PACIFIC COAST SHIP YARDS SURVEYED BY GOVERNMENT AGENT

In Light of War Scare Investigation Few Weeks Ago Arouses Comment.

MUCH TONNAGE AVAILABLE

Yards at Portland, Seattle and San Francisco Have 70 Steamers Building or Contracted.

Government supervision of the big shipbuilding yards of the Pacific coast may become a reality.

Inspection of the various yards in Portland, Seattle and San Francisco, was made within the past month by a government agent, it has been stated, with the assumption that it was to determine the number of yards which would be willing to bid on government work.

The rumor about the waterfront Saturday, however, was that this move was in reality one to gather data as to the capacity of these plants with the view to turning their products into government use in the case of the need of the government.

The argument is raised that this is not unusual, as every shipyard in England and Scotland has been taken over by the British government and that the attention of the government has been directed towards keeping up the efficiency of these organizations.

The needs of the government in case the country should be drawn into the present conflict will be enormous. The difficulty of transporting troops, munitions and provisions as well as keeping up the feeding of the European nations will demand hundreds of vessels. There are under construction on the Pacific coast at present and due for launching within the 12 month 70 steamers totaling 505,748 tons.

Every one of these vessels could be taken over by the government as fast as completed, it is believed, despite the fact that they are for foreign owners.

In addition to these contracts at least two more steel yards are contemplated on Puget sound which would also add their mite.

VETERAN GUARD RETIRES

Captain Jacobsen of Westport Station Pensioned by Government.

Aberdeen, Wash., Feb. 3. — Captain Charles Jacobsen of the Westport life saving station, who recently retired after 30 years of active work in the life saving service, has been pensioned. He was born in Norway and came to the United States when 18 years of age. He arrived at New York and then went to San Francisco where he accepted a place on the government cutter Bear. After several trips on the Bear he accepted an appointment at North Cove where he remained for five years and then was transferred to Westport.

During his long service he was successful in rescuing the crews of the bark Torresdale which went ashore near Westport and the crew of the ship Polyditic at North Cove without the loss of one life, although he had to work with his crew in a pitiless storm each time. The last wreck of consequence in which he assisted in saving life was when the schooner Balboa went ashore near the north harbor spit in December, 1915. In this instance Captain Jacobsen and his assistants pulled their boat five miles against a terrific wind and tide to reach the imprisoned men.

SUPPLE YARD SOON READY

Vessels to Be Completed in Ten Months, Says Ship Builder.

Work on the Supple motorships will be started within three weeks and their completion within ten months is assured, according to Joseph Supple, head of the concern, who returned from New York this week.

Two more piledrivers will be put to work tomorrow morning. Tearing out of the burned piling of the old Standard Box & Lumber mill has begun. The lumber for the ways is being cut and will be barged up to the site of the new yard.

F. A. Ballin, who was in the east with Mr. Supple, is still held by the snow blockade east of the mountains and will not return for two or three days.

Case Carrier Launched.

San Francisco, Feb. 3.—(I. N. S.)—One of the prettiest and cleverest launchings of the last year at the Union Iron works was that of the streamer Eagle. The Eagle, when ready for service, will have cost $1,000,000. She is 410 feet over all, 56 feet beam and 32 feet depth of hold. A sister ship of the Eagle is now being built on the next slip to that where the Eagle was launched. The Eagle is the first big steamer in the history of the United States building yards to be built purely and simply for carrying case oil.

Minnesota Released.

San Francisco, Feb. 3.—(I. N. S.)—With the filing of $600,000 bond, the largest ever given here in a libel suit, with the United States clerk, the United States marshal today released the steamer Minnesota which he held following the filing of a $500,000 libel suit by English shippers. The shippers claimed this amount for non-delivery of cargo sent by them to Great Britain from this country. The Minnesota was recently sold by the Great Northern Steamship company. The Great Northern Railway company furnished the bond.

Barge Bids Asked.

Bids are being asked by the Alaska Engineering commission on two model wooden seagoing cargo carrying barges. Specifications call for a length over all of 172 feet 4 inches, 41-foot beam and depth of 12 feet 4½ inches. Bids were opened at the Seattle office of the commission's purchasing agent at 7 a. m., February 10. Blank proposals may be procured at the Portland branch, 102 Custom House.

Kona Wrecked.

San Francisco, Feb. 3.—(I. N. S.)—The schooner Kona, from San Francisco for Adelaide with 950,000 feet of lumber, is a wreck on Kangaroo island, near Tasmania. The schooner is owned by Hind, Rolph & Co. The underwriters have already taken the vessel over for possible salvage.

Tobacco Habit Cured

Not only to users of pipe and cigars, but the vicious cigarette habit is overcome by using the "NITRATE" treatment. Price complete, postage paid, $1.00. Laue-Davis Drug Co., 36 and Yamhill, Portland, Or.

NEWS OF THE PORT

Arrivals February 3.

El Segundo, American steamer, Captain McKellar, bulk oil, from San Francisco, Standard Oil company.

Departures February 3.

Breakwater, American steamer, Captain Jessen, passengers and freight, for San Francisco and way, Northern Pacific Steamship company.

Despatch, American steamer, Captain Andersen, freight, for San Francisco, Border Line Transportation company.

Northern Pacific, American steamer, Captain Hunter, passengers and freight, for San Francisco, Great Northern Pacific Steamship company.

Marine Almanac.

Weather at River's Mouth.

North Head, Feb. 3.—Condition of the mouth of the river at 5 p. m., obscured; wind, southeast, 26 miles; weather foggy.

Sun and Tides February 5.

Sun rises, 7:29 a. m. Sun sets, 5:22 p. m.

Tides at Astoria.

High Water:	Low Water:
0:24 a. m., 7.1 feet.	6:14 a. m., 3.2 feet.
11:46 p. m., 8.6 feet.	6.51 p. m., —0.2 feet.

Daily River Readings.

STATIONS	Flood stage.	Height (ft. feet).	Changes in last 24 hours.	Rainfall last 24 hours.
Lewiston	24	2.2	0	0.01
Umatilla	25	0.9	+0.4	0.00
Eugene	10	5.2	+1.0	0.15
Albany	20	5.0	—0.2	0.07
Salem	20	4.5	0	0.05
Oregon City	12	5.3	—0.1	0.11
Portland	15	2.8	+0.6	0.15

(+) Rising. (—) Falling.

River Forecast.

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

Steamers Due to Arrive.

PASSENGERS AND FREIGHT

Name.	From.	Date.
Northern Pacific	S. F.	Feb. 7
Rose City	S. F. & L. A.	Feb. 8
Beaver	S. F. & L. A.	Feb. 11

Steamers Due to Depart.

Name.	For.	Date
Beaver	L.A. & S. F.	Feb. 4
Northern Pacific	S. F.	Feb. 8
Rose City	S. F. & L. A.	Feb. 10

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.
Alice, Am. ss.	Gale
Beaver, Am. ss.	Ainsworth
Berlin, Am. sh.	Goble
Colonel P. S. Michie, Am dtogr.	Linnton
Daisy, Am. ss.	Westport
E. K. Hall, Am. sch.	Westport
Levi G. Burgess, Am. sh.	Goble
Manila, Am. sch.	Rainier
Monterey, Am. sch.	Linnton
Muriel, Am. sch.	Tongue Point
Navigator, Am. tug	Linnton
Reuse, Am. sh.	Astoria
San Gabriel, Am. ss.	Wauna
Santa Barbara, Am. ss.	Westport
Sierra, Am. ss.	Inman-Poulsen
St. Nicholas, Am. sh.	Astoria
Stanwood, Am. ss.	Westport

At Neighboring Ports.

Astoria, Feb. 3.—Arrived at 8:45 and left up at 11 a. m.—El Segundo, from San Francisco. Sailed at 8:40 a. m.—Cello, for San Pedro; at 2 p. m.—Northern Pacific, for San Francisco.

Aberdeen, Wash., Feb. 3.—Sailed—San Jacinto, San Francisco, 10 a. m.

Port Angeles, Feb. 3.—Sailed—Barge Rufus E. Wood, for Mukelteo; Star of Lapland, for Nanaimo; Coast Guard Cutter Snohomish at 6 a. m.

Bellingham, Feb. 3.—Sailed—J. B. Stetson, for San Francisco.

Tacoma, Feb. 3.—Arrived—Japanese steamer Mexico Maru, orient, 3 p. m. Sailed—Umatilla, San Francisco via ports, 4:15 p. m.; barge Charles Nelson, San Francisco, 11 a. m.

Seattle, Wash., Feb. 3.—Sailed—Captain A. F. Lucas, 95 barge in tow, 5 p. m., from Point Wells for San Francisco; Admiral Faragut, 1 a. m.; Admiral Dewey, 11 p. m.; and Elihu Thompson, 1 a. m., for San Francisco; Admiral Watson, 9 p. m., for southwestern Alaska. Arrived—F. S. Loop, 10 a. m., from Bellingham; bark W. B. Flint, 10 a. m., from Port Blakeley; motorship Wakena, 6 a. m., from Vancouver.

Everett, Feb. 3.—Arrived—Umatilla, from Tacoma.

Valdez, Feb. 3.—Sailed—Alaska, 5 a. m., for Seward.

Cordova, Feb. 3.—Sailed—Admiral Evans, 1 p. m., for Seward.

Ketchikan, Feb. 3.—Sailed—Spokane, 10 a. m., for Skagway.

San Diego, Feb. 13.—Arrived 9 a. m.—Arguyll, San Pedro. Sailed 8 a. m.—Harvard.

San Francisco, Feb. 3.—Arrived—Del Norte, Crescent City, 4:10 a. m.; Acme, Bandon, 5:10 a. m.; Daisy Gadsby, Los Angeles, 5:45 a. m.; Charles Christensen, Los Angeles, 6:50 a. m.; National City, Fort Bragg, 7:15 a. m.; Sea Foam, from Mendocino via Point Arena, 8:55 a. m.; Adeline Smith, Coos bay, 8:40 a. m.; Yale, Los Angeles, 9:15 a. m.; Oleum, Seattle, 9:50 a. m.; Westport, Union Landing, 11:15 a. m.; Washington, Eureka, 6:55 p. m.; Radka, Batavia via Nagasaki, 4:55 p. m. Sailed—U. S. S. Paul Jones, for a cruise, 9 a. m.; U. S. S. Whipple, for a cruise, 9 a. m.; Simla, Port San Luis (in tow tug Sea Eagle), 10 a. m.; Bandon, Bandon, 11:20 a. m.; F. A. Kilburn, Eureka, Coos bay ports and Portland, 11:30 a. m.; Harvester, Honolulu, 11:40 a. m.; Curacao, Eureka, 11:55 a. m.; President, Seattle, Tacoma and Victoria, 12:30 p. m.; Daisy Gadsby, Columbia river, 1:10 p. m.; North Fork, Eureka, 2:45 p. m.; Yale, Los Angeles and San Diego, 4:15 p. m.; Charles Christensen, Raymond, 4:45 p. m.; Homer, Santa Barbara, via ports, 4:50 p. m.

Port Townsend, Feb. 3.—Arrived at 10 a. m.—Norwood and Redwood, from Bellingham for Seattle, proceeded; 2 a. m.—Captain A. F. Lucas, for San Francisco; 3:30 a. m.—British steamer Kentra, for Swansea via San Francisco; 3 p. m.—Admiral Farragut, for San Francisco.

Los Angeles, Feb. 3.—Arrived—Daisy Matthews, Columbia river and Richmond, Honolulu, 5 a. m.; Harvard, from San Diego, 1 p. m.; South Bay, San Francisco, 12 noon; A. M. Simpson, Marshfield, 11 a. m.; Davenport, Everett, 11 a. m.; Rose City, Portland, 1 p. m.; Queen, Seattle, 8 p. m. Sailed—Harvard, San Francisco, 3 p. m; South Bay, Galveston, 6 p. m.

Army-Navy Orders

Washington, Feb. 3.—(I. N. S.)—Captain Robert M. Nolan, signal corps, will go from Valdez to Paxson, Alaska, to inspect building material at Hogan, and will return by way of Chitina and Cordova to inspect cable office.

Captains Robert M. Danforth and Waldo C. Potter, field artillery, are relieved as inspector-instructors national guard, and are detailed as professor and assistant professor, respectively, of military science and tactics at Yale university, New Haven, Conn.

Captain Leo C. Mudd, medical corps, Washington, D. C., will return to his proper station.

Captain Philip Remington, infantry, is relieved as inspector-instructor of the national guard of Indiana, and will report to the adjutant general for further orders.

Paragraph 24, January 26, issued to Captain Walter L. Reed, infantry, is revoked.

Second Lieutenant Roy W. Hoard, Philippine scouts, will go to San Francisco and sail about March 5 to Manila for assignment in the Philippine department.

Resignations—Medical corps—Captain Bertram F. Dunkwalt and Captain Edward M. Welles Jr., effective March 14 and 1, respectively. National guard—Captain Edwin F. Transue, Eighth infantry, Ohio.

Leaves granted—Captain Willson G. Heaton, First cavalry, three months on account of certificate of disability; Colonel Benjamin W. Atkinson, Ninth infantry, one month upon arrival in United States; Second Lieutenant Frederick Schoenfeld, Sixth infantry, one month upon relief from present duties; Captain Edward M. Welles Jr., medical corps, from February 1 to March 1 inclusive; Captain Bertram F. Dunkwalt, medical corps, from January 30 to March 14; Captain Everett S. Hughes, ordnance department, for 20 days; Captain Leo C. Mudd, medical corps, 14 days; Major Charles R. Pettis, corps of engineers, one month upon arrival in United States; Major Frederick E. Johnson, two months on surgeon's certificate of disability; Captain Francis J. Behr, Coast Artillery corps, 10 days; Lieutenant Colonel Edward A. Kreger, professor of law, United States military academy, an extension of one month on account of disability.

Navy orders:

Lieutenants (junior grade) J. H. Magruder, detached from naval academy at Annapolis, Md., Feb. 5, to navy yard at Washington, D. C.; L. L. Jordan, detached from naval academy to assistant naval inspector of ordnance works at Midvale Steel company, Nicetown, Pa.

Ensign M. J. Lanney to navy yard, Charleston, S. C.

Passed Assistant Surgeon H. W. Cole to naval hospital, New York, February 7.

Assistant Surgeons J. A. Rhoades, medical reserve corps, detached naval medical school to legation guard, Managua, Nicaragua.

Chaplain G. R. T. Stevenson to headquarters of eastern recruiting district at New York.

BRONZE PLATES FOR BRIDGE

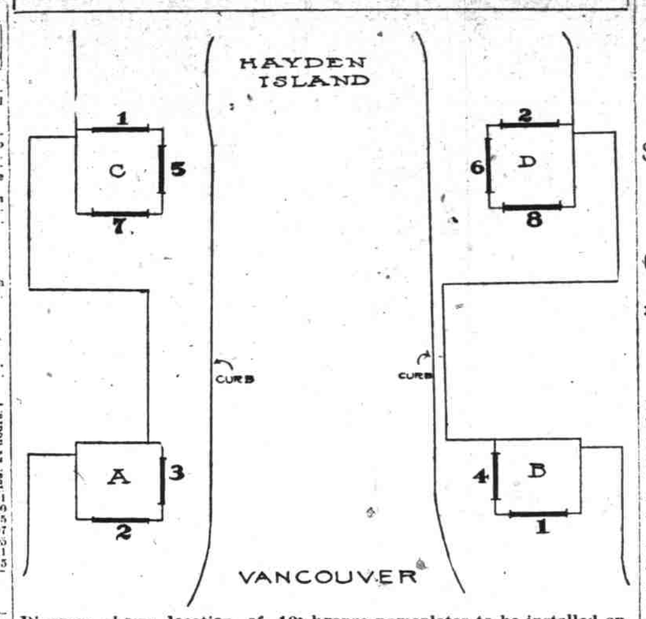

Diagram shows location of 10 bronze nameplates to be installed on the Interstate bridge. The text to appear on each plate will be found under the corresponding number in the accompanying article

The Interstate bridge is to be adorned by 10 bronze name plates that in addition to perpetuating the names of the commissioners, engineers and contractors engaged in its construction and giving information concerning the huge span will be inscribed with suitable quotations from eminent writers in keeping with the spirit of the undertaking.

There are eight different varieties of plates to be placed at either end of the bridge. The location of each is designated by number on the accompanying diagram. The inscription on each of the plates is as follows:

Plate No. 1.

The Columbia River Interstate bridge designed and built under direction of John Lyle Harrington, Kansas City, Mo.; Waddell & Harrington (now dissolved); Louis R. Ash and Ernest E. Howard, consulting engineers; F. M. Cortelyou, resident engineer.

Contractors — Manufacture of steel, American Bridge company, Northwest Steel company. Erection, Porter brothers. Foundation, The Pacific Bridge company. Embankments, Tacoma Dredging company, Standard American Dredging company. Pavements, Warren Construction company.

Plate No. 2.

The Columbia River Interstate bridge built by the people of Clarke county, Washington, and Multnomah county, Oregon, under direction of the Columbia River Interstate Bridge commission, Rufus C. Holman, chairman; commissioners for Clarke county, A. Rawson, chairman; W. S. Lindsay, John P. Kiggins; commissioners for Multnomah county, W. L. Lightner, chairman; Philo Holbrook, Rufus C. Holman, the Governor of Oregon. Legal advisers, Walters H. Evans, James O. Blair. Construction began March, 1915. Completed December, 1916.

Plate No. 3.

1915.

This bridge is dedicated to the citizens of Oregon and Washington by whom its erection was ordained. It was conceived in their vision; its foundations are laid upon their sacrifice. The spiritual heritage of courage, faith and high endeavor bequeathed to this generation by the pioneers who wrested from the wilderness these wide and fruitful lands, is builded into its members of stone and steel and here handed down to those who come after.

1916.

R. W. M.

Plate No. 4.

"Therefore when we build, let us think that we build forever. Let it not be present delight, nor for present use alone, let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, 'See. This our fathers did for us.'"

—Ruskin.

Plate No. 5.

"Of all inventions, the alphabet and the printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually as well as materially, and not only facilitates the interchange of the various productions of nature and art, but tends to remove national and provincial antipathies, and to bind together all the branches of the great human family."

—Macaulay.

Plate No. 6.

"You may tell me that my views are visionary, that the destiny of this country is less exalted, that the American people are less great than I think they are or ought to be. In answer, ideals are like stars; you will not succeed in touching them with your hands. But, like the seafaring man on the desert of waters, you choose them as your guides, and following them, you reach your destiny."

—Carl Schurz.

Plate No. 7.

The Columbia Interstate bridge. Total length of bridge and approaches, 4½ miles. Completed December, 1916. Total cost, $1,750,000. The bridge over the Columbia river, 3531 feet long, consists of one 50 foot span, three 275 foot spans, and 10 265 foot spans and contains 7350 tons of steel, 17,650 square yards of reinforced concrete deck, 15,000 square yards of pavement, 31,600 cubic yards of piers supported on piles extending to 160 feet below roadway. The towers extend to 190 feet above roadway.

Plate No. 8.

The Columbia River Interstate bridge approaches the bridge over Oregon slough, 1137 feet long, consists of one 115 foot span and 10 100 foot spans. The bridge over Columbia slough is 307 feet long and consists of four 75 foot spans. These bridges contain 1725 tons of steel, 7150 square yards of reinforced concrete deck, 6100 square yards of pavement, 5700 cubic yards of piers. The embankments have a combined length of 18,000 feet and contain 1,500,000 cubic yards. Pavement on embankments, 58,000 square yards.

PORTLAND BUDS LOSE OVERTIME CONTEST 6 TO 5

Cy Griffis Scores Winning Goal in Hockey Game Full of Thrills.

Pacific Coast Hockey League.

	Won.	Lost.	G.F.	G.A.	Pct.
Seattle	10	6	89	55	.647
Vancouver	9	7	83	90	.563
Spokane	7	9	63	84	.437
Portland	6	11	82	88	.353

Vancouver, B. C., Feb. 3.—Fifty-seven varieties of hockey were served up in tonight's championship overtime clash between Vancouver and Portland, which was won by the locals by a score of 6 goals to 5. Good, bad and indifferent form was displayed by the players. There was loose playing by both teams.

Rough play was started by "Moose" Johnson, who appeared on the ice in poor condition. He was responsible for several uprisings culminating in the second period with a fight between Johnson and Patrick in which the league prexy was badly mauled. Both received major penalties and the Portland captain kept Johnson off the ice for the rest of the game.

From then until the finish players mauled one another freely. Even the referees were dumped on the ice by the players, some of them being intentional.

Both goal keepers got in the way of many dangerous shots, their work being only outstanding feature.

Portland came from behind in the third period and evened the count. Irvin and Barbour distinguished themselves by brilliant rushes.

Taylor scored the tieing goal and then ensued a desperate fight for the winning counter. After a rest the teams came back on for overtime, Griffis scoring the winning goal.

Lineups and summary:

Vancouver.	Position.	Portland.
Lehman	Goal	Murray
Patrick	L. D.	Johnson
Griffis	R. D.	Loughlin
Mackay	R.	Harris
Taylor	C.	Irvin
Stanley	R. W.	Tobin
Roberts	L. W.	Dunderdale

Score by Periods.

Vancouver	2	2
Portland	1	1

Goals:

First Period.

1—Portland, Irvin 10:45
2—Vancouver, Roberts from Mackay 5:08
3—Vancouver, Roberts from Mackay 3:15

Second Period.

4—Portland, Loughlin from Harris 6:10
5—Vancouver, Stanley from Patrick 4:30

6—Vancouver, Mackay 8:10

Third Period.

7—Portland, Irvin ..... :13
8—Portland, Irvin from Barbour 6:17
9—Portland, Irvin 2:15
10—Vancouver, Taylor from Stanley 6:05

Overtime.

11—Vancouver, Griffis 10:05

Penalties.

First period—Johnson, 3 minutes twice. Second period—Roberts, 3 minutes; Irvin, 3 minutes; Dunderdale, 3 minutes; Johnson, 10 minutes; Patrick, 10 minutes; Dunderdale, 3 minutes; Moynes, 3 minutes. Third period—Dunderdale, 3 minutes.

Substitutions.

First period—Barbour for Johnson, Johnson for Barbour, Moynes for Patrick, Barbour for Johnson. Third period—Patrick for Moynes, Marples for Irvin, Irvin for Marples.

When writing to advertising advertisers, please mention The Journal. (Adv.)

MULTNOMAH IS WINNER OF GAME WITH DALLAS "5"

Portlanders Defeat Upstate Quintet by Score of 12 to 11 in Last Minute.

Multnomah Amateur Athletic club basketball tossers chalked up their fifth consecutive victory of the season last night by defeating the crack Dallas five by the score of 12 to 11 in a game that was exceedingly close from start to finish. There were never more than two points difference in the score throughout.

Morton, who was shifted to a forward position when Mix entered the contest, scored the winning basket a minute before the end. Matheny starred for the visitors with 3 baskets while Shaw played a good game at guard. Toomey and Twining, the Multnomah guards, kept their opponents from scoring a single basket.

At the end of the first half the score was 7 to 5 in favor of Dallas, Multnomah scored three baskets and one foul in the last period, while Dallas counted one basket and two fouls.

Line-ups and summary:

Multnomah	Pos.	Dallas
Dewey (6)	F.	Woods
Clerin (2)	F.	Boydston (3)
Morton (2)	C.	Fenton
Twining	G.	Shaw (2)
Toomey (2)	G.	Matheny (6)

Substitutions—Mix for Morton, Morton for Clerin.

Baskets: Multnomah—Dewey, Clerin, Morton, 2. Dallas—Matheny 3, Shaw 1. Fouls—Dewey 4, Boydston 3.

Officials—H. Jamison, referee; H. Fischer, scorer; C. S. Barton, timer.

REVISED RATES ON FIR AND HEMLOCK GO INTO EFFECT ON MARCH 15

Southern Pacific Announces New Tariff Affecting Timber From Portland, Valley.

CALIFORNIA IS AFFECTED

Points South of Sacramento, Oakland and San Francisco Will Be Re-adjusted to Mainline Charges.

San Francisco, Feb. 3.—(P. N. S.)—Revised rates on shipments on fir and hemlock from Portland and from Willamette valley points to all California points are to be placed in effect March 15, the announcement coming today from George Luce, freight traffic manager of the Southern Pacific.

The new rate from Portland and Willamette valley points to San Francisco, Oakland, Port Costa, Davis, Sacramento, Wheatland, Marysville and points between, by way of Benicia and Roseville, is 20 cents a hundred.

This is a reduction of 1½ cents a hundred from the present rate from Portland, and a raise of 2½ cents from Willamette valley points.

To all points south of Sacramento, San Francisco and Oakland, the rates will be re-adjusted to mainline rates.

The Willamette Valley Lumbermen's association, on January 24, filed a petition with the Interstate Commerce commission, asking for an entry of supplemental order or for a rehearing in the case of the Inman-Poulsen Lumber company against the Southern Pacific company through which Portland mills were granted Willamette valley rates on lumber to points south of Marysville, Cal. The petition set forth that if Portland were to get the valley rate, the Southern Pacific undoubtedly would increase the rate from mills in the upper valley, as the announcement just issued indicates. The order of the commission becomes effective March 15, the date the rates just announced go into effect.

Mrs. James Nicol Is Winner Open Chase

Riding Edgewood Girl, Mrs. James Nicol won the open paper chase of the Portland Hunt club yesterday from a large field of entries. The course, which covered between four and five miles, started at the summit of the Barnes road. The weather was ideal for the event and the going was exceptionally good.

James Nicol of Dixie was second and Mrs. Louis P. Gerlinger Jr. finished third. Mrs. Gerlinger rode Cheetra.

As the result of yesterday's event, Mrs. Gerlinger is now leading in the contest for the beautiful Multnomah hotel trophy with five points to her credit. James Nicol is second with four points, and six members, Cass A. Campbell, Earl R. Crebbs, Harry M. Kerron, Eugene K. Oppenheimer, Miss Rose Harrington and Mrs. James Nicol, are tied for third with three points each.

Aggies Swamp Pacific College.

Corvallis, Or., Feb. 3.—Oregon Agricultural college beat Pacific college of Newberg at basketball here tonight by the score of 42 to 9. Sieberts of the Aggies, was the individual star with 20 points. Pacific made but two baskets, the rest of the points being made on fouls. The game was fast and interesting.

Navy in Peace and War.

Portland teachers will listen to Lieutenant J. H. Blackburn, U. S. N., Tuesday afternoon at the Central library. Lieutenant Blackburn will discuss "The Value of the Navy in Peace and War." It is the occasion of the regular meeting of the Portland Educators' association. The general public is invited.

Today's Forecasts.

Portland and vicinity: Sunday partly cloudy; southerly winds.

Oregon: Sunday partly cloudy; southerly winds.

Washington: Sunday generally fair except occasional rain near the coast; southerly winds.

Idaho: Sunday generally fair.

Ocean, North Pacific coast: Sunday, north Columbia occasional rain, fresh southerly winds; south Columbia partly cloudy, gentle variable winds.

Weather Conditions.

High pressure obtains over practically all the country except from the lake region to the North Atlantic coast. The southward move of a high pressure area over interior western Canada and the spreading northwestward of the southern plateau "high" has resulted in clearing conditions over most of the Pacific northwest, although rain was falling this evening along the Washington coast. Precipitation has occurred in the North Pacific states and eastward nearly to the North Atlantic coast, and in western Canada. The weather is warmer in most portions of the country, pronounced chinook conditions having developed western South Dakota and over most of the Missouri valley; it is colder in northeastern Montana, eastern South Dakota, southern Florida and interior northern British Columbia.

The conditions are favorable for generally fair weather in this district Sunday except in western Washington, where occasional rain may be expected. Temperature changes will not be important and winds will be mostly southerly.

T. FRANCIS DRAKE,
Assistant Forecaster.

Observations.

Station.	Min. Temperature	Precipitation (past 24 hours)	Wind Vel.	Wind Dir.	State of Weather.
Baker	32	0	..	E	Clear
Boise	14	0	18	W	Clear
Chicago	20	0	16	W	Cloudy
Denver	48	0	14	W	Clear
Duluth	..	.01	..	W	Cloudy
Galveston	52	0	16	SE	Cloudy
Jacksonville	40	0	10	W	Clear
Kansas City	40	0	..	SW	Cloudy
Marshfield	64	.02	0	NW	Pt. Cloudy
Minneapolis	2	0	12	NW	Pt. Cloudy
New Orleans	46	0	..	W	Clear
New York	16	0	32	W	Clear
North Head	46	.26	26	SE	Rain
Omaha	24	0	..	NW	Clear
Phoenix	72	0	..	NW	Clear
Portland	61	.01	..	S	Cloudy
Sacramento	62	0	..	SE	Clear
Salt Lake	36	0	..	NW	Clear
San Francisco	64	0	..	NW	Clear
Seattle	50	0	12	S	Cloudy
Spokane	44	0	..	SW	Cloudy
Tatoosh Isl.	48	2.26	20	S	Rain
Walla Walla	54	0	..	S	Cloudy
Washington	24	0	..	SW	Clear

Press Report.

Maximum temperature, 61 degrees.

River reading, 8 a. m., 2.8 ft.; change in last 24 hours, —0.6 ft.

Total rainfall (5 p. m. to 5 p. m.), .01 in.; total rainfall since Sept. 1, 1916, 14.93 ins.; normal rainfall since Sept. 1, 28.46 ins.; deficiency of rainfall since Sept. 1, 1916, 13.53 ins.

Total sunshine, 3 hours, 0 minutes; possible sunshine, 9 hours, 57 minutes.

Barometer (reduced to sea level) 5 p. m., 30.41 ins.

Relative humidity at noon, 66 per cent.

Washington Winner Over Oregon Again

University of Oregon, Eugene, Or., Feb. 3.—Washington won the second game against the University of Oregon at Eugene this evening, 33 to 16. The game started fast, Oregon keeping the lead through the first ten minutes, but Washington got together and pulled away from the locals, finishing the first half with an advantage of 19 to 8.

In the last period Oregon became more noticeably tired and the visitors passing combination repeatedly worked the ball down the floor for tries. Only a small crowd was present and the play was inclined to be listless through most of the evening.

Hollis Huntington was good for eight points on the Oregon side, while Davidson showed in his usual form and made 15 of the tallies for the northerners. Lineup:

Washington.	Position.	Oregon.
Davidson (15)	L. F.	Cate
Riddel	R. F.	H. Hunt'gton (8)
Faulk	C.	McCready (4)
Staatz (6)	R. G.	Fox
G. Smith	L. G.	S. Hunt'gton (4)

Referee—Bottsford, Reed college.

Substitutes—Balmer (6) for Faulk; R. Smith (6) for Riddell; Sims for Fox; McCready for Cate; Dick Nelson for McCready.

Supervisor Plans to Make Snowshoe Trip

T. H. Sherrard, supervisor of the Oregon national forests, left Saturday morning for Wapinita, Wasco county, Oregon, where he will attend the meeting of the stockmen of that section. Interest is rife among his coworkers in the district forest office in the Beck building over Sherrard's professed intention to snowshoe his way back over the mountains as far as Clackamas lake.

Sherrard will make the trip in the company of Forest Ranger H. N. Wallace. He expects to arrive in Portland over the Estacada line next Tuesday or Wednesday.

$22,255 Is Tax Total Of First Three Days

From February 1 to 3 inclusive tax payments for the 1916 roll amounted to $22,255.33, according to figures in the tax collecting department of Sheriff Hurlburt. The number of payments may be indicated from the total of 684 stubs taken. In some instances the same individual paid on more than one piece of property. The payments were generally for the full amount of the tax.

Pittsburg Sails.

Seattle, Wash., Feb. 3.—(U. P.)—The United States cruiser Pittsburg will leave Bremerton navy yard at 1 o'clock this afternoon for San Francisco, Commandant Coontz announced this forenoon. He said this was not on war orders.

Auto Agent Under Arrest.

H. S. Gilnett, of Astoria, was arrested in Portland on a charge of obtaining money by false pretenses. Constable Petersen served the warrant. Gilnett was an agent for the Studebaker Automobile company. Bail was furnished.

POLITICS IN THE PORT OF PORTLAND PETTY, DECLARE MANY MEN

Prominent Business Men Declare It Unwise to Let It Enter Commission Matters

FAVORED BY MINORITY

That the Port of Portland Should Be a Business, Not a Political Organization Is General Opinion Expressed

Prominent business men of Portland, who are vitally interested in the conduct and management of the Port of Portland are opposed to involving the port in petty politics or disrupting its organization by the removal of experienced members of the commission because of small internal squabbles fostered by a small minority of its membership. They do not look with much pleasure at the efforts of the coterie, back of the candidacy of George Kelly, who are seeking to line the Multnomah delegation and the legislature up to refuse to reelect Alfred Tucker and give him the place.

Pity to Drag in Politics.

"It is a pity for the Port of Portland to be dragged into politics," is the opinion expressed by T. B. Wilcox. "It ought to be entirely divorced from politics, which has no place in connection with its conduct. I thought the port suffered the loss of a good man when Mr. Mears left it, but Mr. Tucker has been doing good work and the commission has been giving good and economical service. It, or its administration, ought not to be bothered with politics."

W. B. Ayer, president of the Eastern & Western Lumber company, expressed himself strongly against the methods being employed to prevent the confirmation of Tucker.

"It is unfortunate," he said, "when citizens are performing public service efficiently and economically that members of the legislature should lend themselves to the designs of any group of men who are trying to control a public service.

Knows Problems of Port.

"Apparently there is no reason why Mr. Tucker should not be confirmed. He is thoroughly qualified from years of experience in the shipping business to handle the problems of the port.

"By this service he has proved himself to be honest and capable and not seeking any personal advantage."

This also expresses the sentiment of various other men who have large interests in Portland affected by the work of the port commission.

For some time strong pressure has been brought to bear on the members of the Multnomah delegation in the interest of George Kelly's candidacy for Tucker's place on the commission. Even before John Mann and K. K. Kubli, members of the delegation, presented Kelly's name before the delegation for consideration, Kelly's friends had been quietly sounding different members, and they now contend that a majority of the delegation will give him their support.

Minority Never Reconciled.

When S. M. Mears left the commission and the commissioners elected Alfred Tucker to succeed him, Captain Spencer and Captain Patterson both cast their votes for Kelly. They have never been reconciled to Tucker's membership on the commission, especially since he failed to take their side of the internal differences existing on the commission, but worked with the other members, R. D. Inman, D. C. O'Reilly, Captain Shafer and Captain Pease.

When the family trouble came to a head in the dismissal of Superintendent of Dredges Groves and his son, who was carried as his assistant, Patterson and Spencer went actively to work to shift the balance of power, and the Kelly boom was started. Because of the influences back of Kelly's candidacy, which do not contend that Tucker is not capable and qualified for the position but seek to repudiate him solely in order to accomplish some personal and political ends, much opposition is being aroused to it, among those who believe that the Port of Portland should be a business and not a political organization.

A. D. STEPHENS MADE HEAD DIRECTOR OF THE SCANDINAVIAN BANK

Crookston, Minn., Banker Bought Controlling Interest; Now Chairman Board.

Radical changes in the organization of the Scandinavian American bank were made at the annual meeting of the board of directors Saturday night. A. D. Stephens, a banker from Crookston, Minn., who has purchased a controlling interest in the Scandinavian American bank, was made chairman of the board of directors. Marcus Stephens, his son, who also has acquired considerable stock in the bank, was made vice-president.

The other officers were left unchanged. C. F. Hendricksen remains president, Anthon Eckern cashier, and O. J. Hawkenson and A. L. Moreland assistant cashiers. Will T. Wright, who yielded the vice-presidency to Marcus Stephens, remains a director of the bank. Other directors are: A. D. Stephens, Marcus Stephens, C. F. Hendricksen, M. G. Thorsen, Anthon Eckern, Henry Harkson and Conrad P. Olson.

Before coming here, A. D. Stephens was president of the Merchants' National bank of Crookston, Minn., where he has been a banker for 32 years. He is also a heavy stockholder of the First National of St. Paul, the Scandinavian American of Minneapolis, and one of the big banks of Duluth.

Mr. and Mrs. Stephens will make their home in Portland.

Within the case of a new clock of the grandfather type is concealed a phonograph and cabinet for records.

"Anaemia--Lack of Iron--Is Greatest Curse To Health and Beauty of American Women"

Says Dr. King, Physician and Author.

Any Woman Who Tires Easily, Is Nervous or Irritable, or Looks Pale, Haggard and Worn, Should Have Her Blood Examined for Iron Deficiency.

Administration of Nuxated Iron Will Increase the Strength and Endurance of Weak, Nervous, Careworn Women 200 Per cent in Two Weeks' Time in Many Instances.

THE CHILD'S APPEAL

Mother, why don't you take NUXATED IRON and be strong and well and have nice rosy cheeks instead of being so nervous and irritable all the time and looking so haggard and old-The doctor gave some to Susie Smith's mother and she was worse off than you are and now she looks just fine

"There can be no healthy, beautiful, rosy cheeked women without iron," says Dr. Ferdinand King, a New York physician and author. "In my recent tal