. The Burton, at that time made half a dozen sorties towards some point where the ice was held. Each was successful, but no sooner had the ice been started on its way than another impending sand bar was to be reckoned with.

This fight must be waged the entire distance to Vancouver. The ice is the largest and most picturesque that veteran river men have ever seen. It fills the river at Vancouver from bank to bank and from the North Bank bridge, practically the entire distance to the Cascade locks. The movement of the ice is causing much damage along the river. The ice is melting, but it is still a danger to the boats.

Arrival of the steamers Tahoma and George Burton was expected at Vancouver last night, but when the extent of their efforts down stream became apparent hope of this was given up. They should be at the Washington city early this morning, however, and reach Portland by noon.

Kilburn Due Today. Eureka, Cal., Feb. 12.—(P. N. S.)—After being back-burned out practically all day yesterday the tug Navigator and oil barge Monterey came up port at 7 o'clock tonight, having the only vessels to arrive today. The Monterey's cargo of fuel oil will be pumped out by morning and barge will be permitted to be taken on to sea and towed to her supply station.

With a capacity cargo of redwood for San Francisco, the steamer, schooner Prentiss and Katherine left out for San Francisco this morning, the former at 7:10 and the latter at 7:30. Barge, practically the entire distance to the Columbia highway, and the Northern Pacific steamer F. A. Kilburn is expected tomorrow.

Small Lines Threaten. Seattle, Wash., Feb. 12.—(P. N. S.)—It was frankly admitted today by one of the managing officers that the reason for the recent additions to the fleets to the three largest companies operating out of Seattle is that the Pacific Navigation company is that it is already apparent that these large lines will have a very hard time of it in the coming spring season and every ton of freight secured in Alaska the coming spring season. Small but new lines are also a lot of clean schooners, operated singly or perhaps with two or three under one management are going to try to "horn in."

Having purchased Light Vessel No. 50 from the United States Light-house Service, we will now offer the vessel for sale.

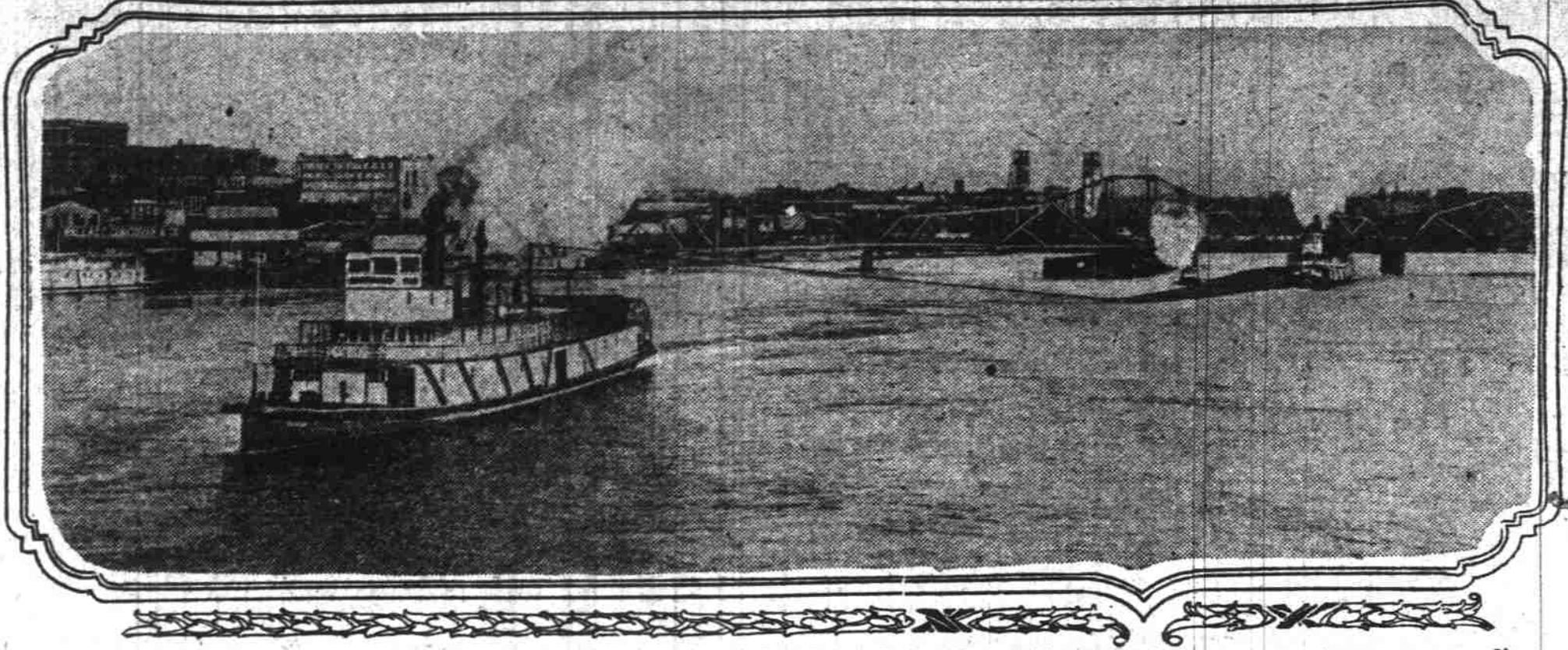
This vessel was built by the Union Iron Works of San Francisco in the year 1892. The vessel is about 112 feet long by 27 feet wide. The depth of the hold is 12 feet 8 inches. It is a composite construction, steel and iron, with a steel hull and water line with oak sheathing, covered with yellow metal. It is equipped with two single furnace Scotch marine boilers about 6 feet in diameter by 7 feet long and with one steam engine and windlass and other machinery. It has no propelling machinery. It is in good condition and can be seen at Randall's boat yard at the foot of Macadam street, Portland, Oregon.

To one who can use this vessel, we will make price reasonable.

For further information, call or write to

A. B. LEEVE, Owner
165 Columbia St., Portland, Oregon
Phone Main 5196

CURRENT IN RIVER MAKES TOWING VERY HARD



It required three towboats, the Shaver, Cascade and Echo, all of the fleet of the Shaver Transportation company, to carry an ordinary log raft through the harbor during the heavy current which ran during the past three days. This raft was taken up yesterday afternoon to one of the upper river mills.

River Expected To Fall During Next Few Days

All danger of a flood of further dimensions has passed, according to the weather bureau.

The prediction is that the river will fall steadily during the next few days. It fell to a stage of 19.4 by 5 o'clock yesterday afternoon.

Colder weather throughout the northwest is responsible for stopping the rise of the river.

As a result of this prediction several lines are planning to resume business. The O. C. T. Co., which was forced out when the Oregon City locks became flooded, will resume operations Tuesday, receiving freight tomorrow.

The lines forced from lower docks expect to be back in their usual haunts within a day or two.

Captain Loses License. Seattle, Wash., Feb. 12.—The license of Captain Victor Finley as master of the gas freighter, President, which founded December 20, abreast of the wharf at Camano, Camano Island, drowning A. E. Garret, super cargo of the vessel, was suspended for three months today by United States Marine Inspectors Whitney and Turner.

Captain Finley was found guilty of negligence and error of judgment, especially the latter in permitting an overdeckload of lumber on the President at a time of season when rough weather is liable to set in without notice.

Arrivals February 12. Tampico, American steamer, Captain Will. Jensen, ballast from Honolulu, Sudden & Christensen.

Departures February 12. Beaver, American steamer, Captain Mason, passengers and freight for San Francisco and Los Angeles, S. F. & P. S. Co.

Marine Almanac. Weather at River's Mouth. North Head, Feb. 12.—Condition of the mouth of the river at 5 p. m.; wind east, 16 miles; weather, clear.

High water. Tides at Astoria. Low water. 11:07 a. m. 7.8 feet; 3:43 p. m. 4.1 feet; 6:20 p. m. 4.2 feet; 9:52 p. m. 0.5 feet.

River Readings. STATIONS. Flow. Stage. Change. Rainfall. Wind. Direction. Force. Direction. Force.

Steamers Due to Arrive. PASSENGERS AND FREIGHT. Name. Date. Time. Passengers. Freight.

Steamers Due to Depart. PASSENGERS AND FREIGHT. Name. Date. Time. Passengers. Freight.

Vessels in Port. Name. Date. Time. Passengers. Freight.

At Neighboring Ports. Name. Date. Time. Passengers. Freight.

EXODUS TO EUROPE IS EXPECTED AS SOON AS THE GREAT WAR ENDS

Half Million People of Central Countries Waiting to Go to Hunt Relatives.

New York, Feb. 12.—It has been estimated that there will be at least 500,000 Germans, Austrians, Hungarians, Poles, and Slavs waiting, with their money in hand, ready to start for Europe in the first days of peace to see what has become of their relatives and of their property. Probably they will all go by German and Austrian steamers, among them will travel second class or steerage.

Competition will be keen for the first class American travel to Europe, in which the Holland-American line will take a hand, as its steamer service has been kept up right through the war. Steamship agents said yesterday they did not believe the German lines would be permitted to call at French or British ports to land or pick up passengers for several years to come, as the feeling would be too bitter.

The two German steamship lines have "control stations" through Europe, which they hope to be able to keep after the war, and these give them practically a control of the westbound passenger traffic from Europe to the United States.

In order not to discharge any employees at Ellis Island through the falling off in the number of immigrants since the war started, the commission has made each man take a month or more of leave, and others have been employed in compiling statistics for the department of labor at Washington.

With the prospect of a steady decrease in immigration during the coming year it is expected that some of the officials may be transferred to other stations in the country to reduce the staff at Ellis Island.

Eastbound passenger traffic from all ports in the United States to Europe during the year 1915 showed a marked decrease in all classes, compared with 1913, the last normal year for ocean travel before the war. The total number of passengers was 416,219.

In 1915 the number of first class passengers leaving this country for Europe was 13,870; second class, 48,882; and steerage, 243,342—a total for all three classes of 306,095. The figures for 1913 were: first class, 14,128; second class and 473,792 steerage, totaling 725,314.

Last year also showed a decline in emigration to the United States. The first war commenced at the end of July in that year. The decrease was 64,291 first class, 74,203 second class, and 240,927 third class. The falling off in west bound traffic in the year just past compared with 1914 was: 69,891 first class, 116,781 second class and 502,754 steerage. These figures were taken from official records kept by the steamship companies.

The Atlantic conference has been dissolved by the war and there have been no indications that any agreement as to rates would be made between the French and British lines and the German steamship companies.

The North German Lloyd and the Hamburg-American companies expect to put about five new liners each on the New York service as soon as peace is declared, and these new liners will be in addition to their ships now tied up in ports of the United States and Germany, which will all be furnished up ready to start as soon as the war ends.

Weather Conditions. Portland, Or., Feb. 12, 1916. The north Pacific high pressure area has increased greatly in magnitude, and it is centralizing over the Yakutat low pressure area apparently of decided character is advancing very slowly inland from the British Columbia coast. Rain has fallen in portions of Texas, in the District of Columbia, and in the neighborhood of New York City, while snow has occurred in the upper Mississippi valley.

Forecast. Portland and vicinity—Sunday, increasing cloudiness, followed by rain; southeasterly wind. Oregon—Sunday, fair, increasing cloudiness, followed by rain west of port; winds southeasterly. Washington—Sunday, fair, rain west of port; southeasterly winds, increasing along the coast.

U. S. Observations. Observations taken at 5 p. m., Pacific time, February 12, 1916.

Station. Max. Min. Precipitation. Wind. State of Weather.

Local Record. Portland, Or., Feb. 12.—Maximum temperature, 50 degrees; minimum temperature, 31 degrees. Rainfall, 0.0 inch. Change in last 24 hours, -0.2 inch. Total rainfall since September 1, 1915, 30.27 inches. Normal rainfall since September 1, 1915, 8.87 inches. Excess of rainfall since September 1, 1915, 21.40 inches. Possible sunshine, 10 hours 13 minutes. Barometer (reduced to sea level) 5 p. m., 30.15 inches. Relative humidity 2 p. m., 67 degrees.

Lincoln Beats James John. The Lincoln high school basketball quintet won from the James John high school yesterday afternoon by the score of 41 to 25.

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GOETHALS REPORTS SHIPS USING CANAL COULD ENTER RIVER

Theory That World's Commerce Is Being Carried in Deep-Draft Craft Disproved

21.7 FEET AVERAGE DRAFT

Chamber of Commerce Asked Figures to Use in Argument for Gaining New Off-Shore Shipping Lines.

The theory that the world's commerce is being carried in huge carriers, the draft of which is 30 feet or over, is proven considerably amiss from figures presented by General George W. Goethals, governor of the Panama canal zone, to the Portland Chamber of Commerce.

The average draft of west bound vessels using the Panama canal during the first six months of 1915 was 21.7 feet, according to figures presented by the Panama canal zone, to the Portland Chamber of Commerce.

These figures also show that the Pacific held a trade balance over the Atlantic coast in weight at least, if not in value.

All Panama Craft Available. The comparison was requested by the Chamber of Commerce that black and white figures might be had to present when the draft question up when discussing the Columbia river.

According to these figures, every vessel which patronizes the Panama canal could use the Columbia river as readily.

The heaviest draft vessel passing through the waterway was the Blue Funnel liner Proteus, which drew 31 feet of water, the Norwegian steamer Nereus, drawing 30.6 on the west bound trip to China was second. The American-Hawaiian steamer Panaman, with a cargo partly laden here, and the American steamer Kronland, each drawing 29.6, were the third deepest draft vessels.

The big sugar carriers which the American-Hawaiian had refused to send to this port, asserting that they drew in the neighborhood of 31 feet, averaged around 29 feet, 2 feet less than had been claimed for them. The best draft recorded for an American-Hawaiian liner was by the steamer Panaman, when she drew 29.6 feet when bound east May 25, drew 29.5 feet on May 26, and 29.4 on May 27. The steamer Kronland, which drew 29.6 feet, was the second deepest draft vessel.

The Santa Catalina, bound east after a stop at Seattle, drew 28 feet of water, the heaviest draft vessel in the port, having 28 feet of water.

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Victim of Drug Raid Wore Stolen Watch

Police Believe He Was Member of Hold-Up Gang That Terrorized Los Angeles in July, 1914.

San Francisco, Feb. 12.—(U. P.)—L. C. Gray, alias James Collins, killed February 3, by federal officers when they discovered a drug cache in the Seaboard hotel, was a member of a gang of hold-up men that terrorized Los Angeles, police believe today.

Their theory is based on the identification of a watch Gray carried at the time of his death. It was part of loot taken in the Los Angeles, gang's operations in July, 1914.

It was also established that, under the identity of Collins, Gray held up a party of four men in the Los Angeles Heights district in the early '90s, for which he served 20 years in San Quentin.

The line-up of the gang which played a part in the Seaboard hotel case, a former Lincoln high school player, converted a four-minute football game into a basketball contest in this city. Close to 1200 people were packed in the Seaboard gymnasium.

The "Winged M" players led at the end of the first half by the score of 13 to 8. During the first part of the second period, Whitman shot two baskets in rapid fire order and added another point when Clerin, a former Lincoln high school player, converted a four-minute football game into a basketball contest in this city. Close to 1200 people were packed in the Seaboard gymnasium.

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"WINGED M" FIVE BEATS WHITMAN BY TWO POINTS

Club Players Score Winning Goal in Last Minute of the Contest.

A field basket in the last minute of play saved the Multnomah basketball quintet a two point victory over the Whitman college five last night in the club gymnasium. The game, which was hard fought from the first whistle until the last, was witnessed by a largest crowd that every attended a basketball contest in this city. Close to 1200 people were packed in the Seaboard gymnasium.

The "Winged M" players led at the end of the first half by the score of 13 to 8. During the first part of the second period, Whitman shot two baskets in rapid fire order and added another point when Clerin, a former Lincoln high school player, converted a four-minute football game into a basketball contest in this city. Close to 1200 people were packed in the Seaboard gymnasium.

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