WORLD'S MILEAGE RECORD IS MADE BY SS. GREAT NORTHERN

Hill Liner Has Piled Up Great Individual Steering Course in Less Than Two Years.

REGISTERS 145,689 MILES

Turbiner's Nearest Competitor Is Her Sister Ship, Northern Pacific, With Only a Shade Less Mileage.

San Francisco, Jan. 20.—(I. N. S.)—The Hill liner Great Northern has hung up the scalp of the world's mileage record and when she pulls away from the dock Tuesday and heads for Honolulu, the big turbiner will insure its safety for some time to come by a register of 145,689 miles. This record has all been made in less than two years of almost steady running. The liner's nearest competitor is her sister ship, the Northern Pacific, which has piled up a record of only 1000 miles short of that of the Hawaiian steamer. While many of the steamers plying up and down the Pacific coast have more miles to their credit than either of the two Hill boats, no steamer has ever piled up the individual mileage in such a short time. On March 27 the two steamers will have been in service just two years.

The Great Northern will sail for Honolulu Tuesday morning with 600 passengers for the island ports in addition to a big cargo of general freight and merchandise. Captain Ahman will be in command.

NEW MARITIME SERVICE

Pan-American Line Relieves Tense Shipping Situation on Atlantic.

Rio de Janeiro, Jan. 20.—(U. P.)—When the American ship Carolyn, pioneer of the new service established between Philadelphia and ports of Brazil and Argentina, steamed into this harbor just now, Pan-American business prospects sighed a real sigh of relief.

The new service will go a long way toward relieving a tense transportation situation, in the opinion of shippers here. Bi-monthly, even weekly, steamers are predicted for the near future.

After discharging her general cargo, about 5000 tons, in this port the Carolyn turned her nose again southward for the ports of Santos and Buenos Aires. She will touch at Montevideo on later trips.

The assurance of the immediate success of the new transportation enterprise is not based entirely on the situation created by the European war. Shippers here declare that American export trade with South American countries has grown tremendously in the last three years. It is declared that many Brazilian products are meeting difficulty in finding transportation for the United States, particularly coffee and rubber.

The Carolyn made the trip from Philadelphia in 23 days, which is about average speed of boats of her class. By a curious coincidence the Carolyn was the first steamer to go through the Panama canal after the opening of the "big ditch." Pioneer on the "canal route," is now pioneer in the new service to the ports of South America's coast.

[ENTIRE] SALMON PACK SOLD

[Alaska] Packers' Association Has [Ha]d Its Most Successful Year.

[Circ]ulars announcing the completion [of the] season's business of the Alaska [Packe]rs' association, one of the most [succe]ssful years that concern has [ha]d, have been mailed to all its [stockh]olders.

[The] pack this year consisted of 1,1[...]9 cases and 2428 barrels of salmon. Owing to the excellent demand the [com]pany for the first time since 1900 [dis]posed of its entire pack without [trou]ble.

The [p]resident's report shows that the bo[nde]d indebtedness of $558,000 has been [paid] and all mortgages against the pr[ope]rty of the association have been pa[id] off. Quarterly dividends of $1.50 pe[r] share were paid also.

The [ass]ociation maintains a fleet of nine [shi]ps, 12 barks, one barkentine, three sc[ho]oners and 64 steamers and launches. [Th]e initial cost of the fleet has been w[ri]tten off the books until only $1,221,4[..] remains.

The barks [St]ar of Portland and Star of Holland an[d] the Premier and Metha Nelson have [b]een chartered out for advantageous [p]rices during the off season.

The asso[ciation] maintained six medical stations in [Ala]ska, at which treatment was given [...] natives. It has [pa]id $250,000 in [...] to employes and civic improvements [...] benefit to all Alaskans. Its hatcheries [...] have liberated over 67,000,000 salmon [fr]y during the year.

TWO SHIPS ARE LAUNCHED

Bessa and Regulus Take to Water at Union Iron Works.

San Francisco, Jan. 20.—(I. N. S.)—Two more vessels were added to the long list of successful launchings by the Union Iron Works this morning when the Bessa and Regulus touched the water for the first time within exactly half an hour of each other.

The first vessel, the Bessa, a sister of the Talabot and of 10,000 tons carrying capacity, slipped down the ways at exactly 8:15 o'clock, scheduled time.

After the Bessa had been quietly snubbed by the patent brakes and was under care of two fussy tugs, the launching crew moved over to another slip and began hammering away at the wedges beneath the Regulus.

The second vessel started its slide to the water exactly at 8:45 o'clock, also schedule time.

May Sell Congress.

San Francisco, Jan. 20.—The Pacific Steamship company's steamer Congress which was afire at sea off Coos Bay on September 14 probably never will be restored to service as a passenger liner on this coast. Presumably the cost of rebuilding the vessel is too great. At any rate, negotiations have been begun for the sale of the ship to an eastern firm which would convert her into a freighter for service in the Atlantic.

Changes of Masters.

San Francisco, Jan. 20.—M. F. Tarpey has replaced George Zeh in command of the steamer President. Jacob Jacobsen has replaced Thomas Nielsen as master of the tug Goliah.

MID-WINTER SEATTLE DRIVE

R. U. Peterson of the local Overland Pacific branch, at the start of his trip to Seattle in the Country Club roadster.

The first Overland country club roadster to come to Portland was sold to a man who wanted to ship it to China by boat from Seattle. Seattle had none of the cars so the only thing to close the sale was to drive the car to Seattle over January roads.

Raleigh Peterson took the helm and left Portland Monday afternoon. The car must have gotten through in fine shape, for Mr. Peterson called up early Tuesday from Seattle and declared that he had already delivered the car to the docks and that it would soon be on its way to China.

The many improvements which Washington counties have made on the Pacific highway between Portland and Seattle in the last year, helped to better the winter drive some, but Mr. Peterson still encountered long stretches of mud. Some of the worst was along the Columbia river, and again beyond the Olequa ferry.

The journey, it is claimed, wins for him the distinction of being the first man to make this drive successfully in midwinter. The journey is further notable in that the car was the first to cross the Columbia River Interstate bridge and then to continue to Seattle.

BRITISH GOVERNMENT SUPPRESSES NEWS OF MOVEMENTS OF SHIPS

Action Has Noticeable Effect on Maritime World, Which Is Shown in San Francisco.

San Francisco, Jan. 20.—The action of the British government in suppressing news of the arrivals and departures of British steamers at British ports is beginning to have a noticeable effect here. The movements of British vessels may be termed mysterious.

A strange steamer passed in before daylight today and anchored off Meiggs wharf. At sun-up she was disclosed as the British tanker Imperoyal. So far as any local records showed the Imperoyal was anchored at Vancouver after a voyage up from Callao. The tanker is listed in semi-official shipping papers as an admiralty steamer. It is consigned to the Standard Oil company and presumably will take aboard a cargo of refined oils here for London.

The tanker Oyleric, which arrived yesterday, never had been reported departing from London. Only when the vessel arrived at Balboa was it definitely known she was coming here. The Harrison liner Sculptor's whereabouts are unknown officially. She is bound here from London.

The situation bids to become more complicated and soon it will resemble the old days of sailing vessels before wireless and the cable, when departures frequently were unheralded, arrivals uncertain and a stranger was expected at any time.

NEWS OF THE PORT

Arrivals January 20.

Breakwater, American steamer, Captain Jessen, passengers and freight from San Francisco, N. P. SS. Co.

Departures January 20.

Northern Pacific, American steamer, Captain Hunter, passengers and freight from San Francisco, G. N. P. SS. Co.

Wearwood, British steamer, Captain Spooner, wheat for United Kingdom via Jamaica for orders, Balfour, Guthrie & Co.

Daisy, American steamer, Captain Schultz, lumber for San Francisco, Freeman SS. Co.

Despatch, American steamer, Captain Anderson, freight for San Francisco, Border Line Trans. Co.

Marine Almanac.

Sun and Tides January 22.

Sun rises 7:44 a. m. Sun sent 5:02 p. m.

Tides at Astoria.

High water.	Low water.
0:24 a. m., 7.4 feet	5:5o a. m., 3.4 feet
11:43 p. m., 10.1 feet	6:54 p. m., —1.4 feet

Daily River Readings.

STATIONS	Flood stage.	Height (in feet).	Changes in last 24 hours.	Rainfall last 24 hours.
Lewiston	24	1.9	0	0.01
Umatilla	25	0.5	+0.1	0.00
Eugene	10	3.5	0	0.02
Albany	20	3.3	—0.2	0.00
Salem	20	2.5	—0.2	0.00
Oregon City	12	3.3	—0.2	0.04
Portland	15	1.4	+0.5	0.01

(+) Rising. (—) Falling.

River Forecast.

The Willamette river at Portland will remain nearly stationary for the next two or three days.

Schooner Launched.

Tacoma, Jan. 20.—(P. N. S.)—This afternoon the auxiliary schooner Orcas was launched from the Seaborn shipyards. The Orcas is the second schooner built by the Seaborn company. She will take her place in the lumber carrying trade, but as yet no charter has been announced for her. She is 170 feet long, 35 feet beam and 14 feet depth of hold. The work on the vessel will be rushed and she will be ready for her first cargo early in March.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT

Name.	From.	Date.
Beaver	S. F. & L. A.	Jan. 22
Rose City	S. F. & L. A.	Jan. 27

Steamers Due to Depart.

Name.	For.	Date.
Beaver	L. A. & S. F.	Jan. 23
Northern Pacific	S. F. & L. A.	Jan. 25
Wapama	S. D.	Jan. 25
Rose City	S. F. & L. A.	Jan. 29
Klamath	S. D.	Jan. 30

Steamers leaving Portland for San Francisco only connect with the steamers Yale and Harvard, leaving San Francisco Monday, Wednesday, Friday and Saturday for Los Angeles and San Diego.

Vessels in Port.

Name.	Berth.
Akutan, Am. ss.	Gobie
Berlin, Am. sh.	Goble
Breakwater, Am. ss.	Columbia
Capto, Am. ss.	Wauna
Colonel P. S. Michie, Am. dogr.	Linnton
Levi G. Burgess, Am. sh.	Goble
Reuce, Am. sh.	Astoria
St. Nicoolas, Am. sh.	Astoria
Unkai Maru No. 2, Jap. ss.	I. P. L. Co.

At Neighboring Ports.

Astoria, Jan. 20.—Sailed at 9:50 a. m., J. A. Chanslor, for San Francisco. Arrived down at 4:30 p. m. and sailed, Asuncion, for San Francisco.

Tacoma, Jan. 20.—Arrived: Panuca, Seattle, 1 p. m.; Elihu Thompson, Seattle, 5 p. m.; Stanwood, San Francisco, 7 a. m. Departed, Curacao, Seattle, 9 a. m.; Cordova, Seattle, 10 p. m.; Umatilla, Seattle, 2 p. m.; Japanese steamer Inaba Maru, Seattle, 9 p. m.

Redondo Beach, Cal., Jan. 20.—Arrived: Svea, from San Pedro, at 7 a. m.

South Bend, Wash., Jan. 20.—Sailed: Carmel, San Francisco, at 8 a. m.; Santa Barbara, San Francisco, 8:30 a. m.

Aberdeen, Wash., Jan. 20.—Sailed: Nehalem, San Francisco, 10 a. m.

San Francisco, Jan. 20.—Arrived: Barge Acapulco, Seattle, in tow tug Tatoosh, at 3:10 a. m.; Brooklyn, Bandon, 4:05 a. m.; F. A. Kilburn, Portland, via Coos Bay and Eureka, 4:15 a. m., barge F. M. Phelps, Port San Luis, in tow tug Sea King, at 7:30 a. m.; Brunswick, Fort Bragg, 7:40 a. m.; Vanguard, Eureka, 4:45 a. m.; James T. Higgins, Fort Bragg, 8:40 a. m.; Yale, Los Angeles, 9 a. m.; Hartwood, Willapa Harbor, 11 a. m.; U. S. steamer Sequoia, from a cruise, at 11:30 a. m.; Thomas L. Wand, Seattle, at 6:20 p. m.

Sailed: Daisy Freeman, Columbia river, at 1:35 p. m.; Sequoia, cruise, at 8:15 a. m.; Japanese steamer Tsushima, New York, at 8:40 a. m.; James S. Higgins, Los Angeles, at 11 a. m.; schooner Manila, Columbia river, at 12:15 p. m.; President, Seattle and Victoria, at 12:25 p. m.; Whittier, Port San Luis, at 12:40 p. m.; British steamer Imperoyal, Vancouver, at 1:20 p. m.; Hartwood, Los Angeles, at 1:25 p. m.; Japanese steamer Keishin Maru, Yokohama and Kobe, at 1:55 p. m.; Marshfield, Albion, at 2:30 p. m.; North Fork, Eureka, at 2:45 p. m.; Valdez, Seattle and Tacoma, at 4 p. m.; Yale, Los Angeles and San Diego, at 4:30 p. m.; La Primera, Portland, 4:30 p. m.; San Pedro, Mazatlan, via Los Angeles, at 4:40 p. m.; Homer, Santa Barbara, via ports, at 4:50 p. m.; British steamer Gray, Victoria, at 7:30 p. m.; Newburg, Bowen's landing, at 7:35 p. m.; Beaver, Portland, 9:15 p. m.

San Diego, Jan. 20.—Arrived, 4 a. m., Lakme, Puget sound. Sailed, 8 a. m., Harvard, 11:30 a. m.; Helena, 10 p. m.; Lakme, all for San Francisco.

Bellingham, Jan. 20.—Arrived: Norwood, San Francisco.

Seattle, Jan. 20.—Arrived: Admiral Watson and Spokane, 2:30 p. m., Cordova; Col. E. L. Drake, 5 p. m., San Francisco. Sailed: Admiral Farragut, 11 a. m., and tanker El Segundo, with barge No. 91 in tow, 9 a. m., for San Francisco; City of Seattle, 9 p. m., Skagway; Mariposa, 9 a. m., Seward.

Everett, Jan. 19.—Sailed: Stanwood, San Francisco.

Victoria, B. C., Jan. 20.—Arrived: Seattle Maru, Yokohama, at 9:30 a. m.; El Lobo, Vancouver, to drydock at Esquimalt. Passed: Waitotara, Comox, for San Francisco and ports.

Vancouver, B. C., Jan. 20.—Sailed: El Lobo, Esquimalt to drydock.

Comox, Jan. 20.—Sailed: Waitotara, Sydney, New South Wales, via San Francisco.

Los Angeles, Jan. 20.—Arrived: Quinault, Willapa Harbor, 6 a. m.; Mandalay, Crescent City, 11 a. m.; Harvard, San Diego, 1 p. m.; Queen, Seattle, 7 p. m. Sailed: San Joaquin, South America, 7 p. m.; Harvard, San Francisco, 3 p. m.; J. B. Stetson, Grays Harbor, 6 p. m.; W. S. Porter, Everett, 5 p. m.; Prentiss, Albion, 12 noon.

Fort Bragg, Cal., Jan. 20.—Arrived 11 a. m., National City, San Francisco.

Seattle, Jan. 20.—Arrived: Schooner Crescent, towing, 10 a. m., Port Angeles. Sailed: Schooner Harold Blekum, 6 p. m., Seward.

Port Townsend, Jan. 20.—Arrived 6 a. m., Schooner Bainbridge, Honolulu, proceeding to Bellingham, at 1 p. m.; Spokane, 10:30 a. m., Cordova, for Seattle and Tacoma, proceeded; Col. E. L. Drake, 12:30 p. m., Richmond for Seattle, proceeded; Japanese steamer Seattle Maru, 5 p. m., Yokohama, for Tacoma, proceeded. Sailed, 2 a. m., Norwegian steamer Sinaloa, west coast; El Segundo, 11 a. m., San Francisco; Mariposa, 12:30 p. m., Seward; Admiral Farragut, 2 p. m., San Francisco.

Ventura, Cal., Jan. 20.—Arrived, 8:30 a. m., Aurelia, from San Francisco and way ports, proceeded to Hueneme.

TWO MORE CRAFT TO BE BUILT IN WILSON YARDS AT ASTORIA

Announcement Made at Banquet After Launching of the Ernest H. Meyer.

Astoria, Or., Jan. 20.—The second ocean going vessel to be built at the Wilson Brothers shipyards was launched this morning with due ceremony and without mishap. Over 1500 people witnessed the event.

The craft was built for the Charles R. McCormick company and sold by them to Broughton & Wiggins, and is a sister vessel to the steam schooner Wahkeena, launched recently at the same yards.

Little Miss Gertrude Cochran, 9 years of age, daughter of the superintendent of construction, christened the vessel Ernest H. Meyer, in honor of the manager of the McCormick Lumber company. Promptly at 9:10 a. m. the big hull started to slide down the ways when a quart bottle of champagne was dashed against the bow.

The new craft is 222 feet long and will have a carrying capacity of 1,200,000 feet of lumber. She will be equipped with triple expansion engines of 850 horsepower. Her masts will be stepped at the local yards after which she will receive a cargo of lumber and be towed to San Francisco to have her engines installed.

Arrangements are being made to lay another keel within a short time. Within about two weeks one of the vessels at the McEachern yards will be launched, which will make four ocean going craft to find their place in the shipping world from the Astoria yards within the past nine months.

President Delaney of the Chamber of Commerce, arranged a complimentary luncheon at the Weinhard hotel for the owners, builders and their guests. Miss Gertrude Cochran, who christened the vessel, was given the seat of honor. The occasion brought out many remarks of appreciation together with the announcement that two additional keels will be laid at the Wilson yards for similar types of vessels just launched.

MOTOR FAN CATCHES FEVER AND OWNS CAR FOR BRIEF HALF HOUR

Falls Into Hands of Expert Salesmen Who Load Him Down With all the "Parts."

IT DIDN'T TAKE VERY LONG

Bought Everything to Deck a Machine "Fore and Aft" Which He Gave Up Because He Couldn't "Cough Up."

Did you every buy an automobile?

The youthful reporter had all the experiences which go with such a transaction the other day and he still hasn't the automobile.

It happened like this. The city editor suggested that his youthful genius start out as though he was buying a machine and then chronicle his experiences. Here they are:

All Too-Willing Salesmen.

First we willingly fell into the hands of an ambitious salesman, also young. It didn't take long. The machine in question was just what we had dreamed of. The salesman assured us of that even if we didn't allready know it.

In the brisk atmosphere of these January days the first thing we realized as we left the garage, was that we needed a robe. It was imperative. So we hied ourselves to an accessory store and fell into the hands of another ambitious salesman, also young, nice looking and possessed of a perfect flow of pleasant and hypnotizing patter.

"Robes," said he. "Yes, indeed. Step right this way."

Soon we had four gorgeous Navajo Indian blankets. They were warm and pleasant to look at.

"There are several other things you will need also," declared the salesman and we followed him to another part of the store.

Lighter for a "Smoke."

"Do you smoke?" he asked.

"Yes, indeed," said we and held out our hand expecting to see a nice fat Havana coming our way.

"You should really have an electric cigar lighter," said the ambitious one. We agreed. It was fairly cheap and we bought it.

"And bumpers are quite a necessity. They use them fore and aft," said he.

He didn't say fore and aft but we are so used to writing that on the waterfront that we wrote it anyway.

The bumpers were of heavy build and guaranteed to protect from damage from the careless bumping of some driver in a hurry to get out of the parking in front of our favorite theatre.

Spot Light Necessary.

"You will need a spot light, too," said the salesman.

We remembered having seen them on so many cars.

"They are invaluable in finding your way to a house number, throwing on sign boards and the like," said the salesman.

We bought one.

"You will need Weed chains and a "You will need chains and a 'pull-you-out' set," was another suggestion.

The "pull-you-out" set was remarkable. You hook it on, start your motor and your car pulls itself out of the worst mudhole.

Then we purchased an extra tire and some tubing, and thought we were through.

"The city ordinance provides for dimmed lights. Can't we sell you a set of these dimmers?" continued the salesman.

We had no wish to have Harry Coffin hale us in front of Judge Langguth so purchased willingly.

Then we fell for a set of foot pedal pads guaranteed to keep your soles from wearing out. Thinking of the high price of shoes in these war days there was no argument against it.

Would Show Him How.

"Now then, if you will come down to the desk of our lubrication expert I will have him explain carefully just how to care for that portion of your car and then turn you over to our magneto expert who will also explain the working and care of the electric starter and lights."

It seemed as if there was no end to the things that store would do for you.

On the way out we sighted a trunk and luggage rack and bought that, too. There was nothing lacking. Our machine was complete.

There were hundreds of other little things in that store though. In fact, there was everything. And they say there are several stores in Portland just like them.

Took Things Willingly.

P. S.—This story was turned in to the city editor.

"Did you give that machine back?" he demanded.

"Yes," we replied.

"And all that paraphenalia you purchased?"

"Yes."

"What did it cost you?" he asked again.

"Haven't any idea. We lost the sales slips."

"How did you return them then?" he asked.

"Oh, the company found out we didn't have any money and took them back willingly."

"Huh," said the city editor.

Cohen Returns From The New York Show

E. E. Cohen, manager of the Oldsmobile company of Oregon, has returned from the New York automobile show and declares there is no doubt about this year's show being the biggest and greatest success ever held since the automobile industry started.

"Cars were shown from $500 to $7000, and all good values in their respective classes. The complete floor space of the Grand Central Palace was used, which includes four floors.

"The Oldsmobile showed a complete line of six body designs: Roadster, club roadster, five passenger, seven passenger, sedan, victoria and cut-away chassis."

W. H. Miller Joins Pacific-Overland

W. H. Miller, who has for some time been the head of the used car department of the Oregon Motor Car company, is now with the Overland Pacific company, handling all the lines of that firm.

F. E. WATKINS HEADS MOTOR ASSOCIATION

Frank E. Watkins.

At the first meeting yesterday noon of the board of directors of the new Oregon State Motor association, the successor of the Portland Automobile club, Frank E. Watkins was elected president, Dr. C. W. Cornelius vice-president, J. D. Abbott secretary, and Emery Olmstead treasurer.

Mr. Watkins' election to head of the statewide organization of automobile owners assures the new movement, which will work for the interests of all automobile owners, a most active regime.

The Oregon State Motor association will actively interest itself in the work of having all roads properly posted before the next touring season starts, and will henceforth use the influence of the auto owners everywhere to secure more road legislation and improvement.

The other members of the board of directors, elected a few days ago, are: John H. Burgard, Henry Wagner Jr., John H. Hall, Robert G. Morrow, C. F. Wright, E. E. Tressler, W. J. Clemens, John E. Cronan, Phil Metschan Jr., J. C. Olds and Ira F. Powers Jr.

Mr. Watkins made his committee appointments after his election, and those who will handle the departmental work of the Oregon State Motor association follow:

Highway and Statewide association committee—John H. Hall, chairman; Robert G. Morrow and J. C. Olds; John E. Cronan and E. E. Tressler.

Finance committee — Emery Olmstead, chairman; John H. Burgard and Charles F. Wright.

House committee — Phil Metschan Jr., Henry Wagner Jr. and Dr. C. W. Cornelius.

Membership committee — John E. Cronan, chairman; Emery Olmstead, John H. Burgard, Ira F. Powers and E. E. Tressler.

Touring committee—W. J. Clemens, chairman; Charles F. Wright, James D. Abbott and Henry Wagner Jr.

Public safety committee—Robert G. Morrow, J. C. Olds, W. B. Fechheimer and A. S. Robinson.

Legislative committee — Robert G. Morrow and John H. Hall.

Street and bridge committee—Henry Wagner Jr., chairman; C. M. Menzies and C. T. Haas.

Mr. Swett to Attend Good Roads Congress

Z. Swett of the management of the Portland Emporium yesterday was appointed by Mayor Albee as a delegate to the American Good Roads congress, which will be held in Boston, early in February.

Mr. Swett has been actively interested in the good roads movement in Oregon, and while he will attend to other business, he will take in every session of the congress and bring back to Portland a glossary of the findings which the good roads apostles from everywhere will bring to the attention of the congress.

The roads congress of this year will be one of unusual interest and widely attended by delegates from other lands as well as America. The best engineers of highway construction, who are associated with such projects as the Lincoln highway, where every kind of country is traversed, will be there to tell of their experiences and of the difficulties overcome.

On his return Mr. Swett will detail his report to the mayor or to any of the civic bodies interested in the good roads movement.

The Weather.

The southwestern disturbance has moved to Colorado and there is a secondary depression over interior British Columbia. The influence of these disturbances has resulted in local precipitation in nearly all sections of the country, except the gulf and middle Atlantic states. A high pressure area overlies central Canada. The weather is warmer on most of the Pacific slope, in the southern plains states, lower Mississippi valley and on the Appalachian highland. It is colder in central Canada and adjoining portions of the United States, Nebraska, northern Colorado and the southern portion of the basin states. Except in western Oregon, temperatures are below normal in this forecast district.

The conditions are favorable for rain or snow in this district Sunday, with slight temperature changes and generally southerly winds.

T. FRANCIS DRAKE,
Assistant Forecaster.

Today's Forecasts.

Portland and vicinity: Sunday rain, southerly winds.

Oregon and Washington: Sunday rain west, rain or snow east portion; winds mostly southerly.

Idaho: Sunday rain or snow.

North Pacific coast: Sunday rain, gentle southerly winds.

Observations.

Station.	Min. Temperature	Precipitation past 24 hours	Wind Vel.	Wind Dir.	State of Weather.
Baker	8	.06	..	SE	Snow
Boston	14	.0	..	SE	Cloudy
Chicago	24	.0	10	NE	Cloudy
Des Moines	20	.0	12	E	Cloudy
Eureka	40	.0	20	N	Pt. cloudy
Helena	6	.0	..	N	Snow
Jacksonville	54	.0	..	SW	Clear
Kansas City	28	.0	14	E	Cloudy
Marshfield	30	.10	..	SW	Rain
Minneapolis	4	.0	10	NE	Cloudy
New Orleans	60	.0	..	SW	Cloudy
New York	18	.0	14	NW	Clear
North Head	38	.36	18	S	Rain
Phoenix	50	.98	10	SW	Cloudy
Portland	32	.22	12	SW	Rain
Roseburg	32	.0	..	SW	Rain
Sacramento	32	.0	14	NW	Clear
St. Louis	30	.0	..	E	Cloudy
Salt Lake	14	.36	..	NW	Cloudy
San Francisco	40	.0	12	SW	Clear
Seattle	36	.06	..	S	Rain
Spokane	..	.0	..	NW	Snow
Tacoma	36	.08	10	SW	Rain
Walla Walla	20	.08	..	SW	Snow
Washington	22	.0	..	SW	Clear
Winnipeg	-24	.0	..	N	Clear

Weather Conditions.

Maximum temperature, 41 degrees; minimum temperature, 32 degrees. River reading, 8 a. m., .4 foot. Change in last 24 hours, —0.5 foot. Total rainfall (5 p. m. to 5 p. m.) .22 inches. Total rainfall since September 1, 1917, 13.34 inches. Normal rainfall since September 1, 23.58 inches. Deficiency of rainfall since September 1, 1917, 10.24 inches. Total sunshine 0 hours 0 minutes. Possible sunshine 9 hours 12 minutes. Barometer (reduced sea level) 5 p. m., 30.04 inches. Relative humidity at noon, 83 per cent.

TO SOLVE PROBLEMS OF DEVELOPMENT OF MINERAL RESOURCES

Bureau of Mines Will Undertake Many Investigations to Unearth State's Wealth.

TO SEEK ARTESIAN WATER

Parties Will Be Sent Out to Help Owners Put Idle Properties on a Paying Basis.

Many problems for the development of Oregon's mineral resources are to be undertaken during the coming year by the state bureau of mines and geology. These investigations are to be continued as rapidly and as far as the appropriation allotted by the legislature will permit. H. N. Lawrie, chairman of the bureau commission, has set out the ambitions of the bureau in the report for the biennium lately filed with the state officials.

Reducing Refractory Ores.

Of the work yet to be done is the application of new metallurgical processes upon the large number of refractory ores of low grade which, under old-time processes, cannot be reduced commercially. A large part of these low-grade ores are possible of reduction at a profit under the new processes, the report points out, but they must be adapted to local conditions at the various mines.

Arrangements recently were made with the federal bureau of mines for cooperation along this line.

Mr. Lawrie points out that in each of the 73 mining districts of the state there are numerous idle mining properties upon which thousands of dollars already have been spent in development. The bureau hopes to send parties into the field to help owners ascertain the reasons for the nonprofitableness of operation and put the properties, if possible, back into active service. It is proposed for these investigating parties that they take samples of exposed ores, conduct assays on the ground and make engineers' reports upon them. Other prospective activities of the bureau include the investigation of nitrate and saline deposits, particularly in central Oregon.

Districts Not Investigated.

Several mining districts have not yet been investigated by the bureau at all because of lack of time and money. Among these, which will be surveyed if the proper funds are made available, are the Pine creek district of southern Lake county; the Warner mountain region in eastern Lake county; Steens mountain region and Pueblo mountain region in Harney county; southern Coos county, and certain parts of Douglas and Klamath counties.

Artesian Water Supplies.

Another important activity which the commission hopes to initiate is the investigation of possibility for artesian water supplies in central Oregon. It has already been determined that there is a relation between the lava flows and the interbedded tuffs. This is due to the fact that the gentle folding and erosions of strata in central Oregon, since the time of the extensive lava flows, there has been exposed in the higher hills the edges of the lava layers and the interbedded tuffs. The exposed layers in the hills often furnish the sources of the water which is held in the coarse volcanic tuffs which can be tapped and utilized by drilling holes through the more impervious lava beds in the plains below. Since artesian water is already had in some places of central Oregon, the commission is confident that further investigation will develop much greater possibilities in a region that needs water so much.

The publication of a handbook of mining law for the guidance of the prospector is another prospective activity of the bureau.

Commision Asks $25,000.

In conclusion, the report says:

"The commission in asking for $25,000 annually for the investigation and encouragement of the mineral industries is but repeating its request of two years ago, and that made by the committee of mining men who drafted the bill creating the bureau of mines and geology in 1913. This commission makes its recommendations for the work of the coming two years, with the belief that state business should be conducted on the same basis as is private or corporate business. After careful consideration of each item in the proposed budget, it is their conviction that it will be but good business for Oregon to prosecute to early completion each project set forth in the work laid out for 1917-1918."

Vancouver Beats Spokane Canaries

Pacific Coast Hockey League.

	W.	L.	G. F.	GA.	Pct.
Seattle	9	5	69	49	.643
Spokane	6	6	50	54	.500
Vancouver	6	6	59	67	.500
Portland	5	9	62	70	.357

Vancouver, B. C., Jan. 20.—Vancouver skated around Spokane's warblers in tonight's Coast league match winning by a score of 6 goals to 3. It was an erratic display by both teams. Rarely were goals scored from combined rushes and Lehman was in his best form and that accounted chiefly for Spokane's inability to get many goals. Kerr was hit in the eye by the puck in the first period and after being attended by Doc Roberts was able to resume play.

Lineups and summary:

Vancouver.	Pos.	Spokane.
Lehman	Goal	Fowler
F. Patrick	L. D.	L. Patrick
Griffis	R. D.	Genge
MacKay	R.	Cook
Stanley	C.	Mallen
Moynes	R. W.	McDonald
Roberts	L. W.	Kerr

Score by periods.

First Period.

1—Vancouver, MacKay 8:50
2—Vancouver, Moynes from Patrick 5:05
3—Spokane, Mallen from Kerr 3:05

Second Period.

4—Vancouver, F. Patrick 4:30
5—Vancouver, Roberts 1:00
6—Spokane, Lloyd Cook 5:00

Third Period.

7—Vancouver, Stanley from MacKay 2:25
8—Spokane, Nichols 2:05
9—Vancouver, Stanley 12:15

Penalties—First period, none; second period, McDonald, 3 minutes; third period, L. Patrick, 3 minutes; Stanley, 3 minutes; Moynes, 5 minutes; Roberts, 5 minutes; Nichols, 10 minutes.

Substitutions—First period, none; second period, none; third period, Leo Cook for Genge, Nichols for Mallen, Genge for Kerr, Mallen for McDonald, Kerr for Nichols.

In Switzerland a stream of water only an inch and a half in diameter has been harnessed after a fall of 5460 feet and made to produce 3000 horse power.

PORTLAND SALESMAN WINS FIRST PLACE

R. B. Johnson of local Overland Pacific branch, who won Overland's northwest sales contest in competition with 15 others, turning in $28,000 worth of business in six months.

R. G. Johnson, one of the sales force of the local branch of the Overland Pacific company, has received word that he has scored highest in the sales contest which began July 1 and ended December 31.

There were 15 salesmen in the houses at Spokane, Portland and Seattle entered in the contest. Each time that a salesman made a deal the amount of the sale scored so many points, a dollar a point.

Mr. Johnson's total of all business scored about $38,000. A new contest is about to start, in which the same organizations will take part. P. H. Dunn, another of the local force, was fourth in the northwest. The next contest ends June 30.

Change in License Fee Rules Is Urged

If the recommendation of Secretary of State Olcott in his biennial report is made a law motor purchasers who do not take out a license until after half the year has gone by, will no longer be forced to pay the full term license fee.

The present law requires that the full license be charged whether a car be registered in January or in November.

It is pointed out by Mr. Olcott that an apparent injustice is done by this provision to the party buying a car towards the close of the year, and he recommends that all license requirements for motor vehicles be amended to conform with the present license law governing chauffeurs, thus reducing the license fee one half after August 1st.

Idaho to Receive Federal Road Money

Among the states which will be ready to cooperate this year with the federal government in road construction is Idaho.

Under the federal aid act, the state is apportioned approximately $60,000 this year. It has been practically determined to expend the entire amount on a main north and south highway, and not scatter it over several roads.

Beehive Coke Is Shipped by Express

Birmingham, Ala., Jan. 20.—(I. N. S.)—The enormous demand and consequent scarcity and high price for standard beehive coke which sells now at $10 per ton, compared with $3 and up last year, have caused an eastern firm to have a cargo sent from Birmingham by express. It cost $10 per ton for the express alone.

RETAIL GROCERS WILL MEET AT SALEM IN ANNUAL CONVENTION

Three-Day Session to Open Tuesday; to Meet Members of the Legislature.

PROGRAM IS ARRANGED

Governor Withycombe Scheduled for an Address on State and the Merchant; Legislation Wanted.

Salem, Or., Jan. 20.—In the call for the second annual convention of the Oregon Retail Grocers' association, which will convene in this city Tuesday, January 23 for a three-day session, President U. S. G. Miller states that the officers and directors deemed it expedient to meet here on account of the session of the state legislature, in order that the best interests of the members might be fostered and furthered by necessary remedial laws and regulation.

The call also noted that it was highly important that the retail grocers indicate to the legislature their wishes relative to measures to come for passage. The program for the three days' session is as follows:

For Opening Day.

Tuesday—Registration of delegates and call to order at 10 a. m. by George Cusiter, vice president.

Address of welcome by Mayor Walter E. Keyes.

Response by past president, W. O. Gunther of Portland.

Introduction of President W. S. G. Miller and the appointment of committees.

Address by Governor Withycombe on "The State and the Merchant."

Address by John D. Mickle, dairy and food commissioner, on "The Pure Food Law."

Tuesday afternoon—Address by H. F. Rittman on "Why the Ten Cent Loaf."

Address, "The Pure Food Law," by J. D. Mickle.

Wednesday morning—Visits to state institutions, with lunch at the Cherry City bakery.

Wednesday afternoon—Address by F. G. Deckebach.

Address by Frank B. Connolly, past president of the National Grocers' association, on "Specific Accomplishments of the National Association of Retail Grocers."

Mock Legislative Session.

Wednesday night—Mock session of the legislature at state house.

Thursday morning—Address by Fred G. Buchtel on "What the Public Service Commission Does for the Merchant."

Address—"What the Public Service Commission Should Do for the Merchant," by Walter A. Denton.

Thursday afternoon—Opening of the question box and discussion of questions.

Election of officers and installation.

Meeting of the board of directors and the selection of the next meeting place.

Thursday evening—Luncheon and smoker at the Salem Commercial club.

Idaho Beats Lewiston Team.

Moscow, Idaho, Jan. 20.—The University quintet walloped the Lewiston state normal five 61 to 16 here tonight. The contest was slow throughout. Blackmer made 15 of Idaho's 30 field goals. Idaho will meet W. S. C. in two contests next week.

Hood River Quintet Beaten.

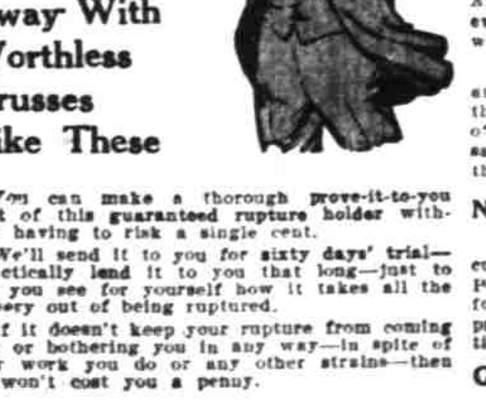
Hood River, Or., Jan. 20.—Minus three of its regular players, the local high school basketball quintet lost to the O'Dell high school team last night by the score of 47 to 7.

Chemawa Indians Win.

The Chemawa Indian school quintet defeated the Peninsula Park five last night on the C. B. B. C. floor by the score of 32 to 18.

This Invention For Rupture Sent on 60 Days' Trial

Won't Cost You A Cent If The Two Months' Test Doesn't Prove All Our Claims



You can make a thorough prove-it-to-you test of this guaranteed rupture holder without having to risk a single cent.

We'll send it to you for sixty days' trial—practically lend it to you that long—just to let you see for yourself how it takes all the misery out of being ruptured.

If it doesn't keep your rupture from coming out or bothering you in any way—in spite of any work you do or any other strains—then it won't cost you a penny.

The Only Thing Good Enough to Stand Such a Test

A mere try-on—like at a drugstore—can't possibly prove whether a truss or anything else for rupture, is going to do any good.

Neither is just a few days' trial a safe test. A truss may seem alright the first week or so and then prove utterly worthless.

But you can't possibly make a mistake after sixty days' trial.

And there is only one thing of any kind for rupture that you can get on such a long trial—

Only one thing good enough to stand such a long and thorough test—

That is our guaranteed rupture holder—the famous Cluthe.

Made on New Principles

The Cluthe is so radically different from everything else for rupture that it has received eighteen separate patents. Made on an absolutely new principle—far more than just a truss.

It has so thoroughly proved its merits in nearly 300,000 cases that surgeons in the U. S. army and navy and physicians in all parts of the world now recommend it instead of advising operation.

Will Save You From Operation

A rupture can't possibly be relieved—can't even be kept from growing worse—unless protected against all strains and constantly kept from coming out. Just as a broken bone can't "knit" unless constantly held together.

And that is the curse of wearing elastic or spring trusses—not one in 20 ever holds successfully—they sooner or later make operation absolutely necessary instead of preventing it.

But remember the Cluthe is guaranteed to hold—and won't cost you a cent if it doesn't. And in addition it provides the only way ever discovered for overcoming the weakness which is the real cause of rupture.

It does that entirely automatically—without any attention whatever from you.—And has thus brought complete recovery in thousands of cases that seemed almost hopeless, and has saved thousands of people from having to risk their lives under the surgeon's knife.

No Belt, No Leg-Straps, No Springs

The Cluthe does away entirely with the curse of wearing belts, leg-straps and springs. People who have tried it say it is as comfortable as their clothing. And it is waterproof—will hold in the bath. Also perspiration-proof. Easily kept clean.

Get World's Greatest Rupture Book

Don't send any money—don't take any risk. Just write for our free book and find out all about it. This sensational book—cloth-bound, 96 pages, 20 separate articles and 23 photographic illustrations—is full of facts for the ruptured never before put in print.

It shows why elastic and spring trusses are a crime—how they are the ruptured man's worst enemy—why the law should stop their sale.

It exposes the humbug "appliances," "methods," "systems," "plasters," etc.

It shows why operation for rupture ends in permanent weakness or death oftener than in complete recovery.

And it tells about the famous Cluthe—gives names and addresses of over 5000 people in all parts of the country who have tested it and have voluntarily indorsed it—and tells how you can get it on 60 days' trial, and how little it costs if you keep it.

Simply use the coupon or say in a letter or postal "Send me your book"—that will take only a minute, and may save you from paying out a good many dollars and save you from years of misery.

THIS BRINGS IT

Box 510—CLUTHE COMPANY
125 East 23d St., NEW YORK CITY

Send me your Free Book and Trial Offer.

Name ....

Address ....