

INFORMATIONS HERE EXPLAIN EXPORT LICENSES

New Procedure for Declaration
by Shippers Will Go Into Effect
Feb. 1 Instead of Jan. 15.

FORM IS SINGLE SHEET

Document Must Be Made in
Quadruplicate, but Only Original
Copy Must Be Verified.

Information as to the procedure of
filling shippers' export declarations and
export licenses with collectors of cus-
toms, as prescribed jointly by the treas-
ury department, the department of com-
merce and the war trade board, which
will become effective on and after Jan-
uary 1, 1918, was received this morning
by Collector of Customs Moore. It had
previously been announced that the new
regulations were to become effective
January 15, but the date has now been
put off.

On that date and during the period
of the war and until further notice, a
new single sheet form of shippers' ex-
port declarations and export licenses
will be used. The collector of customs at the
port of exportation for all goods exported on and
after January 15. The shipper will pre-
pare this declaration in quadruplicate
for all exports to foreign countries and
in duplicate for all shipments between
the United States and its non-contigu-
ous territory.

For exports to a foreign destination
the shipper will present all four copies,
fully filled out and signed, to the col-
lector of customs, but will make oath
upon the original copy only. The oath
may be taken before the collector of
customs, notary public or other persons
authorized to administer oaths.
The war trade board export license
must be presented to the collector with
the declaration covering the shipment,
and the collector will compare the li-
cense with the four copies to see that
they agree in all particulars. If all
documents are in proper form the col-
lector will retain the original declara-
tion and one copy and deliver two
copies to the shipper.

The shipper will deliver one copy to
the collector of customs and send the
other copy with the goods to the cus-
toms inspector on the dock, without
which merchandise will not be received.

SPEED WHILE BATHING

Japanese Sailors Want Regular Abil-
tude: Steam Put on to Heat Water.
San Francisco, Jan. 19.—(U. N. S.)—
There was a rush of business in this
port Friday. Five sailing vessels and
two steamships were in quarantine at
one time.

The Nanbu Maru was one of the ar-
rivals from a foreign port. She is the
first wooden auxiliary square rigger to
be built by the Japanese. She is owned
by the Japanese South Sea Trading
company of Japan, known as the
K. Y. K.

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WILLAMETTE IS FALLING

Weather Bureau Reports Show Nor-
mal Conditions Approaching.

The Willamette river is falling at all
points, according to reports compiled
by the weather bureau this morning.
The fall at Portland in the 24 hours
ending at 8 o'clock this morning was
4.4 of a foot, the stage being at 15.3 feet.
At Eugene there was a fall of 3.3 of a
foot, the stage being at 12.7 feet. At
Astoria the stage was at 12.7 feet.
At Rainier the stage was at 12.7 feet.
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KILBURN IS AGAIN IN TROUBLE

Steamer Compelled to Put Back After
Start for North.

What omen of ill-luck is camping in
the path of the Emerald line steamer
P. A. Kilburn? After missing two round
voyages, due to three previous break-
downs in attempting to return to San
Francisco from her last call at this
port, and after being thoroughly over-
hauled when she finally reached San
Francisco, she put to sea late Friday
night to resume her schedule and again
had to return to San Francisco with her
engine disabled.
The information of this effect is contained
in a dispatch from San Francisco. It
says she left there for Portland late
Friday night and returned at 4 o'clock
this morning with her engine again out
of kilter. She had been in drydock
there most of the week.

ALL ALONG THE WATERFRONT

Orders having been changed, the
schooner Kohala, from San Francisco,
came to the mouth of the river Friday after-
noon. Her orders were changed while
she was at sea. The Kohala made a
round trip up the coast from the Golden
Gate, covering the distance in five days.
En route up the river today are the
steamers Wapama and Nehalem,
with general freight. They arrived in
Friday.
The schooner Lottie Bennett is due to
leave up from Astoria some time today
for St. Johns to load a cargo of lumber.

Old Timer Is in Race

San Francisco, Jan. 19.—(U. N. S.)—
There was a keen race between the John

and Winthrop and the Wanganui. Both
are barkers of equal tonnage, about 320
tons. They left Auckland at the same
time, 38 days ago, for a Pacific port.
The John and Winthrop is owned by
Tom Crowley and is a sturdy old whaler
built in Maine 40 years ago. The
Wanganui also is an old timer.

Notice to Mariners
The following affects the aids to
navigation in the Seventeenth light-
house district:
Willapa Bay—Elk Spit buoy 1,
reported as extinguished January 15.
To be relighted as soon as practicable.
Puget Sound—Port Orchard—Water-
man Point light, reported extinguished
January 15, relighted January 15.
Reported as out of order January 15.
To be adjusted as soon as practicable.
ROBERT WARRACK,
Lighthouse Inspector.

Collector to Issue Licenses
Licenses at this port for coal and
fuel oil bunker stores will hereafter
be issued by Collector of Customs
Moore. He has empowered to do this
in a telegram received Friday from
Thomas B. Love, assistant secretary of
the treasury department. Full instruc-
tions and blank forms are on the way
by mail.

News of the Port

Arrivals January 19
Nehalem, American steamer, from San Fran-
cisco, freight.
Oleum, American steamer, from Gaviota, oil.
Departure January 19
Beaver, American steamer, for San Fran-
cisco and San Pedro, passengers and freight.

Weather at River's Mouth
North Head, Jan. 19.—Conditions at the
mouth of the river from 10:00 a. m. to 10:00
p. m.: weather, clear; sea, smooth; channel,
fair.
Sun rise, 7:45 a. m. Sun set, 5:00 p. m.
Low water, 1:00 p. m. High water, 1:00 p. m.

DAILY RIVER READINGS
Stations. Flood Stage. Height (feet). Change (feet). Direction.

Lowland 22 4.7 +0.1 0.02
Unalakleet 25 4.7 +0.4 0.02
Burrard 20 4.7 +0.9 0.02
Albany 20 4.7 +0.9 0.02
Oregon City 12 4.7 +0.7 0.02
Portland 10 4.7 +0.4 0.01

(+) Rising. (—) Falling.

RIVER FORECAST

The Willamette river is expected to fall
steadily during the next two or three days.
At Astoria, Jan. 19.—Arrived at 5 a. m. and
left at 6:30 a. m. steamer Nehalem from San
Francisco.

San Francisco, Jan. 19.—Arrived at 7 a. m. and
left at 11:30 a. m. steamer Kohala from San
Francisco; arrived down at 8 p. m. and left
at midnight steamer Wapama from San Fran-
cisco.

San Francisco, Jan. 18.—Arrived, steamer
Wapama from Portland.

San Francisco, Jan. 18.—Passed 5 p. m. the
schooner Monterey in tow of tug Navigator from
Monterey for Portland.

San Francisco, Jan. 19.—Arrived, Green-
wood, Port Ross, 12:30 a. m.; Home, Santa
Barbara, 4:30 a. m.; Idaho, Port
Ludlow, 4:30 a. m.; Klamath, 9:30 a. m.;
Marshall, 9:30 a. m.

San Francisco, Jan. 19.—Arrived, G. C.
Lindauer, at 7:30 a. m.; Yellowstone, at 8 p. m.

San Francisco, Jan. 19.—Arrived, from Port-
land, 9:15 p. m.; Horace K. Baxter, from Eagle
River, 9:15 p. m.; Santa Rosa, 9:15 p. m.;
San Luis, at 7 p. m.; Sailed: Tieton, for
Columbia river, at 11:35 a. m.; Admiral
Bever, for Los Angeles, at 12:30 p. m.;
Klamath, for Astoria, at 1:20 p. m.; Ad-
miral, for Seattle, at 3:24 p. m.; Helix, for
Grays Harbor, at 5 p. m.; Vanguard, for En-
senada, at 5:30 p. m.; Sailed, at 5:10 p. m.:
Sea Foam, for Mendocino, at 5:30 p. m.;
P. A. Kilburn, for Astoria, at 11:25 p. m.

San Francisco, Jan. 18.—Sailed, Victoria, south-
bound, 11:20 a. m.
San Francisco, Jan. 18.—Sailed, City of Seattle,
northbound, 2:30 p. m.
San Francisco, Jan. 18.—Sailed, Despatch, south-
bound, 3:30 p. m.

San Francisco, Jan. 18.—Sailed, Jefferson, south-
bound, 4:30 p. m.
San Francisco, Jan. 18.—Sailed, Santa Alicia,
Tacoma, towing barge W. J. Pirie from Bellin-
gham, 7:30 p. m.

Anacortes, Jan. 18.—Sailed, Coconada, for
Tacoma, Jan. 19.—Arrived, Kelheim Maru,
and Rainier, from Seattle.

San Francisco, Jan. 18.—Sailed, Noma City, Ad-
miral Paraguet and P. S. Loop from Seattle.

Ex-Councilman of Alameda Indicted

William Hammond, Charged With Con-
spiracy to Defraud in Connection With
Alleged Dealings in Local Case.

Oakland, Cal., Jan. 19.—(U. P.)—William
Hammond, former Alameda city councilman,
was indicted by the Alameda county grand jury Friday on a charge
of conspiracy to defraud by means of a
worthless check and placed under ar-
rest.

Hammond, it is charged, conspired
with H. L. Zimmer to pass a \$30,000
worthless check and was placed under
arrest in Portland.

The evidence placed before the grand jury, Hammond at-
tended a meeting at Zimmer's home when, it
is alleged, plans for passing the check
were made.

Zimmer was indicted by the Multnomah
county grand jury several days
ago, following his arrest on a charge
of having in his possession fraudulent
documents with intent to defraud.

Automobile Pursuit Ends With Smash-Up

San Francisco, Jan. 19.—(U. N. S.)—An
automobile pursuit, in which several
police officers were involved, ended
with a smash-up, after a machine that had
run down a man, ended Friday with wreck-
ing the tugboat. Robert Livingston,
who was reported to have been run down
and seriously injured Fred Keller, led
the police a wild chase for several
blocks, around sharp curves and over
rough roads, and then smashed his
car into the curb and wrecked it.
The police arrived an instant later and
arrested Livingston.

Army-Navy Orders

San Francisco, Jan. 19.—(U. N. S.)—The
following army orders were issued today:
Private George S. Sweeney, Thirtieth Company,
C. A. C., Port Flagg, is discharged from the
service.

Lieutenant Colonel Eugene H. Hartnett, Van-
couver Barracks, will proceed to this city and
report to Colonel J. M. Main, president of the
examining board, to determine his fitness for
service.

Sergeant Irving E. Steele will be sent to
Camp Lewis, reporting upon arrival there, to
be assigned to duty.

First Lieutenant Charles M. Taylor, Fort
Lawton, is named on attachment board ap-
pointed to meet at the call of the president of
the board at Letterman General hospital.

Sergeant Frank C. Lewis, is named on an
examining board appointed to meet at the call
of the president of same, at
Letterman General hospital.

When writing or calling on advertisement
please say "The Journal."

WILSON APPROVES FUEL ORDER THAT CLOSES PORTS TO RUSSIAN SHIPS

President Issues Statement Re-
gretting Necessity for Order
Shutting Down Eastern Plants

ADOPTED THE ONLY REMEDY

Imperative That Congestion at
Ports Be Relieved, That Peo-
ple Be Kept Warm in Homes.

Washington, Jan. 19.—(U. N. S.)—President
Wilson Friday night issued a
statement upholding the Garfield order
closing down industries in the east. The
president said:

Garfield before the fuel order was issued
and fully agreed with him that it
was necessary, much as I regretted the
necessity. This war calls for many sacri-
fices, and sacrifices of the sort called for
by this order are infinitely less than
sacrifices of life which might otherwise
be involved.

Order Was Absolutely Necessary
It is absolutely necessary to get the
ships away, it is absolutely necessary
to relieve the congestion at the ports,
and upon the railways. It is absolutely
necessary that our people should be
warmed in their homes if nowhere else,
and half way measures would not have
accomplished the desired end.

"If action such as this had not been
taken, we should have limped along from
day to day with a slowly improving con-
dition of affairs with regard to the ship-
ping of coal, but without such action im-
mediate relief as had become abso-
lutely necessary because of the conges-
tion of traffic, which have been piling
up for the last few months."

"I have every confidence that the re-
sult of the action of this sort will jus-
tify it and that the people of the coun-
try will loyally and patriotically re-
spond to the action of the president in
this matter. We are upon a war footing and I
am confident that the people of the
United States are willing to observe the
same sort of discipline that might be
involved in the actual conflict itself."

The statement was issued following a
press conference at the White House
after the cabinet adjourned the president
went into conference with Franklin K.
Lane, secretary of the interior, Sec-
retary of the Navy Daniels and Attorney
General.

Reason for Sudden Action
It was learned from a member of the
cabinet that responsibility for the sud-
denness with which the shutdown order
was issued lay with the thermometer.

The rising temperature of the last few
days and a promise from the weather
bureau that mild weather was likely to
prevail for the next few days, the presi-
dent explained, prompted the president to
authorize Dr. Garfield to proceed im-
mediately and in face of the senate ac-
tion. "I thought that as in the opinion
of those concerned the action was
imperative, it was better that it
should be done when the turning off of
the fuel supply would not cause as
much suffering as it would in extremely
cold weather."

Garfield Issues Statement

Dr. Garfield issued the following
statement:

The order suspending temporarily the
operation of the fuel plants is drastic.
But this war is the most extensive and
involves greater sacrifices than any
war heretofore. The American people
are called upon to make sacrifices, and
stake everything for the realization
of a great ideal. We know that democ-
racy must be a reality at home as well
as abroad and that its benefits must be
shared by all and its sacrifices must be
borne by all. The fuel plants are a
comparatively small part to cease for
a few days, quickly accomplished the
desired result and permanently injure
none.

All Industries on Equal Footing
"The order as it stands puts all in-
dustries on an equal footing, favoring
none and avoiding unfair competition.
Every industry is called upon to make
sacrifices. This reason plus the fact that the
order will put coal in the empty bins of the
people will aid in breaking up conges-
tion of traffic and in furnishing an
adequate supply of coal to the people
who need it and to the ships which can-
not sail without it—these are sufficient
reasons and justify the order."

"Or those industries which are neces-
sary war material that can be promp-
tly delivered are permitted to operate
during the suspension period."

Reason for Blanket Order
"To permit industries with a coal
supply on hand to operate would allow
many of the least essential to continue,
while some of the essential would be
compelled to stop. Moreover, to allow
the supply of coal to be restricted to a
few industries would result in adding
to the traffic congestion and unless they
are suspended at a later period, the
needed saving in consumption of coal
would not result. It has delayed the
application of the order would only
have added to the congestion."

"It is no condemnation of industries
to say that each would have to be
shut down to increase its supply of
coal and other raw material during the
days prior to the application of the
order."

PLAN FOR REPUBLICS IN RUSSIA AGREED TO

(Continued from Page One)

Sons were killed and many wounded in
street fighting today coincident with the
opening of the constituent assembly.

The city bristled with fighting forces,
including a large number of troops
brought to the capital by the Bolsheviks
after the formal announcement of the
discovery of a counter revolutionary plot
which, it was believed, was headed by
former Premier Kerensky.

Kerensky was himself reported to be
in hiding in Petrograd.

The constituent assembly opened at 10
o'clock in the afternoon.

Committeemen are killed
The fighting in the downtown streets
continued just prior to this.

Among those killed in the rioting was
M. Loevsky, of the executive commit-
tee of the peasants' congress. The
wounded included many women.

Versions of how the rioting started
differ. The most coherent story was
that a procession of the Society for De-
mocratic Education, headed by a woman,
was attacked by the Bolsheviks (Maximal-
ists) and their banners destroyed. A
command to the troops to fire their guns
into the air resulted in a general hall
of machinegun fire and rifles—but not

NO CONTRACTS TO BE LET FOR WOOD SHIPS AT PRESENT

James O. Haworth of Shipping
Board Says Decision Is Due
to Lack of Timber in Yards.

DECISION IS NOT PERMANENT

Construction May Be Limited to
Ability to Obtain Engines and
Machinery, It Is Explained.

Washington, Jan. 19.—(U. N. S.)—The
administration railroad bill is tempo-
rarily stalled. Although anxious to com-
ply with President Wilson's request to
confer for speedy passage, Chairman
Sims of the house committee was forced
to report that he saw no immediate hope
of ending the growing fight to fix a
date for the return of the roads to
their owners.

President Wilson's request was sent to
Speaker Clark, who called the heads of
all important committees into confer-
ence. Special speed was asked on the
waterpower and railroad bills, the latter
of which has been two weeks before
congress without apparent progress.

Speaker Clark told the conference
that the slowness was holding up sen-
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