

PACIFIC COAST YARD CAPACITY IS 700,000 TONS PER ANNUM Government Board Completes Survey of Infant Industry of Coast.

FOUR CAN BOAT BATTLER Portland Plants Capable of Turning Out 80 Per Cent of Total; Union Iron Works 25 Per Cent.

San Francisco, Feb. 8.—(U. P.)—Shipbuilding plants on the Pacific coast are capable of turning out approximately 700,000 tons of merchant ships annually, according to a report...

Of the 12 yards, four are capable of building battleships. The other two plants of the Union Iron Works at Oakland and San Francisco, the Seattle Construction and Drydock company and the Washington Shipbuilding company at Tacoma.

Shipbuilding plants on the Pacific coast, and their annual capacity in tons, are as follows: Union Iron Works (two yards), 175,000; Seattle Construction & Drydock company, 75,000; Washington Shipbuilding company, Tacoma, 75,000; Northwest Steel company, Portland, 75,000; Columbia River company, Portland, 50,000; J. P. Duthie & Co., Seattle, 50,000; Ames Shipbuilding company, Seattle, 50,000; Skinner & Eddy, Seattle, 50,000; Columbia River company, Portland, 50,000; Anderson Shipbuilding company, Seattle, 20,000; Albina Engine & Machine works, Portland, 20,000; California Shipbuilding company, Long Beach, 10,000.

VETERAN MARINER IS BACK Government Asks Civil War Pilot to Report to Navy Yard.

Aberdeen, Wash., Feb. 8.—Gust Hagen, who reached his seventy-seventh birthday last month and who in his younger days was a well known Atlantic coast navigator, has been called upon by the navy department for active service as a mariner.

Hagen was in the regular United States service from 1863 to 1867 plying between Atlantic coast ports. He has been on the Pacific coast for the past 30 years and for the last nine years or so has been a resident of this city.

WELL KNOWN CRAFT GONE E. B. Jackson, Which Loaded Here, Wrecked in Arabia Harbor.

Returning from Bombay, where she delivered a cargo of lumber, the schooner E. B. Jackson, Captain Olson, was wrecked yesterday.

Boat Service to Pasco. Service to Pasco by the Dalles-Columbia line is to start February 20, water permitting.

Changes and Charters. San Francisco, Feb. 8.—G. Johnson has replaced T. A. Jamieson as master of the steamer Speedwell, reported from New Orleans.

Tug Goes for Junk. For just \$100, Charles Steelsmith and Captain John Zumwalt have purchased the sunken tug Resolute which, for the last few months, has floated in 30 feet of water near Vancouver.

NEWS OF THE PORT Arrivals February 8. W. F. Herbin, American steamer, Captain Engalla, oil, from San Francisco, Associated Oil company.

Departures February 8. Northern Pacific, American steamer, Captain Hagen, oil, for San Francisco, Standard Oil company.

Marine Almanac. Weather at River's Mouth. North Head, Feb. 8.—Oiled at the mouth of the river at noon, smooth; wind east, 14 miles; weather, light fog, channel obscured.

Passengers and Freight. Northern Pacific, S. F., Feb. 7. Rose City, S. F., Feb. 7. Beaver, S. F., Feb. 7.

Steamers Due to Depart. Name, For, Date. Northern Pacific, S. F., Feb. 10. Rose City, S. F., Feb. 10. Beaver, S. F., Feb. 10.

Vessels in Port. Name, Am. Port, Date. Akutan, Am. Port, Feb. 8. Astoria, Am. Port, Feb. 8.

Daily River Readings. STATIONS. Lewiston, 25.0, 1.0, +0.1. Eugene, 10.0, 0.7, -0.1. Salem, 20.0, 0.9, -0.2. Portland, 16.1, 0.1, -0.0.

River Forecast. The Willamette river at Portland will rise three days.

At Neighboring Ports. Astoria, Feb. 8.—Sailed during the night, motor schooner Sierra, for San Pedro, arrived at 1:30 and left at 9:00 a. m. W. F. Herbin, from Gaviota, sailed at 8:00 a. m.

San Francisco, Feb. 8.—Arrived—Homer, Santa Barbara, 8 a. m.; Noyo, Fort Bragg, 9 a. m.; Yale, Los Angeles, 9 a. m.; Unafilla, Santa Ana, 9 a. m.; Santa Monica, Los Angeles, 9:30 a. m.; El Segundo, Astoria, 8 a. m.

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The Sweeney bill provided the prosecuting attorney could file complaints and go to trial on them, in violation of the constitution. Lewis contended such bills were simply curative, and should be reasonable or they would not be enforced.

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A stormy session, continued from 4:30 to 7:30 p. m. Wednesday, marked the discussion of proposed amendments to the teachers' tenure law by the Grade Teachers' association.

Miss Eleanor McCarthy read letters from legislators stating that they will oppose any change in the tenure law other than the school board or Orton bill amendments. She declined to give the names of these legislators.

A motion by Miss Alice Randall that the grade teachers oppose any change in the tenure law was declared out of order by the speaker on the ground that the original indorsement must first be rescinded.

One motion to rescind the indorsement was made and put. In united opposition to the school board amendments, but in division over the Orton bill, the teachers will travel by special train to Salem this evening, where they will appear before legislative committees.

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First Lieutenant Henry L. Kraft, medical reserve corps, is ordered from the army medical school to the soldier's home, Washington, D. C., for duty.

Major Adam F. Casad, ordnance department, is ordered from the office of the chief of ordnance to the arsenal at Rock Island, Ill., to be in charge of the ordnance department.

Remains Coming to Portland. The body of George S. Miller, the Portland man who was killed in West Gaviota, will be brought to Portland by train on Wednesday.

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Mr. C. E. Brooks, Marshall, Mich. Dear Sir:— Perhaps it will interest you to know that I have been ruptured six years, and have always had trouble with it. I tried your Appliance and was cured in ten days. I had it on; it just adapted itself to the shape of the body and seemed to be there all the time. I am now well and thank you very much for your Appliance and for the good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

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